

# FOUR WIN \$6,000 SIU SCHOLARSHIPS

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## Okay 50-50 For Famine Cargo

Story On Page 3



### Picking Scholarship Winners.

Members of SIU Scholarship Advisory Committee complete their recommendations for winners of four \$6,000 SIU college scholarships. They are: (seated around table, clockwise), C. William Edwards, Princeton University; Bernard Ireland, Columbia University; Miss Edna Newby, NJ College for Women; F. D. Wilkinson, Howard University; Arthur Benson, Educational Testing Service; Elwood Kastner, New York University. Standing (left-right) are: Herb Brand, SEAFARERS LOG editor; Robert Creasey, administrator, SIU Welfare Plan; Charles Logan, trustee; Al Kerr, deputy administrator.

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# Atlantic Ignores Crews, Attempts Election Delay

Flying in the face of the wishes of close to 80 percent of its tanker crewmembers, the Atlantic Refining Company this week began a desperate, last ditch legal delaying action to stall off an eventual SIU election victory in the fleet. Atlantic attorneys taking charge of the anti-Union campaign, won a brief eight-day breathing spell at the National Labor Relations Board after two informal hearings.

As a result, the NLRB's Philadelphia office will hold a formal hearing on the SIU's petition for an election in the fleet on Tuesday, June 30. At that hearing SIU representatives will get the full weight of Government legal machinery rolling, in the face of expected filibuster tactics by Atlantic.

Atlantic's stalling tactics at two previous informal board hearings came as no surprise to the SIU organizers. They had expected for some time that the company would come out into the position of openly opposing the SIU, instead of using the AMEU as its cat's paw to block the desire of tankermen for real union representation.

### AMEU Crumbling Fast

As more and more tankermen signed SIU pledge cards, and with the AMEU crumbling under a growing flood of membership withdrawals, it became apparent that the company would either have to throw in the sponge, or discard its mask of "neutrality" and take up the battle against the SIU. The AMEU's leaders were not even present at NLRB hearings with the exception of the independent union's attorney who holds the title of "business manager" for the AMEU. He meekly followed the lead of company attorneys on all questions that arose.

Union representatives agreed that the company, by attempting to delay an election that was sure to come off, showed it had no desire to do business with a real

trade union in the fleet, or to permit its tankermen to enjoy genuine collective bargaining on wages and conditions.

The company's desperation maneuvers came out in the open at the second of two NLRB informal hearings on the SIU's petition and on the Union's unfair-labor practice charges. Company representatives, backed up against the wall by the SIU's evidence of 30 unjustified firings in the fleet, nevertheless refused to concede and reach agreement on reinstatement and back pay. By doing so they left themselves wide open to an official unfair practice indictment (Continued on page 17)



SIU Savannah port agent, E. B. Tilley (left) presents Seafarer Jackson E. Meyer with a \$200 maternity benefit check and \$25 baby bond. Meyer's wife; son, Edward, and daughter, Brenda Dianne, look on. Meyer is the first Seafarer to collect his second maternity benefit since the plan started in April, 1952.

## He's 1st For 2nd Baby \$

Another major "first" was rung up in the SIU maternity benefit program when Seafarer Jackson E. Meyer qualified for his second maternity benefit. Meyer, who received his first benefit with the birth of his son, Edward Lee, on April 9, 1952, came in for another \$200

plus a \$25 US defense bond this week. The happy event was the birth of a daughter, Brenda Dianne, on June 12, 1953.

As a result, Meyer is the first to have a full-sized 100 percent SIU family. While there have been cases of twin births, which have meant a double benefit, Meyer is the only one thus far to have a second single child since the benefits began, April 1, 1953.

### Over \$130,000

Brenda Dianne was the 655th maternity benefit baby in the 15 months since the benefit began. To date, the benefits have passed the \$130,000 mark. And each of the SIU benefit babies has received the \$25 US savings bond, directly from

the Union or over \$16,000 in bonds alone.

While maternity benefits are fairly common in group insurance plans, no plan comes near paying the amount provided by the SIU—which is at no cost to the Seafarer. The average benefit usually runs from \$50 to \$80, and requires one year of eligibility in contrast to the SIU requirement or just one day on an SIU ship before the baby is born.

Meyer wouldn't commit himself on whether or not he would have a third child. Right now he's shipping out again to provide for his growing family. His last ship before the baby was born was the Seatrain Savannah, on which he sailed as an oiler.

## Last Atlantic Holdouts Invited On Bandwagon

With SIU pledges in the Atlantic tanker fleet nearing the 80 percent mark, SIU membership in all ports last week put out the welcome mat to the few remaining AMEU backers on the ships. The June 17 meetings at all ports adopted a resolution inviting all these tankermen, amounting to about 20 percent of the fleet personnel, to join with the other 80 percent under the SIU banner.

The membership action emphasized that whatever these men may have felt or said about the SIU in the past, the Union will accept them without prejudice, because the issues in the SIU organizing campaign do not involve personalities, only the over-all betterment of tankermen's wages and conditions in Atlantic.

### AMEU Helpless

It was pointed out that the great majority of these men, who had been staunch AMEU backers, now realized that the AMEU was completely under the company's thumb and was helpless to give them any kind of representation.

However, because they had taken positive anti-SIU positions in the fleet, these men were hesitant to approach SIU organizers, feeling that they would be turned down, and consequently that they had to stick with the AMEU.

Under the terms of the membership resolution, their past opposition to the SIU will be forgotten provided they pledge their support to the SIU now, before the National Labor Relations Board election takes place.

As the resolution put it, the SIU will welcome "each and every man of the Atlantic tanker fleet into our Union, including those who have been opposed to us for whatever reason of their own they may have had."

"The sole issue throughout the drive is the SIU's superior representation as a result of the top wages and working conditions, welfare and vacation benefits and the on-the-spot, round-the-clock job protection and security that would be provided Atlantic tankermen under the SIU banner.

"We impress upon all hands in the Atlantic fleet, from the most pro-SIU man to the officials of the company union—AMEU—that our sole desire is to have them strengthen their positions as seafaring men under the SIU banner."

## Delta Line Head Dies, Formed Co.

One of the prime founders of the Mississippi Shipping Company, and its former president, Theodore Brent, died recently in New Orleans at the age of 79. The veteran shipping man had been connected with the company since its founding in 1918.

Brent had served as president of the company from 1942 to May 4, 1953, after holding several offices and being a member of the board of directors since the company was organized. Last month he stepped out of the president's post and assumed the position of chairman of the company's board of directors.

When the company was first founded in 1918, it consisted of one ship purchased from the old wartime shipping board. At present the company owns 11 cargo vessels and three luxury passenger ships which operate on the South American run.

Aside from his connection with the Delta Lines, Brent was prominent in promoting the port of New Orleans as a shipping center. He was one of the organizers of the famed International Trade Mart which has done so much to boom import-export trade in New Orleans. He also had connections with various other shipping and shipbuilding enterprises.

## Greetings From Congressman



Baltimore port agent Earl Sheppard, in light suit, gets a warm handshake from Congressman Robert Mollahan (D-W. Va.), who attended branch's June 17 meeting. Legislator later addressed meeting, and was shown new hall now being constructed.

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# SIU Acts, 50-50 Put Back In Pakistan Aid

Speedy SIU action in alerting members of the House of Representatives led to an important test victory of the 50-50 principle in aid shipments. Members of the House voted to restore the 50-50 provision to the Pakistan wheat shipment bill after it had been removed from the bill by the House Agriculture Committee.

The Pakistan wheat bill, an administration-sponsored measure, provides for shipment of one million tons of wheat to Pakistan to prevent possible famine in that country. The Senate previously approved the bill with the 50-50 amendment attached, providing that 50 percent of the cargoes carried under the bill should go in American bottoms.

### Several Amendments

The amendment on the floor of the House to restore the 50-50 provision was offered by Representative Alvin Weichel, chairman of the House Merchant Marine Committee. When it became apparent that the 50-50 fight would go to the floor of the House, a sizable number of Congressmen were alerted by the SIU Washington office and by the various ports of the danger

to the 50-50 principle in letting the bill go through without this amendment.

As a result there was a large turnout of House members when the amendment came up and it went through without any difficulty. Maritime observers in Washington gave the SIU major credit for the successful action in the House.

While the number of voyages involved in the wheat bill is small, about 60 or 65 in all for American vessels, it is believed that the House action was the key vote on the 50-50 issue. For some time now, foreign shipping interests have been campaigning against the 50-50 law, and failure of the House to include it in the Pakistan wheat bill would have opened the floodgates for a major assault on the 50-50 provision in the various economic and military aid programs.

### Clear Sailing Seen

It is now expected that the 50-50 provision will have relatively clear sailing in the multi-billion dollar military and economic aid programs now being acted upon in both Houses of Congress.

The 50-50 law was first incorporated in US legislation with the start of the Marshall Plan of economic aid for Europe in 1948 after a vigorous fight by the SIU for the requirement. In recent years it has provided American ships with a very sizable percentage of their cargoes. Attempts have been made on various occasions to do away with the 50-50 law, but all have been met successfully by determined Union opposition.

It is expected that of the 500,000 tons of wheat reserved for American-flag ships, about 100,000 tons will be carried by regularly-scheduled liner services to Karachi, such as those operated by Isthmian and other companies with Middle East and Far East services.

The other 400,000 tons will be carried by tramp operators, most of whom are under contract to the SIU.



Members of the scholarship advisory committee are shown discussing records of scholarship candidates. Left to right, they are: F. D. Wilkinson, Howard Univ.; Arthur Benson, Educational Testing Service, which gave the entrance examinations; Elwood Kastner, New York Univ.; Charles Logan, Welfare Plan trustee; Miss Edna Newby, NJ College for Women; C. William Edwards, Princeton Univ.; Bernard Ireland, Columbia Univ.

## LOG To Reprint Constitution

In accordance with the decision of the recent port agents conference, the next issue of the SEAFARERS LOG will carry a full reprint of the new SIU constitution. The agents recommended that the constitution be reprinted in the LOG at six month intervals.

In addition, the LOG will carry a full review of all trial and appeal proceedings that have taken place in the nine months since the new constitution went into effect. Details of all trials and appeals will be printed, decisions rendered in each case, so Seafarers will be able to see how this important section of the constitution has been operating in actual practice to protect every member's rights.

# Children Of Four Seafarers Awarded SIU Scholarships

Four children of working Seafarers will be heading for college this fall, each assured of a four-year \$6,000 college scholarship made possible by their fathers' union. Trustees of the Seafarers Welfare Plan, meeting on Tuesday, June 23, approved the selection of Alma Jimenez Colls, Robert Goodwin, Charlene Holden and Elizabeth Lomas as winners of the first college scholarships ever awarded by any maritime union.

Selection of the winners climaxes several months of careful study and preparation of the trail-blazing SIU Scholarship Plan. The \$1,500 yearly grant that will be provided for each winner is far more than Seafarers could earn in a full year's work when the Union

began its operations 14 years ago. At that time, or just a few years back for that matter, the idea that Seafarers or their children would go to college with Union scholarships of this kind would have been dismissed as a pipe dream.

The Scholarship Plan, widely applauded when it was first announced, was designed to make this "pipe dream" possible, so that qualified Seafarers or their children would have equal opportunity for higher education with all that it implies.

The four winners were proposed from the applicants by a five-member board of college and university administrators, after thorough examination of their school records and their performance on the standard College Entrance Examination Board tests. The trustees then adopted the recommendations of the advisory committee.

The winners, three girls and one boy, come from all parts of the US and its territories. Alma Jimenez Colls, daughter of Seafarer Pedro Jimenez, wiper, lives in Rio Piedras, Puerto Rico. Robert Goodwin, whose father is Seafarer Eugene Goodwin, lives in Hillsboro, Oregon. Elizabeth Lomas, daughter of Arthur James Lomas, steward, is a resident of Tuckahoe, New York, while Charlene Holden, daughter of Stanley A. Holden, chief cook, lives in Manchester, Maryland.

### Fine Records

All four of the winners compiled fine school records and scored well in the College entrance tests. In addition they were active in a variety of school and community affairs which added to their qualifications. Miss Colls, who ranked 17th in a high school class of 396 students, intends to become a doctor. Miss Holden plays in her school

orchestra, writes for her school newspaper and participates in a variety of extra-curricular activities.

Miss Lomas was secretary-treasurer of the General Organization (Continued on page 17)

## SIU Outfit Seeks Six New Ships

An application for aid in the construction of six huge high-speed tankers has been made to the Federal Maritime Board by the SIU-contracted Colonial Steamship Company. The application was the first of its kind to be made under the Long Range Shipping Act of 1952.

Colonial plans to build the six vessels at a cost of \$7½ million each. The ships would definitely be in the super-tanker class, grossing 29,000 deadweight tons, with a projected speed of 17½ knots.

Colonial, which now has one Liberty-tanker and two T-2's operating under the SIU contract, is applying under the provision of the 1952 act that authorizes construction subsidies for ships used anywhere in the foreign trade of the US. Before the 1952 act, only ships on essential trade routes could get construction subsidies.

At present the Colonial application is being processed by the Maritime Board. If the application is approved, the tankers would be built in US shipyards.

## Disability Pay Goes To 5 More

Five more Seafarers who are no longer able to work are now assured full protection as the trustees of the SIU Welfare Plan voted to add them to the disability benefits list. As a result, they are now receiving the \$25 weekly disability benefit from the Welfare Plan.

The latest additions to the disability benefits list are Benno Zielinski, 63; Joseph Pilutis, 38; Alexander Dudde, 65; Pete Henderson, 65; and Abdon Sylvera, 51. The first three, who live in New York, were introduced to the headquarters membership meeting of June 17. Henderson lives in Mobile and Sylvera in New Orleans.

Dudde, Pilutis and Zielinski all spoke briefly at the headquarters membership meeting, thanking the membership for making the disability benefits possible. As Zielinski put it, "I stay here before you to express my deepest gratitude to . . . all brothers who were instrumental in making this tremendous plan a reality . . . It is what you call real brotherhood."

Pilutis, who has had several operations recently added his thanks to those brothers who had donated large amounts of blood for him while he was at the Staten Island hospital.

The SIU disability benefit was instituted as of April 1, 1952 by decision of the Welfare Plan's board of trustees, after suggestion from the Union trustees on the board. At the beginning the benefit paid \$15 a week, but this has been increased twice by the trustees to the present \$25 level.

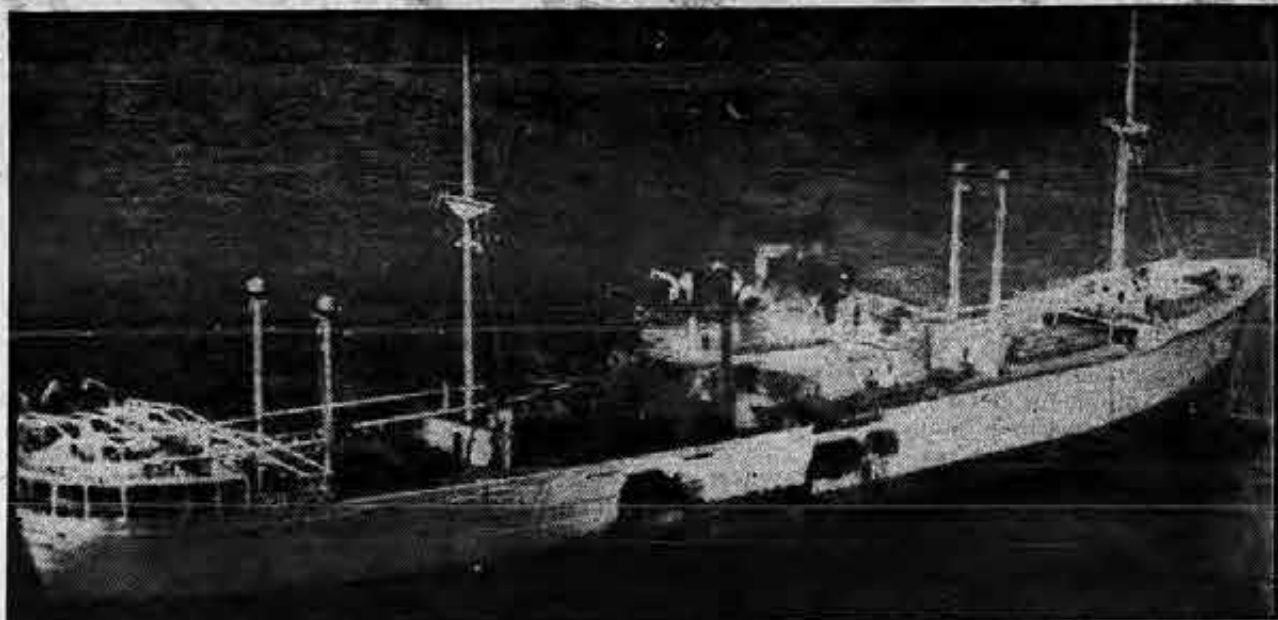
An unusual feature of the disability benefit is that there is no age requirement. Any totally-disabled Seafarer, no longer able to work, who has the necessary seven years' sea time is eligible for the benefit, no matter what his age. There are now 18 Seafarers receiving the SIU disability benefit.

Among the first to receive the benefit were veteran Seafarers Otto (Uncle Otto) Preussler, who had been sailing for 46 years, and John Hopkins, 77, who had over half a century's experience at sea. Preussler has since passed away and was buried at the seamen's burial ground in Savannah, Georgia.



Benno Zielinski, who recently qualified for SIU disability benefit, addresses recent membership meeting and tells what it means to him.





The Swedish freighter Stegeholm is shown smoking while adrift in the gulf. She caught fire shortly after sailing from Tampa. Her crew was removed by the Iberville, and the skipper stayed aboard as the vessel was towed back into Tampa. Nobody was injured, and the cause of the fire is undermined.

## Iberville Aids Burning Ship

Seafarers aboard the Iberville (Waterman) had a little unscheduled excitement on their last voyage when they picked up crewmembers of the burning Swedish-American freighter MV Stegeholm and stood by for almost 12 hours until a relief tug arrived.

The Iberville was en-route from Tampa to New York, having left Tampa the night before, when it came across the Stegeholm at 5:45 in the morning. A fierce fire was blazing in the ship's No. 4 hold where canned fruit juices were stored, and most of the Stegeholm crew had taken to lifeboats and were standing by.

### Defective Fan

The Iberville picked up the captain and radio operator who informed the crew that the fire had begun at 1:30 in the morning in a defective electric fan in the pantry and quickly spread through the

entire midship house, because of the wood construction of the house. The black gang had to escape through the shaft alley exit and were unable to get fire pumps going.

The SIU-manned Waterman ship circled the stricken ship for several hours while four members of the Stegeholm crew remained on the bow of the stricken vessel. Late in the afternoon, these crewmembers too got off the vessel.

About 5:30 in the afternoon, the relief tug arrived on the scene, and the Swedish crew went back aboard the ship. The Iberville left the area an hour later.

## NMU Halts Ships Over Inequities

After a four day strike on wage issues and inequities in their contract, members of the National Maritime Union went back to work with wage increases of two, four and six percent.

Once again a major item in the NMU contract discussions were the inequities in working rules in comparison to the SIU agreement. The NMU hung up the ships on June 16 in demands for SIU clauses on medical exams, transportation, crew complements for ships in temporary lay-up and hiring of chief stewards through the hiring hall.

The final settlement gave the NMU several of these SIU clauses, but the companies retained the right to hire chief stewards from any source, instead of off the board as in the SIU.

At the conclusion of the strike, NMU president Joseph Curran sent a telegram of congratulations to the SIU. The telegram read: "Our strike has been victoriously concluded, and your pledge of support materially aided in winning the gains made for our members on behalf of our membership. We extend to your organization our full appreciation."

The money increases are two percent for unrated men, four percent for ABs, oillers and FWTs, and six percent for top ratings like bosun and electrician. Overtime rates are increased by the same amount, which means three cents more hourly for entry ratings, and seven to 11 cents for rated men.

Norfolk's choice for chairman was Brother Fred Hicks, chief steward, who just got back from a six-month run to the Far East. Hicks, who has been shipping out of Norfolk for some time, has decided to settle permanently in this vicinity. He and his wife have purchased a home at East Ocean View where they can get their feet in the sand any time they want.

Ray Wright handled the reading clerks' chores at the Norfolk meeting, while R. G. Renfrow took on the task of recording secretary. Renfrow is a comparative newcomer to the Union's ranks, getting his membership just last August.

Seattle, like Wilmington, featured as its recording secretary another transplanted easterner, Brother Robert J. Wiseman. Born in New York, Wiseman decided that the Far East runs and the port of Seattle were made for him, so he is planning on settling down in that city. He became a SIU member in Baltimore, March, 1944, and sails in the deck department.

Brother H. Mesford, who is a native of the great Northwest, handled the duties of reading clerk, while E. Giza, a veteran of the Isthmian organizing campaign, was the meeting chairman.



Pedersen

One of the many men from the A&G coasts who went west, Brother Herman Pedersen, was chosen as meeting chairman by Seafarers in the port of Wilmington, California, on June 17. At that Pederson can claim to be a Westerner because he was born originally in Nebraska on August 7, 1926. However, he did all of his sailing off the East and Gulf Coasts, joining the SIU in New York in February, 1944.

For a while Pederson was a steady shipper out of New Orleans and spent about 20 months on the Delta Line South American ships. Uncle Sam rudely interrupted this pleasant run by snatching him up in the draft. Since he's been released he has settled down in Long Beach, California, and is catching those West Coast ships. His last one was the Seatiger, where he sailed AB.

Pederson is one of the many Seafarers who participated in the 1946 General Strike as well as other beefs. He's solid on the idea of cooperation with shoreside unions, and was pleased the way Lake Charles refinery workers stood by the SIU in the Cities Service contract beef.

Others serving at the Wilmington branch meeting were Max Byers, veteran electrician, as reading clerk, and John M. Thompson, another voltage juggler, as recording secretary.

## As I See It . . .

— Paul Hall —

WHEN YOUR UNION FIRST ANNOUNCED ITS SCHOLARSHIP Plan, which involved giving four \$6,000 college scholarships every year, a lot of people were curious as to just what the SIU had in mind with this program. Now that the first four winners have been picked and will be on the way to the college of their choosing next September, interested people will get a better idea of how this Scholarship Plan will work.

The SIU's purpose in setting up this Plan can be explained very simply. Most Seafarers, being working men from working men's families, never had a chance to grab too much in the way of education before they had to get themselves a job to pay the feed bills. We wanted to make it easy for any of our membership who had the stuff to take advantage of it, and that went also for the children of our membership.

It stands to reason that if the Seafarer of today is entitled to good earnings, good working conditions, a decent home and all that goes with it—things we have tried to make possible through our Union's action;—that a college education becomes part of that whole picture. Our country can always use people of talent and ability. It doesn't ask who they are and where they come from. So the Seafarer, or child of a Seafarer who can fill the bill should be entitled to the best of educational opportunities.

That's why the Scholarship Plan was set up in its present fashion. When we were investigating how these college scholarships operate, we found a lot of them are tangled up in all sorts of special requirements. Most scholarships provide that the winner has to attend a certain college, or that he has to study a certain subject. There are scholarships in engineering, law, medicine, biology, or any other subject that you can think of. But there are mighty few scholarships that give the winner a free hand to study what he pleases where he pleases.

Some people were of the opinion that we should set up this kind of scholarship and require that the winners study marine architecture or subjects of that kind. But the majority of the trustees of the Welfare Plan felt differently. It was their opinion, and we agreed with it wholeheartedly, that our purpose was to provide the widest possible opportunity. It would be up to the scholarship winner to decide in what field he was going to put that opportunity to use. After all, whatever professions the winners choose to follow they are going to be performing a service for the community and the nation. That is all the trustees were concerned with.

Now that this year's winners have been selected, your Union would like to see an increasing number of applications for next year's awards. Some of our people may have been holding back, feeling that as Seafarers, they would be out of place on a college campus. But we can assure them that it isn't so because we personally know four or five of the brothers who have gone off the ships and into one college or another and are making a go of it today.

Furthermore, our Scholarship Plan isn't necessarily limited to four awards a year. The trustees have the power to change that figure if they see fit. If enough candidates apply in coming years to justify a change, the trustees will not hesitate to increase the number of awards. That way a greater number of worthwhile candidates can get a college education—courtesy of the SIU Welfare Plan.

THE RECENT FUSS IN CONGRESS OVER THE 50-50 RULE ON shipments of wheat to Pakistan, casts interesting light on the motives of those who oppose this principle. Here was a case where Congress was voting a gift of a million tons of wheat to a country that has no merchant fleet of its own. Yet there were those who actively objected to the modest requirement that half of those cargoes supplied by US taxpayers, be carried on US ships.

If, as is the case, Pakistan has no merchant fleet, the only ones who would benefit by the defeat of the 50-50 rule are the runaway operators, the outfits who register their ships under Panamanian or Liberian flags so that they can hire out of a crimp hall, pay pennies in wages, dish out rotten food and dodge taxes that would normally go to an established maritime nation. Certainly it is not to the interest of this country to promote that kind of shipping.

Since it is well known that your Union has always led the fight for the 50-50 law, the impression may be held in some quarters that we are opposed to assisting other nations. Such an impression is wide of the mark. Our Union is wholeheartedly in favor of foreign aid and foreign trade, as the record proves. It would be running against our own interest to take any other position. Seamen realize more than any other people how much our country depends on the flow of foreign trade to and from these shores. Our economy would be in pretty rough shape if that trade was cut down, or if foreign nations got so weak that they couldn't produce for us or buy from us.

That doesn't mean though, that the US merchant marine should be asked to surrender its modest share of world cargoes. It's the stated objective of our national policy for the past several years that 50 percent of all cargoes should be carried on US ships.

Actually, US ships carry far less than that percentage of our foreign commerce, since the aid shipments are but a small part of the total cargoes. By carrying 50 percent of aid cargoes, US ships don't in any way invade the cargo operations of legitimate foreign flags. The law merely provides that only half of cargoes paid for by US taxpayers should be transported under the American flag so as to help keep our merchant marine in a healthy condition.



## 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.



### Wanna Parakeet? Size 21 Shirt?—Ask Sea Chest



When the SIU Sea Chest says it gives service and delivers any sort of merchandise you want right to your ship, it means just that. And Santos Garcia on the Seatrain Louisiana will back up that statement.

When the Seatrain Louisiana pulled into New York on her last trip, Santos decided that he wanted a couple of parakeets, those colorful little birds that have become so popular recently. Well, like many seamen, Santos didn't have any time to go ashore and shop around because his ship was sailing the next day.

So, when the SIU sea Chest representative boarded the ship her first day in port, Santos gave him an order for "two parakeets and all the stuff I'll need to keep them." Then Santos relaxed while the SIU Sea Chest representative went to work.

#### Picked Up Uptown

While Santos stayed aboard his ship, the SIU Sea Chest representative began to look all over New York for two parakeets in prime condition. The parakeets were soon located, and a Sea Chest representative picked them up the next day in uptown Manhattan.

However, while driving along the West Side Highway to deliver the

birds to the ship, the Sea Chest man was startled to see the Seatrain Louisiana out in the stream and moving down the harbor. He quickly began to make plans to catch a launch and reach the ship before it left the harbor, but found when he reached the dock that the ship was just being shifted.

#### Bird Feed Too

Thus it was that less than 24 hours after Santos had placed his order, the SIU Sea Chest delivered the two parakeets to him aboard the ship. In addition, the Sea Chest also delivered a supply of feed, instructions on how to feed and train the birds, two cages and a set of toys, swings and ladders that are used in training. Santos didn't have to set foot off his ship to get what he wanted.

In fact, Santos was so pleased that, just before he sailed, he gave the Sea Chest another sizable order: three nylon shirts—size 21—to be delivered when his ship returns to New York on the next trip.

# Pentagon Tells Senate US Needs More, Faster Ships

The need for immediate enlargement and modernization of the nation's merchant fleet was heavily underscored by the Defense Department in testimony before a Senate subcommittee. Rear Admiral R. E. Wilson told the Senators that the US should build at least 165 modern cargo ships, 43+

super-tankers and six new passenger ships to meet the nation's minimum defense needs. Wilson emphasized in his testimony that such a program would only provide enough ships to meet the "initial phase" of any all-out national emergency. He told the Senators further that in such an emergency the US could only expect a "limited degree" of foreign flag assistance, and that for the nation's safety it should rely on a modern US merchant marine.

#### Minimum Speeds

The Defense Department witness listed as minimum requirements for a US merchant fleet dry cargo ships capable of a sustained speed of 18 knots, troop transports, a speed of 22 knots, and tankers of 25,000 deadweight tons capable of 20 knots or better.

The present US Liberty ships in reserve, he said, while adequate in numbers to meet a minimum requirement for 1,287 dry cargo ships, "are considered too slow for modern military needs. In addition there are 57 T-2 tankers which have reached half their life expectancy and should be replaced."

While the Defense Department considers C-2s and C-3s practical and useful ships, Admiral Wilson said that new vessels are needed which are equipped with far heavier and speedier cargo-handling gear.

Another witness before the subcommittee, Solon B. Turman, head of Lykes Brothers SS Company, estimated that under present circumstances, the US foreign fleet could reach a maximum of 430 cargo vessels, plus 62 passenger and combination ships. He stated

that about 205 freighters could operate in the domestic trades, and 484 tankers in the oil-carrying industry.

He predicted that with the curtailment of foreign aid programs, the American tramp fleet would

diminish as tonnage for the tramps will no longer be available.

The subcommittee, chaired by Senator Potter, has been conducting intensive hearings to try to determine what the composition of a US merchant fleet should be.

### Hot Off The Press



Captain John Fox (left), president of the Inlandboatmen's Union, an SIU affiliate, looks over a copy of the Atlantic Fleet News as it comes off the press as he follows the SIU organizing drive.

## CG Revises Rules For Hiring Crewmen Abroad

Regulations governing the hiring of crew replacements in foreign ports, issued from time to time by the Coast Guard, have been revised and strengthened recently. These regulations are summarized below for the information of crewmembers. They should be lived up to by skippers, engineers and others hiring men in foreign ports.

Should crewmembers find that the regulations are being violated through the hiring of an excess number of aliens, or the hiring of aliens when US seamen with validated papers are available on the beach, they should get in touch with the nearest US consulate which has the power and responsibility to enforce the regulations.

#### All Have Clearance

As the regulations now stand, any replacement, or additional crewmembers hired in a foreign port have to have security clearance in one form or another. If they are US citizens without clearance, they are to receive emergency clearance from the Commandant of the Coast Guard in the US before they can be hired. If they are aliens resident in the country that the ship is touching, then they are to receive clearance through the US consul. The consul will have to check with local authorities for this purpose.

The Coast Guard regulations set up a system of preferential hiring which puts the US seaman with validated papers on top of the heap. If he is on the beach, he has to be hired before anybody else. Next in line is a US citizen without validated papers. He can be hired if there are no men around with papers, but first the US con-

sul or the skipper must notify the Coast Guard in Washington and wait until they get clearance on the replacement. A quick clearance procedure has been established for this purpose.

#### Quota Set

An alien without seaman's papers can be employed if none of the above-mentioned men are available. He must get temporary clearance from the US consul, but in any case, the number of aliens should not exceed ten percent of the total vessel complement.

The only way this alien requirement can be avoided is if it is established to the satisfaction of the American consul that the vessel would be delayed in port unless it could hire aliens above the quota limits. In other words, it has to be shown that there are no American seamen whatever in the vicinity who can fill the job.

These regulations apply equally to crew replacements, and to temporary additional crewmembers, like stockmen or maintenance gangs, who will ride a ship from one foreign port to another foreign port.

In addition to these revisions, the Coast Guard has announced that it is extending its requirements for validated papers to persons employed on harbor craft. This will cover all lakes (other than Great Lakes) bays, sounds, bayous, canals and harbors, and will affect men working on barges, tugs, junkboats and the like.

### 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 XXII Section 1

"Shipping Rules governing the details of the assignments of jobs and governing conduct and procedure connected therewith may be issued and take effect only after approval by a majority vote of the membership."



This provision gives—and guarantees—the membership the deciding voice in the most important Union function—the rotary shipping system. You make the rules by which you ship. No official can make shipping rules.

## Savannah's Fate Still Uncertain

Although the Senate Subcommittee on Appropriations has finished its hearings, the fate of the Savannah USPHS hospital is still uncertain. The group recently made its report to the full committee.

However, the contents of the subcommittee's report have not yet been made public, but since the report has been made, the full Senate Appropriations Committee is expected to act upon the group's report and recommendations in the very near future.

It is this report which will decide whether the Savannah hospital still has a chance. If the report favors restoring the funds for the Savannah hospital, however those funds will also have to survive a meeting of a Joint House-Senate committee. The House has already killed the funds for the Savannah hospital.

The SIU is still continuing its fight to get the Savannah hospital funds restored and to keep the hospital functioning, since it is vitally needed by seamen in that area.

As reported in the last issue of the LOG, it has been officially announced by the USPHS that the Fort Stanton hospital is being closed, and preparations have already been started for transferring the patients now there.



## West Coast Membership Meeting



SIU San Francisco port agent T. E. Banning (standing, right) gives his report to the membership at the regular SIU membership meeting held in the recently enlarged quarters in that port.

## US May Open Ship Transfers

The drive to transfer some US shipping to foreign-flag interests gathered renewed impetus as steps were taken in the Senate to sell vessels to the Philippines and to Trieste.

The Senate has already passed legislation allowing the sale of eight Government-owned war-built vessels to Philippine

shipowners who currently have them under charter. The SIU has opposed the sale as setting a dangerous precedent for the disposal of Government-owned tonnage out of the reserve fleet. When the bill was introduced last year, it was pointed out that it was giving an unfair advantage to foreign buyers, who had an opportunity to bid for the ships under the old Ship Sales Act, but failed to do so.

Covered by the Philippine bill

are six C-1, MAV-1 types and two N-3 types. The measure provides that the present charters of the ships be extended pending their sale.

The proposed Trieste sales are considered much more of a direct threat to US shipping. In July, 1952, the SEAFARERS LOG revealed that a group of Trieste shipowners had hired a lobbyist to push the sale of ten US Liberties from the reserve fleet. Now Senator H. Alexander Smith, New Jersey Republican, has introduced a bill on behalf of these shipowners calling

for the sale of the Liberties.

The Trieste bill differs from the Philippine bill in that it is a direct bid by European shipowners for ships from the reserve fleet. The Philippine operators have been running the US ships for some time now under charter.

Should the Trieste bill go through, Washington maritime observers agree it would open the gates for other nations to make similar bids. Feelers have been made by the Japanese and South Korean governments in this direction.

## SIU COMMITTEES

## AT WORK

Much of the material in this column has dealt with the Union's method of maintaining shipboard performance through elected rank and file trial committees. Several cases have been presented describing how these trial committees have handled such cases, and what they have done with men who have been found guilty.

The usual procedure of levying a fine and putting the errant Seafarer on probation serves in the majority of cases to set him straight for the future. However, the problem becomes a little more difficult when repeated offenses have to be dealt with.

Since the membership is on record not to permit continuous fouling up, aboard ships, stronger action is necessary in the case of the chronic gashound or performer. It's obvious that if the Union is to live up to its contract obligations and expect the shipowners to hold up their end, that the chronic cases need special handling. At the same time the defendant's need to earn a living has to be taken into account.

A case arose out in Wilmington, California, where a man on probation from a previous offense was dispatched to a tanker in port. He reported to the ship gassed up, and when the shipping commissioner came aboard to sign on the crew, he was found in his sack, in such condition that he was unable to sign articles.

Consequently charges were placed against the man and he came to trial before a committee consisting of J. T. Shaw, C. P. Parker, J. Paerels, and J. Thompson. After hearing witnesses pro and con and discussing the case, the committee decided that a suspension was in order.

They decided then, to suspend his membership privileges for six months, and levy a fine. Since he already owed a fine from his previous trial which had not yet been paid, the committee ruled that the second fine would be payable only after the man shipped again.

The defendant, when informed of the decision, indicated he would accept it and would not appeal the case.



Thompson



Shaw

SIU NEWSLETTER  
from WASHINGTON

It's next to impossible to predict what the future size of the US merchant fleet should be. Perhaps that's why the maritime industry and the Department of Defense are so far apart in their estimates of the size of the merchant marine.

Fourteen large US companies, all subsidized, have estimated that the future merchant marine should be comprised of 430 cargo vessels and 62 passenger and combination vessels, as far as the foreign trade of the country is concerned. On the other hand, the Department of Defense takes the view that the future fleet should be larger, for defense purposes, but the private lines say this many ships cannot be absorbed, commercially, into the merchant marine.

Some members of Congress believe that, as a matter of policy, the US should make its surplus stocks of agricultural commodities available, through the Mutual Security Agency, to foreign nations which are experiencing crop failures. A move in this direction is being pushed by Representative Burleson, of Texas.

Such legislation would be beneficial to the American merchant marine if US-flag ships were assured of carrying at least half of the commodities.

While on the above subject matter, the Congress has reached agreement that in extending the mutual security program, the merchant marine of this country should be assured of carrying at least 50 percent of the aid commodities moving abroad. This has proved valuable to shipping in the past, particularly when the movements were at a high level.

The coastwise and intercoastal fleet, which has found it hard to survive since World War II, may receive a stimulant as a result of planning of US military experts.

The Department of Defense, always planning to prepare for war, is thinking in terms of what the situation would be in case of a major bombing attack on US cities, and the consequent disruption of trans-continental rail facilities. In such an event, they agree that domestic shipping becomes a vital defense asset.

Several times in the past few years, opponents of a strong merchant marine have taken the view that this country needs no shipping, that it can depend upon foreign allied vessels to meet its requirements.

The fallacy of this argument has been recognized finally by US Government officials, who have reached the position that, from experiences gained in World War II, this nation cannot place too much reliance on the availability, in time of war, of the ships of allied nations, and that, therefore, it must have its own fleet available.

The Mariner-type ship is quickly taking the status of the well-known stepchild—not wanted by anyone. Private operators are telling Congress that the ship is too big, too costly to operate, and uses too much fuel, while the Department of Defense, which is currently operating all the Mariners which have been built, is taking the position that the Mariner definitely does not represent the ultimate in ships. The big thing haunting Defense is the absolute necessity of obtaining ships that make a quick turn-around, ships capable of getting in and out of ports quickly.

Private operators insist they are not interested in purchasing the Mariner unless the purchase price is right. The Pacific Far East Line, a US west coast line, is about the only company to date that has made anything in the way of a firm commitment to buy Mariners.

US military experts recently reviewed the subject of the minimum speeds of merchant ships desired for military purposes. They have come to the conclusion that dry cargo ships should have at least 18 knots sustained speed; that troop transports should have a sustained speed of 22 knots or greater; and that tankers should have a sustained speed of 20 knots or greater.

With but minor exception, the US has supplied 100 percent of its shipping requirements in connection with the Korean campaign. The only exception is that this country has had to use 4 heavy-lift, foreign-flag ships, because the US possesses no such vessels.

It's past time that the US Congress should come out with a consistent Government policy so that the merchant marine can plan its future course. This is so because since the war, the foreign fleets have regained their strength. Immediately after World War II, the US fleet carried about 55 percent of its total import-export cargoes, whereas today the percentage is somewhere around 25 percent.

A little known fact is that this country has subsidized foreign merchant marines about twice as much as the American merchant marine. Between April 3, 1948, and December 31, 1951, our assistance to the European merchant marine amounted to about \$36,700,000 and to the Japanese merchant marine about \$22,800,000, or a total of about \$59½ million. During the same period, the operating subsidy aid to the American merchant marine was \$25,700,000.

Four American tanker companies have won new 2-year contracts with the Military Sea Transportation Service, and will operate 62 Government-owned tankers transporting petroleum products for the Armed Services.

Some 21 tanker operators submitted bids to MSTs for the contracts, which were finally awarded to the following: Marine Transport Line will operate 16 Government tankers; Mathiasen's Tanker Industries will operate 13; American Pacific Steamship Company, 14; and the Joshua Hendy Corporation, 17.

The new two-year contracts with MSTs will begin on July 1.

Your S.W. Washington Reporter



# Top of the News

**THREE-CENT STAMP ON WAY OUT**—The Post Office department is planning to increase mail costs on first class letters from three to four cents, and has announced a 36 percent increase in parcel post rates effective about August 1. The moves are part of an attempt to reduce a whopping Post Office deficit amounting to better than \$600 million a year.

**EAST GERMAN WORKERS RIOT**—Led by construction trades craftsmen, thousands of East German workers in East Berlin rioted against Communist control. Red flags, and posters of Stalin were torn down and destroyed and Communist leaders manhandled. Soviet tanks and armored cars were called out to restore order and keep the rioters from sacking Soviet administration buildings. The East Berlin riots followed recent revelations that workers in Pilsen, Czechoslovakia had done the same following a currency devaluation that drastically reduced their wages.



A group of East German rioters burn red flag hauled down from top of famed Brandenburg gate in East Berlin. Riot was put down by Soviet tanks.

released several thousand North Korean anti-Communist prisoners. Under terms of the truce, the anti-Communists were supposed to be held in camps until the North Korean government had a chance to try to persuade them to go home. In some instances, American troops trying to prevent the releases were held off at gunpoint by the South Koreans.

**HOUSE EXTENDS RECIPROCAL TRADES ACT**—The House of Representatives voted overwhelmingly to extend the Reciprocal Trades Act for another year. This is the Act under which the US has been making arrangements with foreign countries to lower tariff barriers on both sides.

**ROSENBERGS DIE AT SING SING**—Despite last-minute legal moves, including a temporary stay of execution from Supreme Court Justice William O. Douglas, convicted atomic spies Julius and Ethel Rosenberg were executed in Sing Sing prison on Saturday, June 20. The execution stirred up demonstrations and riots in many European countries, while here and abroad pleas for clemency came from many church groups and other non-Communist organizations.

**"BOOK BURNING" DISPUTE IN WASHINGTON**—President Eisenhower in a speech at Dartmouth University attacked "book burners," apparently aiming his remarks at the practice of removing controversial books from US libraries abroad, under pressure from Senator Joseph McCarthy. The President later modified his remarks in a press conference saying that the US libraries should not circulate books openly promoting Communism.

# Great Lakes SIU Sees Vote Victory

Crewmembers of two Great Lakes steamship lines began voting this week on whether or not they want to be represented by the SIU's Great Lakes District. The National Labor Relations Board is conducting the vote aboard ships of the Pioneer Steamship Company and Buckeye Steamship Company, both of which are operated by the Hutchinson Company.

## Maybe He'll Take A Cruise



Seafarer George L. Wise, who ships in the deck department, looks all dressed up and ready to take off just as soon as he receives his vacation money, in SIU style, from Jeff Gillette, Seattle port agent.

Vessels involved in the election are ore carriers, such as the Charles L. Hutchinson, which is the third largest ore carrier on the Lakes. Aside from the SIU, the CIO Steel Workers Union is also on the election ballot.

The Steel Workers entered the picture when the National Maritime Union abandoned its jurisdiction on the Lakes after several unsuccessful ventures and turned it over to the Steel Workers Union. Since then they have been attempting to organize on the Lakes.

Consequently, the SIU has a distinct advantage in that it is the only genuine sea-going union on the election ballot.

### Union Optimistic

Great Lakes District secretary-treasurer Fred Farnen and international representative David Lees expressed optimism over the outcome of the election. They pointed to the superiority of SIU contract conditions as assuring considerable improvements for crews of the hitherto unorganized lines.

Farnen pointed to the Great Lakes District's hiring hall set-up, better overtime benefits and working conditions, representation on beefs, superior vacation provisions and other SIU contract terms as assuring an election victory for the SIU.

Despite the fact that the NLRB split the vessels up into two units for voting purposes, Farnen said he was confident that men on both Pioneer and Buckeye ships would register a heavy pro-SIU majority.

# Bridges Freed, Hawaii Head Jailed, Ships Hit

As the Supreme Court let Harry Bridges off the hook in the States, some 26,000 ILWU workers in Hawaii walked out in protest over the conviction of the union's Hawaiian Islands leader under the Smith Act.

Jack Hall, the International Longshoremen's and Warehousemen's Union Hawaii leader, and six others were convicted of plotting to teach and advocate the overthrow of the Government. Some 2,000 dock workers, and 24,000 ILWU workers in the islands' sugar and pineapple industries struck.

Army and Navy personnel immediately began to load vessels which were bound for Korea with

supplies, and which the ILWU refused to handle.

The Supreme Court meanwhile, ruled out Bridges' conviction on a charge of committing perjury when he said he wasn't a Communist in his 1945 naturalization hearing. The Court, without ruling on the merits of the charge, said the Government had waited too long to indict Bridges, and reversed the conviction on a legal technicality.

## 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: July 1, July 15, July 29, August 12.

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

# YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

## TV Gouges; Buying Tips

With new television broadcasting areas continually being opened up around the country, be careful what kind of set you buy for your family, and where you buy it.

In new television areas there is often a rush among all kinds of stores and house-to-house salesmen to sell sets. In some cities there have been reports that poorly-made models which failed to sell in established television centers have been shipped into the newer centers to take advantage of the buying rush. There is also heavy pressure on buyers to sign up for big, expensive sets on time payments.

In new television areas particularly, it's advisable to buy a set only from an established dealer in radio and TV, who is in position to help back up the guarantee on the set. That doesn't mean you have to pay full price. As previously pointed out in the SEAFARERS LOG, you can often get discounts of 20 to 25 percent on television sets if you pay cash, and especially if you avoid joining in the first scramble to buy a set.

The ads for television sets are sometimes misleading. When you shop, make sure what the price includes. Installation? Antenna—and what kind? (Roof antennas are costlier but offer the best chance of good reception, especially in areas where there are tall buildings or which are located at some distance from the broadcasting stations).

Also make sure what kind of guarantee you get on the set, and how long it runs. Sometimes television ads misrepresent the size of the screen; that's another point to check.

It's wisest to avoid too heavy an investment in a television set. You'll pay \$20-\$70 more for the same set in a big console cabinet which may be a loss if radical improvements make the set obsolete. Also, a smaller screen probably would be less expensive to convert to color when color television is available, technicians advise. Certainly a smaller screen is suitable enough for a smaller family who can merely sit correspondingly closer. As a matter of fact, the smaller screen provides a brighter, sharper picture.

### Comparing Sets

Generally speaking, there are two grades or qualities of sets. There are the so-called "metropolitan" receivers with 16-18 tubes which may be satisfactory if you live less than 15-20 miles from the broadcasting center. The more expensive "full-quality" sets are preferred when receiving conditions are more difficult. These generally have 22 or more tubes. But the number of tubes is not the only factor in the quality of a television set. Compare for yourself the clarity and steadiness of the picture received, and watch out for distortion, especially at the edges of the screen. Listen carefully to the sound reception. It ought to be at least as good as your radio, not only for enjoyment but as another clue to the quality of the entire set.

Arrange for a home trial if possible to make sure the set can resist interference in your location. Because your neighbor gets good reception is no guarantee you will. Also, one make may provide better reception in a certain area than another.

The most widely-sold brand is now the Admiral, which offers outstanding comparative values in good-quality sets. Admiral 21-inch sets cost no more than 17-inch sets in some brands. Another outstanding value is the Emerson, 17-inch set for about \$170 in a leatherette-covered table model, which is about \$20 less than other full-quality sets of this size. RCA sets are also considered to be high quality.

Other makes often mentioned as good quality include Philco, Zenith, Stromberg-Carlson, Westinghouse, Motorola, GE, Sentinel, Pilot, and Tech-Master.

There are also many private-brand sets at reasonable prices, although some are only "metropolitan receivers" and should be evaluated and tested for your particular needs as suggested above. The Hyde Park and Artone sets sold by Macy's and other department stores are good-quality sets, generally made by Tele-King. The Hyde Park is sometimes available at special sales at low prices. Montgomery Ward sets are good-quality; they're made by several manufacturers, including Sentinel, Wells Gardner and Belmont. The Gimbel's stores own-brand set is made by Regal. The Parkway private brand has good selectivity (made by DeWald). Sears' sets are made by several manufacturers including Tele-Tone and Air King.



# Ships On Sale Cheap —At Bottom Of Sea

There are ships beneath the sea, waiting to be salvaged for steel and valuable cargoes.

The United States Maritime Administration has been advertising for ambitious salvagers to reclaim these wrecks so the government can "write" them off its books.

Hundreds of war-time wrecks are, officially at least, owned by the Government because they were carrying military or lend-lease cargoes when sunk by bombs or torpedoes.

In the holds of these ships, which lie scattered over the bottom from Trinidad to the Arabian Sea, are hundreds of thousands of tons of steel plate, nickel, tanks, trucks, barbed wire, sugar, Army clothes, cigarettes (slightly soggy by now), and many other kinds of freight too numerous to mention, including locomotives and bulldozers.

All you have to do is submit a successful bid to the Government and you can become proud owner of one of these cargo-laden hulks. And besides the cargo, there is a whole ship of scrap iron.

### Salvage Hazards

It is only fair to mention right now, of course, that buyers haven't been falling all over themselves trying to get these ships, even though some of the vessels, among them those with valuable cargoes, are only under a few feet of water. The hazards of salvage are such that what may appear to be a "sure" thing on paper often foils the most able salvage companies when they get on the spot and have to battle gales, tides and currents.

# Bull Lines Names Pres.

Willard A. Kiggins, Jr., operating manager of the Bull Lines, has been chosen president by the directors of the company to replace the late E. Myron Bull.

Kiggins' election means that for the first time the company will be headed by someone not bearing the company's name. Myron Bull, who died of a heart attack on June 4, had been the third in the direct family line to head the company since its founding. However, Kiggins is a grandson of the company's founder.

The new president has been with the company since 1921. He had previously held the post of vice-president in addition to managing the firm, and was a member of the board of directors.

Captain Milton Williams, formerly assistant to Kiggins, is the new operating manager.

# Hatters Refuse Non-Union Work

AFL Hatters will not work on non-union hat bodies or those imported from Soviet satellites, the organization decreed at its recent convention in New York.

A resolution to this effect was passed by the convention and was aimed primarily at hat bodies produced in Puerto Rico by labor getting only 25 to 35 cents an hour, and at foreign products, particularly those from Czechoslovakia.

Alex Rose, union president, told the convention that all American and Canadian employers would be notified that they must put some union label or trade mark on their hat bodies to indicate they were made "under sanitary conditions and fair labor standards."

This is all the more reason, of course, why the Government will probably sell you a laden ship for a "song" if you have the yen to go cargo hunting under the sea.

### May Net Lawsuit

Another catch, it is important to remember, is that the cargoes on some of these ships, especially those which had civilian freight on board, still belong (theoretically) to many different owners and if you are a stickler for the law you would have to clear ownership with scores of shippers—an interminable process. In many cases, however, free-lance salvagers have already been at work on the wrecks and there is not much chance that the legal owners of the salvaged cargo will ever try to claim ownership.

One of the wrecks which lies handy to the surface and can be boarded from a small boat is the freighter Alan-A-Dale, one of the "race horse" fleet that were renamed after famous winners of the Kentucky Derby when the government took them from Axis owners in American ports early in the war.

Alan-A-Dale is in the Scheldt Estuary and has some cargo on board.

The freighter Coldbrook is on the rocks off Valdez in the Gulf of Alaska and if you like salvage in frigid waters you have your choice of numerous ships sunk on the Russian run. There is the Am-Mer-Mar off Ryvinger Lighthouse, Norway; the El Isleo on Akrey Isle in only six fathoms near Reykjavik, Iceland; the SIU's Alcoa Ranger, which is under about 25 fathoms of Arctic water in the Barents Sea; and the Thomas Donaldson, which was sunk in about 30 fathoms only ten miles or so from Murmansk.

There are scores of hulks all over the Gulf of Mexico and the Caribbean, with the chances quite good that they are pretty well covered with coral by now. The Benjamin Brewster, a Liberty, can be found in the Gulf of Mexico in 25 fathoms or so; the old SIU freighter Antinous is off Trinidad; and the Hermes is said to be not too far down in the vicinity of the Florida Keys, with a valuable freight on board.

### Try South Seas

For adventuring farther afield, you have your choice of the Agwimonte off the Cape of Good Hope; the Alexander Macomb near Halifax; the John Witherspoon in the White Sea, or the West Chetac off British Guiana. There are many wrecks in the Pacific, too, among them the John Church at Guadalcanal; the Nickajack at Eniwetok, and the President Grant, a big liner, on Uluma Reef, southeast of New Guinea.

So many wrecks lie around the Philippine Islands that they have not all been listed. With tempting cargoes on board, these hulks have lured clandestine salvagers who are stripping them of all easily removable cargo and scrap iron. The Philippine government has sent out patrols to guard the more valuable wrecks in the hope that they can be reclaimed for the benefit of the national treasury.

A number of war-time hulks have been salvaged along the Florida coast, including one filled with high-priced metals. This job was done by an Italian salvage vessel hired by Lloyds of London.

Other wrecks lie scattered over the seas by the hundreds, some too far beneath the surface ever to be found; others awaiting only the expert attention of salvagers skilled in winning ships and cargoes back from the sea.

# SEAFARERS CASH BENEFITS

## SEAFARERS WELFARE, VACATION PLANS

### REPORT ON BENEFITS PAID

From 6/2/53 To 6/19/53

No. Seafarers Receiving Benefits this Period	1030		
Average Benefits Paid Each Seafarer	61.33		
Total Benefits Paid this Period		63,170	82

### WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4935	00	
Death Benefits	9877	73	
Disability Benefits	990	00	
Maternity Benefits	2600	00	
Vacation Benefits	44,768	09	
<b>Total</b>		<b>63,170</b>	<b>82</b>

### WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	333,975	00	
Death Benefits Paid Since July 1, 1950 *	618,162	59	
Disability Benefits Paid Since May 1, 1952 *	124,150	00	
Maternity Benefits Paid Since April 1, 1952 *	129,000	00	
Vacation Benefits Paid Since Feb. 11, 1952 *	2,332,558	17	
<b>Total</b>		<b>3,326,110</b>	<b>76</b>

\* Date Benefits Began

### WELFARE, VACATION PLAN ASSETS

	Vacation	492,184	94	
Cash on Hand	Welfare	622,637	88	
	Vacation	463,884	00	
Estimated Accounts Receivable	Welfare	415,541	00	
US Government Bonds (Welfare)		1,580,707	82	
Real Estate (Welfare)		283,071	46	
Other Assets - Training Ship (Welfare)		47,880	66	
<b>TOTAL ASSETS</b>				<b>3,905,912</b>

**COMMENTS:**

The Awards Committee on the scholarship benefits will meet this week to assist the Trustee's in selecting four (4) of the eight (8) eligibles for the scholarship benefits as the ones to receive same. The scholarships awarded, will be the first under the Seafarers Welfare Plan.

The Welfare Plan this week has paid a second maternity benefit to one of the eligibles under the plan. This is the first SIU family to receive a second payment of maternity benefits since this payment became effective last year.

*Al Kerr*  
Al Kerr, Assistant Administrator

Submitted June 22, 1953

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

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





# UNION TALK

By KEITH TERPE

Your officials had a vivid example of the type of bargaining conducted by the Atlantic Refining Company this week, when they met informally with company representatives to discuss the SIU election petition. If the sample we had was any indication, it's easy enough to see why the overwhelming majority of Atlantic tankermen have a nasty distrust for their "benevolent" employer and their, so-called, "union" as well.

### 'Give And Take' Tradition

SIU representatives have grown accustomed to the informal give and take of collective bargaining negotiations with our contracted operators. The SIU-contracted operators have come to realize that they are dealing with a genuine trade union that is seeking to improve the working and living conditions of its members. The SIU, they realize, is not an ogre interested in destroying them, but rather is interested in a strong merchant marine and, of course, its members' welfare. The SIU contracts are testimony to the Union's success.

That's something the gang of company lawyers who have been standing in for management officials during the meeting at labor board offices in Philadelphia can't understand. They've gotten too used to dealing with AMEU, because they knew the company-dominated outfit couldn't do anything but accept the bones they were ready to throw it. Any time the company gave a little bit extra than everybody else it was plain that this was thrown in to buy loyalty to the company, and certainly wasn't to the credit of a shady kite-tail outfit that operates out of a pigeonhole in some lawyer's desk.

### Lawyer AMEU Spokesman

This same lawyer—AMEU's combination general counsel-business manager—has even had to go it alone up at the labor board hearings, except for prompting by the company. Added to the other faults of the AMEU chairman and the phony operation he stands for is the fact that he hasn't even shown up at these meetings to "represent" his own people, those who have stuck by AMEU, and toed the company line all the way through.

### Something New Has Been Added

The absence of any AMEU representative other than its lawyer offers something brand new to the field of labor relations. The "union," though one in name only, turns away from all responsibility to speak up for the rights of its membership, while the company carries the ball. The only conclusion is that this is just what has happened every time in the past when AMEU made all the proper noises about standing up to the company on a beef, and then accepted whatever verdict Atlantic handed down without question. If there's another one, we'd like to hear about it.

At the present time, Atlantic regards itself as something high and mighty. It's been able to dictate anything it wanted to the AMEU, and the AMEU has had to listen and say "Okay, poppa, you're the boss." But the company lawyers who've been sitting in at the NLRB hearings are badly in need of a scoreboard. They dismiss, or forget for the moment, that they're not dealing with a little do-nothing outfit like AMEU now, and that the SIU doesn't owe its day to day existence to Atlantic, or to any other company.

### No Backtracking By SIU

The SIU doesn't intend to backtrack on any pledge it has made throughout this campaign, and one of these is to fight for full reinstatement rights for every man who's been fired or discriminated against because of his support of the SIU.

We expect that every legal stall brought into play by Cities Service, and probably a few new ones, will be tried this time. Cities Service didn't get anywhere with them, and apparently Atlantic missed the point of what happened then. Of course, maybe it's just as well. These hearings may be a perfect tune-up for the time when we go in and start talking contract for the Atlantic fleet. The company may as well get used to the idea that it's going to start getting more than "no" for an answer if it gets too frisky.

## To Carry Grain To Pakistan?



Ships like these, all in a row, bow to stern, in the Reserve Fleet at Orange, Texas, may be coming out of the boneyard to carry some of the million tons of wheat that Congress has voted to send to Pakistan. This photo was submitted by Seafarer Allan Ritchie, ch. cook.

## Rothschild Slated For M'time Post

Mr. Louis S. Rothschild, president of Rothschild & Sons a chain of retail stores in the midwest, has been named to the vacant position on the Federal Maritime Board. Rothschild will replace Rear Admiral Edward L. Cochrane who resigned to return to his post as dean at the Massachusetts Institute of Technology.

The nomination has been reported to the floor of the Senate, and speedy confirmation is expected. He will fill the remainder of Cochrane's unexpired term, up until June 30, 1956.

At present Rothschild is serving as chairman of the Board of the Inland Waterways Corporation. A resident of Kansas City, Missouri, he has wide interests in a variety of business and civic ventures.

The new FMB member is on record as favoring a strong US merchant marine "second to none."

Other members currently serving on the FMB are Albert W. Gatov of California, and Robert W. Williams of Maryland. Gatov's term expires on June 30, 1954, at which time it is expected that a Republican will be nominated instead.

## Stowaways Get Free Ride On SS Florida

There were a couple of red faces recently around the Miami offices of the SIU-contracted P. & O. Steamship Company, when company officials, who've been going around saying business wasn't so good on the Florida, learned that when they did get a couple of passengers, they were for free.

This happened when the officials learned that a Miami woman and her four-year-old daughter had returned to the mainland after a "stowaway" cruise to Cuba aboard the Florida, which makes overnight runs between Miami and Havana. According to the stowaway, Mrs. Esther Bergens, a comely 37-year-old waitress, the incident was entirely unintentional on her part. She was supposed, she explained later, to take her daughter, Julie, for a trip on the Seminole cruise boat, but Julie saw the Florida and wanted to go aboard, so the pair just walked up the gangplank, for a quick look around, and the next thing they knew they were enroute to Havana.

Not Halted By Co. What embarrassed the company officials was the fact that no one stopped Mrs. Bergens and Julie as they boarded the boat, nor did anyone ask for their tickets until the Florida was well at sea. But, although both the officials and Julie's mother may have been upset by the incident, Julie herself was not. "I had a wonderful time,"

she said later. "I played games and ran all around the boat and had lots of fun."

Nor was the SIU crew upset by the incident. Instead, they were particularly taken with the little girl, lined up to say goodbye to her when she and her mother left the boat, and were rewarded with a big smile.

## Keep Draft Board Posted

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

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

## Cartoon History Of The SIU

Geared For Action

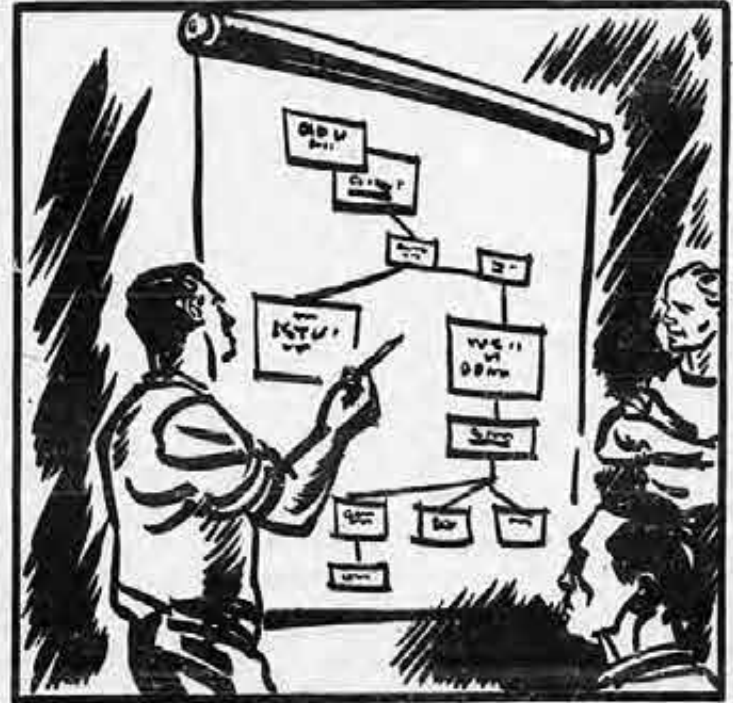
No. 39



The victory in the Isthmian strike again proved the value of the SIU's permanent strike apparatus, geared for instant action. The SEAFARERS LOG, leaflets and pamphlets, ship and shore discussions, kept Seafarers up-to-date and well-informed.



When the membership voted to build a strike fund for whatever the future brought, galley gear was bought in each port to provide strike kitchens. SIU stewards department men, manning this gear, have fed several picketlines in many different beefs.



Strike strategy was studied to avoid mistakes. Manpower, transportation, food, publicity, etc., were all discussed. The membership was soon ready for any waterfront beef. The SIU strike set-up has been used as a model by many unions.



# PORT REPORTS

## New Orleans:

### Unions Very Active In Several Beefs

Shipping in this port has hit a lull and the most asked question in the hall today is "How's shipping in the other ports."

The United Packinghouse Workers, CIO, put on a mass picket demonstration against the American Sugar refinery's re-opening where they had been on strike for over two and a half months. Workers tried to cross their lines and the police were called in and had to use tear gas to dispel the crowds.

The electricians were ordered back to work by a court order in an effort to end their strike by the companies. Few electricians were available for work as most had left town for other jobs and were not available. They are slowly getting back to normal pending a court hearing.



Thrasher

Union and management agreed to study a proposal made by the Governor to end the 10-month paper workers strike, he proposes, among other things, calls for a six percent raise, and rehiring of strikers.

The maritime industry lost a man who was a great leader when Theodore Brent died. He was former president of the Mississippi Shipping Co., and one of the organizers of that company.

The MMP went on strike here against the Algiers public service and after being out for three days went back to work with an increase in wages and an agreement that the books be audited in order that it can be determined whether more than five percent can be paid the men on the ferries. This also involves the SIU towboat division and the MEBA.

We heard from Brother Guy M. Thrasher who is now overseas in the Army and he requested that any of his old shipmates write to him. His address is: A/1c Guy M. Thrasher, A.F. 18409004, 1414 Air Base Group, APO 616, c/o Postmaster, New York, NY.

The current rate of discharge from the hospital, resulting possibly from accommodation shortage created by the hospital elimination program has been high. Among those lately discharged were Harry Glover, Bill Stromes, Charley Summerell, George Wendell, Nick Tala, Niels Hansen, Dewey Shaw and Tom Connell. The latter departed at once for our neighbor port of Mobile to recuperate.

Representatives of the crew of the Del Mar came around the hall and demonstrated their generous consideration to their less fortunate Brothers in the hospital by leaving a beautiful RCA Victor record player along with a supply of records to be delivered to the Marine Hospital. We know that this gift will be well accepted by the Brothers in the hospital and will give them many hours of enjoying entertainment.

Payoffs here include the Steel Surveyor (Isthmian); the Del Rio and Del Valle (Mississippi), and the Iberville, Antinous and Chickasaw (Waterman). The Del Viento (Mississippi) signed on, and we were visited in-transit by the Alcoa Clipper, Alcoa Pennant, Alcoa Corsair and Alcoa Pilgrim (Alcoa); the Steel Executive (Isthmian); the Savannah and New Jersey (Sea-

train); the Claiborne, Alawai and Monarch of the Seas (Waterman); the Margaret Brown (Bloomfield); the Southern Cities (Southern Steamship), and The Cabins (Cabins).

Lindsey Williams  
New Orleans Port Agent  
⚓ ⚓ ⚓

## San Francisco:

### Lodging, Bonus Beef Is Won, Crew Collects

Shipping has been very good here, and it promises to stay that way for a while.

The membership out here, in accordance with regular SIU policy, has again warned that there's no room on an SIU ship for performers or gas-hounds, and has backed up the statement by taking action on any such characters that show up in these parts. It's these characters who threaten to destroy the gains that the membership has worked for, and make it tough on everybody.

We paid off the Marven (Int'l Nav.), the Catawba Victory (Bull), and the Jefferson City Victory (Victory Carriers). The Marven and Catawba Victory signed on, along with the Olympic Games (Western Navigation), and the Federal Trafalgar.

#### In-Transit

The in-transits were the Calmar and Massmar (Calmar), the Raphael Semmes and Young America (Waterman), and the Steel Designer (Isthmian).

We had a beef on the Marven when the captain refused to pay several nights lodging and bonus to the crew while they were in drydock in the Far East. We argued this point with the skipper, backed up by our SIU contract, and he ended up by paying all the members of the crew the lodging and bonus.

We have noticed in the past several days that Harry Bridges has wiggled his way out of the perjury conviction through a legal technicality. However, the Government has made a statement that they haven't forgotten about Harry, and that they're going to try to get him through some other way.

In the marine hospital here, we have N. W. Kirk, James R. Coltrell, John Jung, William Small, A. M. Keller, J. C. Ramsey, Peter Smith, M. B. Belen and David Sorrersen.

T. E. Banning  
San Francisco Port Agent

## New York:

### Membership Is Warned On Foreign Foul-Ups

We have been having an increased number of complaints recently about some of our members fouling up in some of the foreign ports. This has been especially true in the Far East and in some of the Near and Middle East ports hit on the Isthmian run. We would like to again remind our members that some of these countries are very tough on American seamen when they run afoul of the laws there, and that once they hang what they consider an offense on you, there is very little that your Union or anyone else can do for you.

The latest problem brought to our attention was a case where some of the crew of an Isthmian ship were doing a little drinking and got into a fracas with a Saudi Arabian coast guardsman. Had it not been for the intervention of the company agents, a couple of them would be doing time over there now, and we can assure you that that would be no picnic.

We have a copy of a government order stating that it is against the law to have or to drink any alcoholic beverage in Saudi Arabia, and that it is considered a serious offense not to observe this law. We would advise all of our members, therefore, to watch their steps and observe the local laws in this and other countries.

#### Shipping Is Good

Although we did not have as large a number of ships paying off during the past two weeks as we normally have, shipping has continued to be good in all departments, and there are still times when we have to ship white card men, even to fill some entry ratings.

We paid off 19 ships during this period, signed 12 on foreign articles and serviced 15 in-transits, as follows:

#### Ships Paid Off

Frances, Beatrice, Suzanne, Binghamton Victory and Elizabeth (Bull); Government Camp and Royal Oak (Cities Service); Steel Age and Steel Architect (Isthmian); Morning Light, Alawai, Wacosta, Azalea City, Gateway City and Dennison Victory (Waterman); Coeur d'Alene Victory (Victory Carriers); The Cabins (Cabins); Catahoula (Nat'l Navigation), and Sea Vigil (North Seas).

#### Ships Signed On

Robin Gray, Robin Doncaster and Cornhusker Mariner (Robin); Sea Comet II (Seatraders); Hurricane, Alawai, Lafayette and Wacosta (Waterman); John C. (Atlantic Carriers); Coeur d'Alene Victory (Vic-

tory Carriers), and Binghamton Victory and Jean (Bull).

#### Ships In-Transit

Chickasaw, Anniston City and De Soto (Waterman); New Jersey, New York, Texas, Georgia and Savannah (Seatrains); Winter Hill and Logans Fort (Cities Service); Steel Worker (Isthmian); Alcoa Pegasus and Alcoa Pointer (Alcoa); Carra-bulle (Nat'l Navigation), and Portmar (Calmar).

All of these ships were taken care of in good order, with no major beefs on any of them.

We crewed up the Jean (Bull) this week, after she had been in lay-up for about a month. This was welcome news as we had been told she was destined for the scrap heap after many long years of service. The company now informs us that she will probably run until the next inspection and then be sold. This will be like losing an old friend, as I sailed on her myself in 1936.

Claude Simmons  
Ass't Secretary-Treasurer  
⚓ ⚓ ⚓

## Galveston:

### Everything Is Calm, Including Shipping

Shipping has been holding up and although it's slow, it is still good for this port.

We paid off the Republic (Trafalgar) and the Marie Hamill (Bloomfield). Both ships signed on again, and we were also visited in-transit by the Southern Districts (Southern Steamship); the Seatrain Louisiana, Seatrain Georgia, Seatrain New Jersey and Seatrain Texas (Seatrains); the Beau-regard (Waterman); Frederick C. Collin (Dry Trans); the Steel Surveyor (Isthmian); the Mae (Bull), and The Cabins (Cabins).



Joplin

On the beach here, we have Roy W. Joplin, who started shipping back in 1937, and then joined the SIU in 1946. Now he ships as deck engineer out of this port. Roy has been active in the Union's affairs and beefs since he joined, and was one of the men who stood picket duty in Port Arthur during the 1946 General Strike.

Everything else in this port is going along pretty smoothly. The local labor situation is pretty well under control on all fronts, and doesn't seem to be causing anybody any trouble, and the weather is holding way up on the thermometer.

Keith Alsop  
Galveston Port Agent

## Mobile:

### Welfare Booklet Is Popular With Members

Shipping prospects for the coming few weeks don't look any too bright in this port, although shipping has remained fair. We have a couple of tankers in port that probably will be crewing up in the near future, and they may help to keep things moving.

We paid off the Alcoa Pennant, Alcoa Corsair, Alcoa Cavalier, Alcoa Pilgrim, Alcoa Partner and Alcoa Ranger (Alcoa); the Bucyrus Victory, Monarch of the Sea and Claiborne (Waterman). The Alcoa Pennant, Alcoa Pilgrim, Alcoa Partner, Alcoa Ranger and Bucyrus Victory all signed on again. The in-transit vessels calling here were the Iberville, Antinous and Alawai (Waterman), the Steel Surveyor (Isthmian), and the Archers Hope (Cities Service).



Edwards

This port has been fairly busy, since, in addition to 133 men shipped on regular jobs, we shipped about 100 men to tugboats and other relief jobs around the harbor. We also have two regular shore gangs working both night and day shifts regularly, and have a ship stowing gang which stores the ships hitting port.

The new booklet "The Seafarers Welfare Plan" is sure getting close attention from the men in this port. This book, which follows, step by step, all the benefits and activities of the Welfare Plan is certainly popular with the men. We also had requests from several other unions for copies of the booklet, so that they can study the Seafarers Welfare Plan, and see how it operates.

Seafarers have known for some time that we've got the top Welfare Plan in the industry and are leading a whole lot of other unions, but this new booklet puts everything down in black and white, so you can really see all the wonderful things that the Plan does for the Seafarers. It's a good idea for every Seafarer to read it, and it's also a good idea for all those Seafarers with families to make sure that their wives or their family get one of the booklets.

Some of the oldtimers on the beach here include Blacky Marjehoff, Otis Edwards, Charley String-fellow, Charley Spencer, Lucien Moore, Blacky Huller, John George, Speedy Jones and Earl De Angelo.

Cal Tanner  
Mobile Port Agent  
⚓ ⚓ ⚓

## Miami:

### Stewards Compete For Coffee-Time Honors

Shipping has held up well during the past period, but the future looks just about fair, from what we can see right now.

During this past period, we had the following ships visiting here: the Yaka, Fairport, J. B. Waterman, Afoundria and Azalea City (Waterman); the Alcoa Partner (Alcoa), and the Ponce (Puerto Rico Marine).

Pete Gonzales, chief steward on the Afoundria, and Bob Pierce are now competing for honors for feeding in the Waterman ships hitting this area. Pete says he's putting out watermelon at coffee-time, and Bob says that he puts out cake.

Eddie Parr  
Miami Port Agent

## SIU HALL DIRECTORY

### SIU, A&G District

- BALTIMORE 14 North Gay St.
- Earl Sheppard, Agent Mulberry 4540
- BOSTON 276 State St.
- James Sheehan, Agent Richmond 2-0140
- Dispatcher Richmond 2-0141
- GALVESTON 305 1/2 23rd St.
- Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La. 1419 Ryan St.
- Leroy Clarke, Agent Phone 6-5744
- MIAMI Dolphin Hotel
- Eddie Parr, Agent Miami 9-4781
- MOBILE 1 South Lawrence St.
- Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS 523 Bienville St.
- Lindsey Williams, Agent
- NEW YORK Magnolia 6112-6113
- 675 4th Ave., Brooklyn
- STERLING 8-4670
- NORFOLK 127-129 Bank St.
- Ken Rees, Agent Phone 4-1083
- PHILADELPHIA 337 Market St.
- S. Cardullo, Agent Market 7-1635
- PORT ARTHUR 411 Austin St.
- Don Hilton, Rep. Phone 4-2341
- SAN FRANCISCO 450 Harrison St.
- T. Banning, Agent Douglas 2-5475
- Marty Breithoff, West Coast Representative
- PUERTA DE TIERRA, PR Pelyau 51-La 5
- SAVANNAH Phone 2-5998
- SAVANNAH 2 Abercorn St.
- Jeff Morrison, Agent Phone 3-1725
- SEATTLE 7700 1st Ave.

- Jeff Gillette, Agent Elliott 4334
- TAMPA 1809-1811 N. Franklin St.
- Ray White, Agent Phone 2-1223
- WILMINGTON, Calif. 505 Marine Ave.
- John Arabasz, Agent Terminal 4-2874
- HEADQUARTERS 675 4th Ave., Bklyn.
- SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS
- Lloyd Gardner Joe Algins
- Robert Matthews Joe Volpian
- Claude Simmons William Hall

### SUP

- HONOLULU 10 Merchant St.
- Phone 5-8777
- PORTLAND 522 N. W. Everett St.
- Beacon 4336
- RICHMOND, CALIF. 257 5th St.
- Phone 2599
- SAN FRANCISCO 450 Harrison St.
- Douglas 2-8363
- SEATTLE 2700 1st Ave.
- Main 0290
- WILMINGTON 505 Marine Ave.
- Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn
- Sterling 8-4671

### Canadian District

- MONTREAL 634 St. James St. West
- FLateau 8161
- HALIFAX, N.S. 120 1/2 Robt. St.
- Phone: 3-6611

- FORT WILLIAM 118 1/2 Syndicate Ave.
- Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St.
- Ontario Phone: 5591
- TORONTO, Ontario 272 King St. E.
- Empire 4-5719
- VICTORIA, BC 617 1/2 Cormorant St.
- Empire 4531
- VANCOUVER, BC 565 Hamilton St.
- Pacific 7524
- SYDNEY, NS 304 Charlotte St.
- Phone 5346
- BAGOTVILLE, Quebec 20 Elgin St.
- Phone: 545
- THOROLD, Ontario 52 St. David's St.
- CANAL 7-3202
- QUEBEC 113 Cote De La Montague
- Phone: 2-7079
- SAINT JOHN 177 Prince William St.
- NB Phone: 2-3232

### Great Lakes District

- ALPENA 133 W. Fletcher
- Phone: 1238W
- BUFFALO, NY 150 Main St.
- Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE
- Phone: Main 1-0147
- DETROIT 1039 3rd St.
- Headquarters Phone: Woodward 1-5857
- DULUTH 531 W. Michigan St.
- Phone: Melrose 2-4110
- SOUTH CHICAGO 2301 E. 72nd St.
- Phone: Essex 2-3410



# PORT REPORTS

**Baltimore:**

## Be Careful Of Actions When In Saudi-Arabia

The best advice that we can give any of the members sailing to Saudi-Arabia, is to be on their best behavior while they are in any of the Arabian ports. These people have very strict religious beliefs, and laws, and they are enforcing them and cracking down on seamen or anybody who violates their regulations.

We've had several beefs on Isthmian ships because of this, since that country is a regular port of call for these ships. While in these ports, don't do any drinking at all, and don't make any remarks or do anything that could be considered an "insult" to the Arabian people. Several seamen have been tossed into jail over there because of such "offenses" and the Arabian Government goes hard on them. So, while in Arabia, watch your step, and don't do any drinking, because this is the thing that they really crack down on.



Taurin

We had a visit from Congressman Robert Mallahan of West Virginia, and Al Christiansen of the Senate Labor Committee at our last regular membership meeting. Congressman Mallahan was good enough to give a talk to the membership and tell them what is happening in Washington and his views on legislation affecting labor. He was very warmly received by the membership, and we feel that in Congressman Mallahan, labor has a good supporter.

We paid off the Kathryn, Edith, Ines, Marina, Arlyn and Evelyn (Bull); the Oremar, Marore, Bethore, Venore, Feltore, Cubore and Steelore (Ore); the Lafayette, Yaka and Fairport (Waterman); the Steel Worker (Isthmian); the Council Grove and Abiqua (Cities Service); the Bethcoaster (Calmar); the Tainaron (Actium), and the Catherine and Albion (Dry-Trans).

**Sign-Ons**

The sign-ons included the Kathryn, Edith, Ines, Arlyn and Evelyn (Bull); the Frederic C. Collin (Dry-Trans); the William M. Burden (Western Tankers); the Marore, Bethore, Venore, Feltore, Cubore, and Steelore (Ore); the Steel Age (Isthmian); the Council Grove and Abiqua (Cities Service); the Bethcoaster (Calmar); the Yaka (Waterman); the Tainaron (Actium), and the Stony Creek (Amer-Tramp).

The in-transits were the Antinous, Afoundria, Chickasaw and Azalea City (Waterman); the Robin Doncaster and Robin Hood (Robin); the Alcoa Pointer and Alcoa Roamer (Alcoa); the Steel Rover (Isthmian), and the Government Camp (Cities Service).

**Hall Progressing**

The new building is coming along nicely, and the contractor says that he's ahead of schedule at this point. Conduits for electrical wiring and air conditioning systems are almost finished, and with the number of sidewalk superintendents that we have on the job, we have nothing to worry about.

John Taurin in on the beach here right now. He joined the Union in 1939 and has actively supported the Union on all strikes, and all beefs. John has served as doorman here in Baltimore on several occasions, and recently he won a prize in the Seafarers Art Con-

test. His particular exhibit was a hand woven belt that brought first prize.

There's a lot of talk here about the SIU petitioning for an NLRB vote in the Atlantic fleet. This move, which called the AMEU bluff, put the finishing touches to the AMEU, and showed how they have been bluffing all along. The membership here, of course, is confident that Atlantic will soon be under the SIU banner, and is standing ready to lend the Atlantic tankermen any assistance they might need in their fight to gain SIU wages and conditions and protection.

In the marine hospital we have M. Copni, V. James, L. Brigida, C. Wallace, W. Vaughn, M. Mason, C. Chandler, L. Thomas, D. Sykes and J. Corcoran.

Earl Sheppard  
Baltimore Port Agent



**Philadelphia:**

## Shipping Evens Off; Popular Members Here

After a big boom in shipping, things have now evened off and are running on an even keel. However, rated men can always get a ship out of here.

The Philadelphia hall is now in good shape, with new pool tables, shuffle boards and television, and the new facilities have proved very popular with the membership on the beach here.

The famous "Prince" Baker came into port from a Far East run, took his payoff and went right out and bought himself a '52 Cadillac convertible. He got one that's fire engine red, and he can't understand why the city won't let him put a siren and red light on it.

Freddy Bruggener, the famous galloping ghost from Florida, breezed through port long enough to take in the race track. The last we heard of him, he was trying to sell the jockeys on the idea of putting jets on the horses.

Now that summer is officially here, the weather seems to be holding up pretty well, except for a couple of rainy days once in a while. With the sun shining and the various attractions at the beach, many of the men are not too anxious to ship out.

Everything else in this fair city seems to be going along at an even keel, although we don't see any prospect of a shipping boom in the near future. Some of these ships pop in when they're not expected though, and they are always welcome.

S. Cardullo  
Philadelphia Port Agent

**Seattle:**

## No Chance To Lose Your Sea Legs Here

The shipping picture in this port has been very good, and looks as if it will stay bright for a while.

We paid off the Lewis Emery, Jr. (Victory Carriers), the Liberty Flag (Gulf Cargo) the Irenestar (Maine), the Young America (Waterman), and the Sea Cliff (Coral).



Stough

The Lewis Emery, Jr., Young American and Irenestar all signed on again. The Salem Maritime (Cities Service), the Mankato Victory (Victory Carriers), and the

Catawba (Bull), called here in-transit.

We had another buckaroo skipper in here on the Sea Cliff, and the payoff wasn't completed until about 1 AM, after we argued with this captain for about seven hours. He had been very heavy with a red pencil on the OT sheets, and after lengthy argument finally ended up paying over 105 hours of disputed overtime to the deck department and engine department. One example was when he logged the chief cook four days' pay, and refused to lift the log. Well, we collected two days' pay and 16 hours OT for the third cook, for doing the chief cook's work during this period. The third cook then turned the money over to chief cook, and the chief cook ended up making almost five days' pay instead of the four he was logged.

**Shipping Fast**

With shipping the way it is, there aren't enough men left on the beach long enough to get together over a beer, so we're not bothered with gashounds in this port.

The weather has been fine so far, with perhaps a little sprinkle of rain once in a while, but we can understand why some of the men want to stay on the beach for a little while instead of shipping right out again. However, they don't get too much chance to stay ashore, because with all those jobs up on the board, they can't resist taking one right away.

R. D. "Jack" Stough is one of the men on the beach here. He began sailing with the SIU back in 1945, and helped organize US Waterways. This is the way he got his book, through organizing in that company. Married and with two children, Jack just brought his family here. Then he got his bosun's

stamp in his Union book, and immediately caught a berth as bosun on the Sea Cliff.

Some of the other men on the beach here are George Fisher, Fred England and W. W. Wells. We have A. J. Johansen, J. Kismul, George Rice, D. Salotti, T. Swanson and H. Tucker in the marine hospital here.

Jeff Gillette  
Seattle Port Agent



**Wilmington:**

## Turn In Repair Lists As They're Needed

Things have really been popping out here, and the men have been shipping out as fast as they want to. In fact, some of them have been getting out faster than they really wanted to ship.

We want to thank 18 men off the McKettrick Hills (Western Tankers) who came in on the ship and paid off Saturday, and then helped us out by shipping right back out again Sunday on the Seatiger (Colonial). Their willingness to go right back out again made it possible for the ship to sail on schedule without any problems. A number of the men who came out here from the East Coast also came in very handy for crewing up some of the ships that came in.

As we mentioned, we had the McKettrick Hills and the Seatiger paying off. The in-transits were the Hastings, Young America, Bienville, Cornhusker Mariner, and Raphael Semmes (Waterman), the Massmar and Seamar (Calmar), the Captain N. B. Palmer (Dolphin), the Marven (Int'l Nav.), the Gulfwater (Metro), the Burbank Victory (Eastern), the General Patton (National Waterways), the Steel Chemist (Isthmian), the Petrolite (Tanker Sag Harbor), Christine (Tini), the Trojan Trader (Trojan), and the Robin Mowbray (Robin).

Some of the crews out here have been having trouble keeping the repair lists properly. These lists are for repairs that have been turned in, and have not been done. They give the patrolman the information, so he can check and make sure they are done.

The crews should not wait until a few days before the ship comes into port and then list all the repairs. The repairs should be turned in as they come up. Then, if they are not taken care of by the time the ship hits port, they should be put on the repair list and turned in to the patrolman.

John Arabasz  
Wilmington Port Agent

**Lake Charles:**

## AFL Building Trades Sink 'Independent'

Things are going along very nicely in this thriving little village, but shipping during the past period has just been fair.

Calling in here during the past two weeks were: the Cantigny, Abiqua, Government Camp, Bradford Island, Winter Hill, Logans Fort, Council Grove, Paoli and Royal Oak, all Cities Service, and we also had the Bull Run (Petrol Tankers) call here. The Paoli paid off and signed on articles for Japan while the Royal Oak was here on her way to sunny California.

On the labor front, the AFL Metal Trades Council here signed a two-year contract with Cities Service and made quite a few gains. They also have provisions in the contract allowing them to reopen wage talks three times during the two years.

Recently some "smart" operator set up an "Independent Trades Council" in a little town near here, and planned to cut out the AFL carpenters and laborers on some construction jobs. The Building Trades Council, AFL, stepped right in, however, and shut down all the jobs this "independent" outfit was running, and the outfit soon gave up the ghost and union men were hired.

Some of the men on the beach here include T. J. Connell, B. G. Lassiter, C. Pedersen, T. Scoper, R. M. Thompson, M. Launey, W. Savant, "Tex" Gillispie and many others.

Leroy Clarke  
Lake Charles Port Agent



**Boston:**

## Yarmouth Crews Up, Starts Summer Run

Shipping has been very good in this port during the past period. One thing that helped was when the Yarmouth took a complete crew. That took 123 men off the beach at one time. Now that she's started sailing regularly on her run, there should be some jobs aboard her.

We paid off the Cantigny and Bradford Island (Cities Service), the John Paul Jones (Colonial), and the Ann Marie (Bull). All three vessels signed right back on again. The vessels calling here in-transit included: the Steel Architect and Steel Maker (Isthmian), the Iberville (Waterman), and the Robin Kettering (Robin).

There were a few beefs on these ships, and most of them were settled easily. On the Cantigny, the company paid all the men who had receipts for the launch service they paid for. It just happened that they all kept their receipts. The company also paid penalty OT for not breaking out six men to handle mooring lines as per contract.

On the Ann Marie, Brother Ernie Hulson passed on. He was out for the day, and upon returning home, he had a heart attack and died. He was well-liked by the crew of the Ann Marie and all the men he had sailed with, and his Union brothers all offer their condolences to the family. The crew of the Ann Marie also chipped in and sent \$36 to the hall to buy a floral tribute to their former shipmate.

James Sheehan  
Boston Port Agent

## A & G SHIPPING RECORD

### Shipping Figures June 3 to June 17

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	20	19	21	60	45	36	93	174
New York	192	167	139	498	159	126	137	422
Philadelphia	43	51	30	124	56	46	37	139
Baltimore	187	116	102	405	141	107	73	321
Norfolk	26	19	20	65	15	15	15	45
Savannah	23	10	12	45	19	20	11	50
Tampa	8	10	10	28	4	5	3	12
Mobile	57	60	49	166	41	52	40	133
New Orleans	91	78	85	254	58	65	36	159
Galveston	48	34	27	109	58	35	36	129
Seattle	34	26	26	86	40	37	29	106
San Francisco	61	53	39	153	56	58	33	147
Wilmington	25	23	13	61	19	23	14	55
<b>TOTAL</b>	<b>815</b>	<b>686</b>	<b>575</b>	<b>2,076</b>	<b>711</b>	<b>625</b>	<b>557</b>	<b>1,892</b>



# IN THE WAKE

Many an old sea story used to be spiced with accounts of how hogs were carried aboard to serve as compasses in emergencies. If a vessel was lost or in danger out of sight of land, they told how a hog was thrown over the side, and would always instinctively swim toward the nearest land and safety. Referring to this practice, the stories also pointed out that the hog had to be picked up before it swam more than a half mile or so to prevent it from cutting its own throat with the sharp points of its cloven forefeet. The forelegs of hogs are set closely under the body and, for that reason, especially if they are too fat, they are not generally good swimmers.

It was firmly believed by our ancestors that the goose which we still call the "barnacle goose" came out of the shell of a nut growing upon certain trees along the seashore. Some thought that the immature birds were attached to the trees by their bills, but the more general belief was that the birds did not develop until the nuts fell into the sea, where they became small shellfish and attached themselves to any floating object until the birds were ready for flight. Indeed it was thought that the barnacle which attaches itself to rocks and the bottom of ships actually began life ashore as the nut of a tree, and was capable of developing eventually into a kind of goose.

"Cannibal," as a description of people who are man-eaters, stems from the time of Columbus, when he landed in Cuba and found that the natives called themselves "Canibales," or people of "Caniba." Because Columbus thought he was in Asia, he is said to have taken this to mean that the people were subjects of the Great Khan, or Great Can, as the name was sometimes spelled, although "Caniba" actually was no more than a variation of "Caribe," after whom the Caribbean Sea is named. Later, when it was learned that some of these people ate human flesh, people hearing the name "Canibales" promptly associated it with man-

eatery, until at last that became its accepted meaning.

Much controversy was raised during the height of the sailing ship era on the question of whether sailing ships could sail faster than the wind driving them, but there was always too much friction for that to happen. It is, however, quite possible for light racing vessels and iceboats to sail much faster than a wind blowing more or less at right angles to their course. Ordinarily the sails of an iceboat are so trimmed that the direction of the boat and the direction of the wind do not coincide. Actually, the speed record for iceboats under ordinary conditions is about 75 mph, but it is said that during 70-mile gales they have been known to travel over the ice at a speed of 140 mph.

"To see the elephant" means to take in all the notable sights, and a person who has seen the elephant is presumed to have seen everything worth seeing and to know his way around. The phrase seems to have originated in America in the days when elephants were seldom seen and referred to the roving exhibitions of pioneer times in which one of these animals was displayed in a special tent as the main attraction of the show. The famous armed ship "America" brought the first live elephant to the US from India in April, 1796.

One of the reasons often offered to explain the superstitions about having women aboard ship arises from the fact that in Roman times, Isis, goddess of the moon, was looked upon as the guiding spirit over the fate of ships. At the launching of a ship a great ceremony involving the goddess was performed, and the ship was then believed to be endowed with some of the personality of the goddess and, in fact, actually called a "she." This may explain the origin of the feeling that it was (and still is) bad luck to have a woman on board a ship. It was felt that the female goddess protecting the vessel might become offended by the presence of another woman, and destroy the ship.

# THE INQUIRING SEAFARER

Question: Do you ever try to predict the weather while aboard ship? How do you do it?

J. F. "Dutchy" Bolz, pumpman-machinist: I've found that, generally, when we run into a calm, it means that there'll be a storm following before very long. That's about the surest way that I know of predicting what the weather is going to be, and that's about the only way I try to predict it.



Arthur Rummel, ch. steward: There's an old saying about "red in the night, sailor's delight. Red in the morning, sailor's warning." I remember that from a long time ago, and it is about the best way to predict what the weather is going to be. It works most of the time, and helps to remember.

Andrew Harville, OS: The cloud formations are the things that I always watch. When they start getting heavy, then we're usually in for a storm. When they are heavy and moving pretty fast, that usually means that we're going to have a bad wind coming up. The clouds are good signs to watch.

L. A. Williams, chief cook: I always watch the way the clouds are moving, and the way the top of the water looks. You can tell from the way the ship is rolling, whether there's some rough weather, too. If the clouds are heavy and moving slow'y, then that means you're going to have a storm.

Herman Meltz, carpenter: I watch the clouds and the moon. If there are a lot of heavy, dark clouds around the moon, then we usually get a storm. Dark, heavy clouds that hang low in the sky mean that a storm is coming very soon. There's no sure way to tell, but these are the best.

Rexford L. Roberts, pumpman: I watch the sky around sunset, and see how it looks. If the sky is nice and red and bright, we have nice weather the next day. If the sky is dark, then we have some bad weather. In the morning, a nice red sky means that we're going to have a nice, warm day.

# MEET THE SEAFARER



HARRY C. NELSON, AB

To follow in the footsteps of the many men who have gone to sea before him and have gone on to become authors and writers, is the ambition of Seafarer Harry C. Nelson, AB.

Harry, who has been sailing for the past five years, says that his hope is to become a writer, but that, unlike many of the seamen who have written before him, he usually waits until he is ashore before he does his writing.

"I seldom write while I'm aboard ship. There's usually too much to do, and a lot of noise, so I can't get much done while I'm at sea," he says, "but when I get into port, I get off the ship for a while and find myself a nice quiet place to stay and then go to work."

### Story Accepted

And, Harry reports that he's getting a good start since one of his stories has just been bought by Esquire Magazine and will be appearing sometime in the fall. "It's a fiction piece called 'Another Rube,'" says Harry, "and I think it's a pretty good story."

"I stick mostly to fiction," he explains, "and think that I do my best writing in fiction. I don't stick to any one type of story, but try to write whatever I think will make a good story. I do write some stuff about seamen and the sea, but I don't just stick to that one field."

Harry reports that he's also taken some courses in writing and journalism at New York University, and that he hopes the day will come when he'll be able to settle down to writing as a full-time career. "Most of the men I know want to stop sailing and settle down on a farm," says he, "but my ambition is just to write."

Harry started going to sea by sailing under it in 1943. At that time he went into the Navy, and ended up in the submarine service. He spent most of his time aboard the USS Plalce, a submarine operating in the Pacific Theater, and in addition to other ribbons, he holds the submarine combat medal

for successful submarine patrols in which enemy tonnage was sunk.

He reports that his closest call came when his sub attacked and sank two Japanese destroyers while on a patrol. Once they had sunk the two destroyers, other enemy vessels closed in on the submerged sub and kept it pinned to the bottom under a constant depth bomb attack that lasted for 16 hours.

### Air Stale

"That was tough," he says, "because the air started to get real stale. We never stayed under that long unless we had to because of the air supply and the fact that we had to recharge our batteries."

After he finished with the Navy, Harry started to sail merchant ships. He was only sailing a short while when he heard that the SIU was organizing the Cities Service fleet, so he started to sail with Cities Service and then went to work in the fleet as an SIU organizer. He got his SIU book through that work, and has been sailing SIU ever since.

"I stick to freighters now," he says, "because you get more time in port and usually have more space, but I did sail recently on the Cities Service tanker Chiwawa. What a difference on that ship between the time Cities Service was still unorganized and now that there's an SIU contract in that fleet. The money's a lot better now, and the conditions are great. I could hardly believe it was the same company running the ships."

Harry, who's still single and 29 years old, hails from Great Falls, Montana. He says the Navy started him on the idea of going to sea, and he's never been sorry about his choice.

"If you are trying to break into the writing field like I am, and you have to keep on working in the meantime, I can't think of any better way of making a living than working under an SIU contract. It sure keeps the porkchops coming and makes it possible for me to take time off and devote attention to my writing."

# The Seafarers Puzzle

1. Bow-like curve	2. Race or Cod	3. Red or Black	4. Old port in Maine	5. Small island off Donegal	6. Title of respect	7. Roman road	8. The headland on E coast of Essex	9. Rise and fall of water	10. Pursue	11. Slandered	12. Toas wildly, as waves	13. Concentrated grape juice	14. Man's nickname	15. Girl's name	16. Timbers of "old Ironsides"	17. Take one's "cut"	18. Sea bird	19. Brother: Dial.	20. Location	21. Ability to walk steadily on ship	22. The "United States"	23. Brahman title	24. What the Titanic did	25. The "black"	26. Told, as a tale	27. Sick	28. Mixture	29. Father	30. S. American port	31. Fastens	32. Units	33. Low reef	34. Animal	35. Portuguese coin	36. Columbian port	37. First word in a famed hymn	38. Ship's officer	39. Adherent of the SIU	40. Seaport capital of Crete	41. Macaw	42. Capital of Bolivia	43. Compass bearing	44. Honshu bay	45. Thin	46. Indians	47. Port in France	48. Benefits	49. Seas Shipping ship	50. Make happy	51. Discourage	52. Sea discovered by Columbus	53. Take orders	54. Error	55. Port of Nigeria	56. Ships' courses	57. Certain	58. Republican party	59. Brew	60. Clip edge of coin	61. Belaying	62. Recline	63. Actress	64. Myrna
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(Puzzle Answers on Page 25)

# TEN YEARS AGO

Aircraft of the British Bomber Command attacked objectives at Cologne for the 116th time and elsewhere in the Rhineland . . . The British Government announced the appointment of Field Marshal Sir Archibald P. Wavell as Viceroy of India, to be succeeded as Commander-in-Chief in India by Gen. Auchinleck. Also it was announced that an East Asia Military Command would be created to take the offensive against Japanese forces . . . The SIU assailed a WSA move aimed at chiseling the working conditions and transportation rider of the Seafarers

would prevent many a sinking by enemy subs and save many Seafarers' lives . . . President Roosevelt vetoed the Smith-Connally anti-strike bill requiring 30 days' notice in advance of strikes and providing criminal penalties for those who instigate, direct or aid strikes in plants or mines operated by the US Government. The bill was made into law when the Senate and House overrode the presidential veto.

In Detroit 34 persons were killed and more than 700 injured in race riots that brought US troops into the city under a proclamation of President Roosevelt . . . Mexico and the Soviet Union resumed diplomatic relations after a lapse of 13 years . . . US Army Eighth Air Force heavy bombers made their first appearance in the Ruhr in an attack on the synthetic rubber plant at Huls, and on the General Motors plant near Antwerp . . . The SIU stood behind its members who felt an additional two knots in speed on the Liberties

The US Supreme Court ruled that under the so-called Bill of Rights in the Constitution public school children could not be compelled to salute the American flag if this ceremony conflicted with their religious beliefs . . . An Allied naval party was landed on Lamponne Island in the Mediterranean from a destroyer, found it uninhabited and occupied it . . . The SIU was represented in ceremonies in Boston Common in which a mall was dedicated to merchant seamen lost in the war . . . The Syria-Turkey border was closed, London said, unofficially, adding that, according to Turkish reports, Rumania was sounding out the Allies on what she might gain on withdrawing from the war as an Axis satellite.



# SEAFARERS LOG

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## Our Changing Ships

In the past few years the maritime industry has been undergoing a quiet, but impressive, technological revolution. Many improvements and changes have been made in the design and operation of ships, and with atomic power plants in the offing, there are undoubtedly more to come. Just a few of the changes in the past few years are the construction of super-tankers, the Mariners and other prototype ships, the use of radar, gas turbine engines, heavy lifts, nylon rope, electronic depth finders, radio direction finders, aluminum masts and lifeboats, high pressure boilers and a multitude of new equipment.

While the new ship designs are still on the drawing boards, it might be a good idea to consult the men who sail the ships as to what changes should be made. For one thing, there are obvious improvements that could be made in the crew's living and working quarters—the foc'sles, the messrooms, storerooms and galleys—improvements which would go far toward increasing the comfort and efficiency of the crew. Up until now, except on the most modern ships, the tendency has been to overlook the needs of crewmembers for decent living quarters. More recreation facilities aboard ship could be provided as well, at little added construction cost.

Then too, seamen, drawing on their own practical experience, could no doubt offer many suggestions of value which would not seem obvious to the marine designer and the shipbuilding engineer.

Ships of today are complicated pieces of machinery. It would be wise to consult all those who have anything to do with the operations of a ship in trying to construct a better, safer and more efficient ocean-going vessel.

~ ~ ~

## Scholarship Awards

After several months of painstaking and careful consideration of all candidates, the trustees of the SIU Welfare Plan have awarded four \$6,000 scholarships to fortunate candidates recommended by the advisory board of college administrators. Now these four winners, three girls and a boy, are assured a free, all-expenses-paid college education, because their fathers are working seamen, members of the SIU.

The SIU Scholarship Plan has attracted a good deal of interest on several counts. It is notable for the size of its money grants, the freedom of the winners to follow any course of study of their choosing, and the precedent it has set for the entire maritime industry.

It's safe to say that before the Scholarship Plan was announced, few in the Union, if any, ever dreamed that the SIU would provide the means for a college education for Seafarers and their children. But this development, novel as it is, is just one of the many trail-blazing steps taken by the SIU in maritime; in its contracts, its shoreside facilities and its vacation and welfare benefits.

As a final word, a vote of thanks is due the advisory board of college administrators for their keen interest and whole-hearted participation in the workings of the Plan. Their invaluable services did much to make the Scholarship Plan a success.

~ ~ ~

## Pakistan Wheat Bill

Once again, the SIU has played a leading role in defending a most-important piece of maritime legislation, the 50-50 law. The vote of the House of Representatives in restoring the 50-50 provision to the Pakistan wheat bill ended for the time being, another attempt to kill this principle.

Oddly enough, the government of Pakistan, which is not a sea-going nation, had no interest in the matter one way or another. It was other foreign-flag operators, many of them Panamanian and Liberian tramp shippers, who were looking to monopolize this cargo.

The 50-50 idea has been challenged many times in Congress since it was first adopted in 1948 after an energetic campaign by the Union. In each instance those who would discard the law have met with defeat.

The implications are clear. Congress realizes the importance to the nation of maintaining an active and prosperous merchant marine. As such the 50-50 law is one of several legislative devices towards that desirable goal. The SIU intends to see that this provision, like other legislative acts beneficial to maritime, stays on the books.

# LETTER of the WEEK

## Hits Milk Deal In Puerto Rico

To the Editor:

I would like to take this opportunity to let you know how easy it is for the companies to pull the wool over your eyes if you don't keep them wide open and stay on the ball.

In this case, the deal concerns fresh milk in Puerto Rico. It is just another of those cases where a ship's crew took the word of the old man without checking on the story that he dished out to them.

As ship's delegate on the Ines

(Bull) I was obliged to ask the captain if we could take on some fresh milk when we reached San Juan. The old man, in true company style, said the milk in Puerto Rico did not pass the Public Health Service requirements. This story seemed funny, as the Armed Forces use milk there, so I decided to check it.

The story was just a stall. The PHS gave me a letter stating that the milk in Puerto Rico was as good as any milk in the States. While this story was being checked, another alibi was made up. This one had it that Puerto Rico was very short of milk and the dairies wouldn't supply us. This story proved as phony as the first one. The manager of the Puerto Rico Dairy, as Las Palmas and Lafayette Streets in Santurce, said that he would and could supply us with all the milk we could use, unless there happened to be drastic drought in Puerto Rico.

### Company Finally Yields

When the company was faced with all this evidence, there was nothing it could do but come across with the milk. However, they are working on another stall that they will probably use on the crews of their other ships. Here is the pitch:

When our milk was a little late coming aboard, I asked the man in charge of the office what was holding it up. He said the milk had to come from the Capara Dairy, which was the only one to pass the PHS requirements. Since this is probably another stall, the company may intend to claim that the Capara Dairy cannot supply all the ships, and since no other milk is acceptable, the ships cannot be supplied. Don't fall for this or any other story, no matter who it comes from, without checking. If necessary, we intend to contact dairies in all the ports in Puerto Rico in order to beat the company out on these phony stories. We have already been successful in getting milk in Ponce and San Juan. Get going, gang. We have started the ball rolling for you; now it's up to you to back us up by keeping it rolling.

Clark S. (Red) Inman

## 'Mind If I Take A Look?'



## LABOR ROUND-UP

Well ahead of the strike deadline it had set, the CIO United Steelworkers won an industry-wide pay increase of 8½ cents an hour, which with other fringe benefits won, amounts to an increase of about 10 cents an hour. The increase, said the union, applies to iron ore miners as well as steelworkers. The union also succeeded in wiping out the North-South wage differential and got US Steel to agree to a joint study of pension and welfare provisions in anticipation of next year's bargaining.

The AFL Brotherhood of Railway Carmen won a big step forward in cutting out a wage inequity that has been in existence since 1918 when it recently won an increase of 4 cents an hour for men working on freight cars. The union said that this was just one step forward in wiping out the difference in wages for the mechanics, and said its goal is one rate for all. The latest increase for freight car mechanics cut the differential down to 4.4 cents an hour. Before the increase, passenger car mechanics were making 8.4 cents an hour more.

The National Association of Letter Carriers has renewed its demand that the Postoffice provide uniforms for its employees. Citing the increased cost of uniforms, which Postoffice employees now have to buy for themselves, the association also pointed out that the Government now provides uniforms for most of its other employees who are required to wear them. The Postoffice answered with its stock reply, and said it just doesn't have the money. The Government estimates that supplying the uniforms would cost about \$13 million per year.

The CIO United Auto Workers has appointed a committee of 10 prominent economists to launch a preliminary study of all the factors involved in the question of a guaranteed annual wage. The union said that it has set the guaranteed annual wage as the "next major collective bargaining goal in our industry."

The operating railroad unions quickly reacted to a threat by the railroads that, unless they agreed

not to call a strike the railroads would ask for special legislation from Congress. The unions quickly demanded that the railroads withdraw the threat. The unions and the railroads are engaged in trying to clear up a pile of 5,000 grievances that have accumulated.

The 76,000 members of the CIO International Union of Electrical Workers who are employed by General Electric, have won wage increases averaging 7 cents an hour, with some of the workers getting increases of up to 16 cents an hour. The union stated that the recent eight-week strike at the company's Syracuse plant was believed to have been instrumental in getting the increases.

The AFL Office Employees International Union has announced that its membership has soared 30 percent during the last two years. Stating that "organization begets organization," the union declared that the increase in membership is "just the beginning," and that it "must organize more and more of the white-collar workers."

Tom Lyon withdrew himself from consideration as director of the Federal Bureau of Mines, after telling a Senate committee considering his appointment that he considers the Federal Mine Safety Law a "phony." Lyon also revealed that he is receiving a \$5,000 annual pension from the Anconda Copper Mining Company. Senator Arthur Watkins, Republican of Utah, who had sponsored the Eisenhower nomination of Lyon, said he had suggested Lyon withdraw after hearing his testimony. The United Mine Workers had said it would fight Lyon's appointment, but no fight was needed after Lyon's testimony.

Negotiations between the CIO Industrial Union of Marine and Shipbuilding Workers and the Bethlehem Steel Company and Todd Shipyard Corp. have hit a stand-still. The Union is demanding a 12-cent hourly wage increase which the companies have rejected. In addition, the Todd Shipyard Corp. is being asked for improvements in pension and welfare plans. The contract with Bethlehem bars discussion of pension and welfare plans until the end of the contract in June, 1954.





"Super ships" that dwarf the steamers of 30 years ago . . . Hotel-like accommodation for crews . . . Aluminum deckhouses and aluminum masts . . . automatic steering that eliminates the need for helmsmen.

These and other developments in the maritime world make the post-war years of World War II an era of vast changes in the design and operation of ships and in the life of merchant seamen.

Hailed as the typical deep sea trader of the future is the Liberian flag tanker World Concord, which holds the record as the world's largest cargo carrying merchant ship. This 655-foot giant of the cargo routes can carry 240,000 barrels of oil, but it will be exceeded in size by a 736 foot, 45,000-ton oil tanker being built for World Tankers Corporation by the Bethlehem Shipbuilding Company at Quincy, Mass.

Many post-war-built "super" tankers are sailing under the American flag. They run around 620 feet in length, carry about 215,000 barrels of oil, and can do 16 knots with high pressure boilers and steam turbines.

These ships feature extra large crew recreation and dining rooms, with motion pictures and other entertainment for crewmen on long runs to the Middle East oilfields.

Ship designers are specifying lightweight aluminum for many ship uses after the new liner United States dramatically pointed the way for widespread use of aluminum in ship deckhouses and other exterior fittings.

#### Aluminum Takes Over

The US Navy recently announced that more than 80 percent of the destroyers in the active fleet have been fitted with aluminum tripod masts. These lightweight

tripods carry a heavy mounting of radar equipment without making the warships top-heavy.

Aluminum is now being used for lockers, doors, shipboard furniture, berths, store-room shelving, ventilator ducts, insulation, ladders and lifeboats.

Described as the fastest cargo ships in the world are the 563-foot Mariner class of freighters being built at various yards for the US Maritime Administration. There are now nine of these ships at sea, but probably none will be purchased by private lines, for the cost price of \$4,500,000 each makes it almost impossible for any independent line to ever pay for them. The construction cost was \$9,500,000 each.

#### Higher Pressures

Ship power is increasing all the time, with almost all new American construction using the steam turbine under boiler pressures of 600 pounds or more. The World War I "Hog Islander" had 2,500 hp steam-turbines and the World War II Liberty had 2,500 hp reciprocating engines. Mariner ships have 17,500 hp propulsion plants!

Probably without a peer on the seas as far as crew comforts are concerned is the British steamer Wanstead, owned by the Watts Shipping Company of Liverpool. The entire main deck for half the length of this vessel is devoted to crew accommodations. Each crewman has a private cabin. Added to this is a 30 foot lounge with desks and easy chairs and a large recreation room with game tables, reclining chairs, sofas and a ping pong "nook."

Crewmen of the Wanstead take their meals in a large, cafeteria-style dining hall decorated in light pastel colors and with bright paintings on-the walls.

In the matter of ship design, big improvements are foreseen in cargo-handling techniques. The automatic, sliding hatches on Mariner ships are typical of innovations to speed up operation and cut down the time of turn-arounds in port.

Huge ships are being built here and abroad for carrying iron ore to the United States from Africa, Venezuela, and Brazil. Several C-4 type ships are being converted for use as deep sea ore carriers.

Radar, of course, is having wider application on ships of all kinds; from liners to tugs and river boats. Automatic steering is being developed to the point where some vessels need a helmsman now only for going in and out of harbor. It is the complaint of some skippers on these electronically-steered ships that the deck hands get so little time at the wheel they are forgetting how to steer at all!

#### Day Soon For Atom-Ship

Predictions are that the atom-powered merchant ship is not too far in the future, at least for the North Atlantic liner. Gas turbines are proving successful on experimental British ships and will probably be greatly extended in use during the next few years.

One of these days the white-gloved oiler and engineer (the fireman being as extinct as the sailmaker) will be highly offended if some oldtimer classes them with such menials as the black gang.

Acme of the change in ships and sailors will be the advent of the ship built of titanium. It won't have to be painted and the chipping hammer sailor with his wire-brush and paint pot will, like the clipper ship, be a thing of the past.

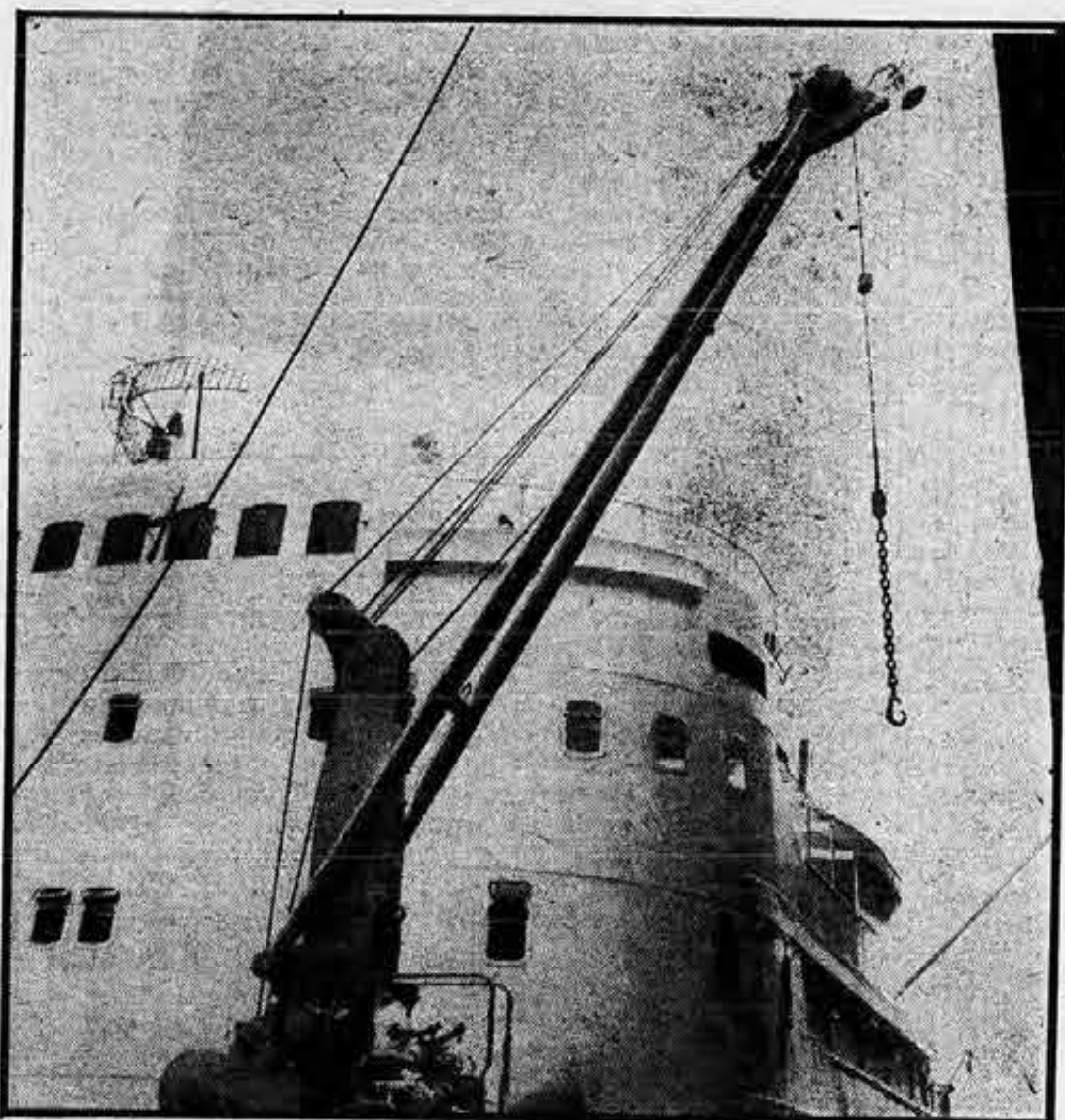




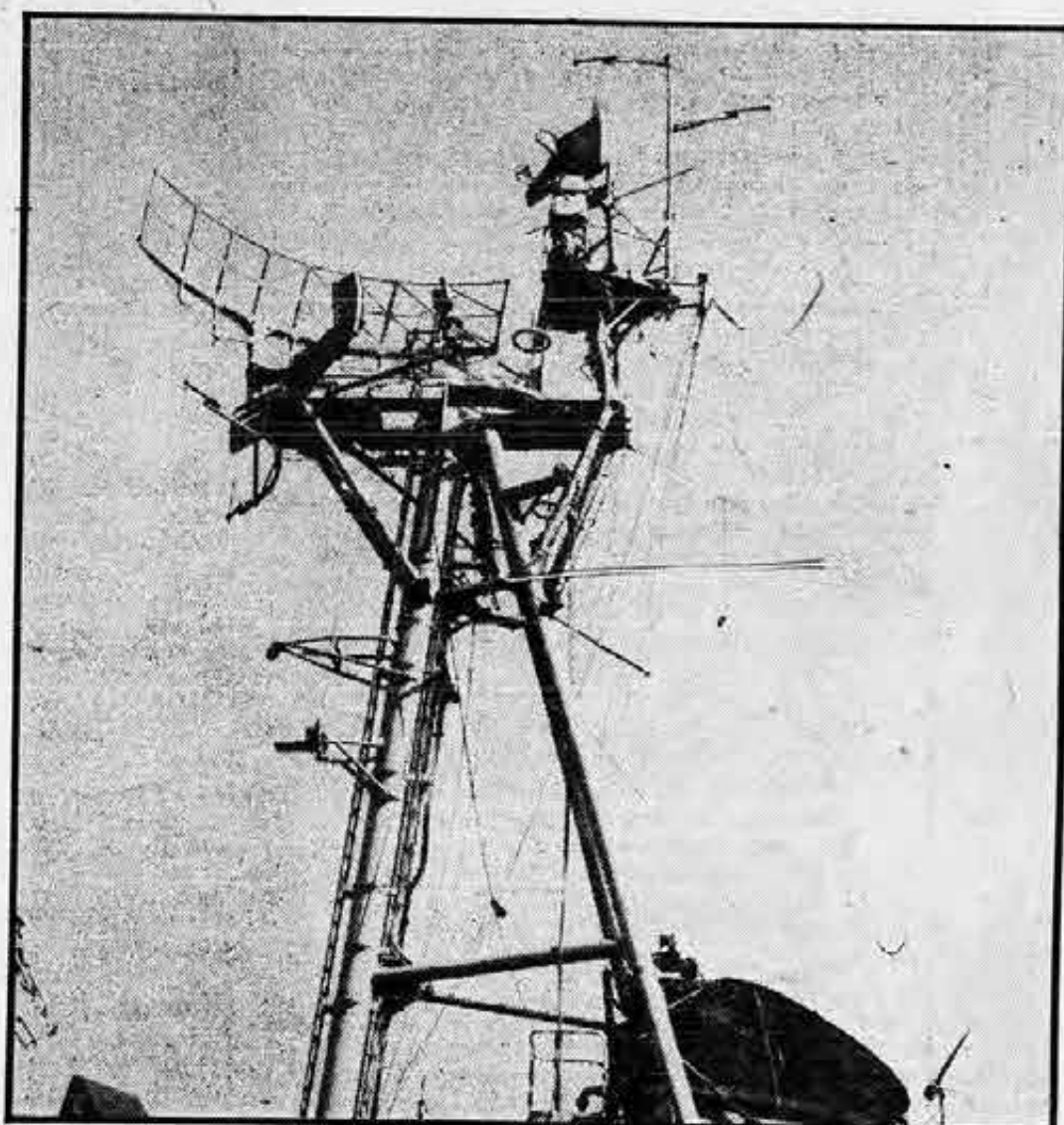
Easily operated steel folding hatch covers and 'tween-decks covers, like these on the new Mariner class vessels, are part of the revolution. Mechanically operated, they slide open or closed quickly and form watertight covers.



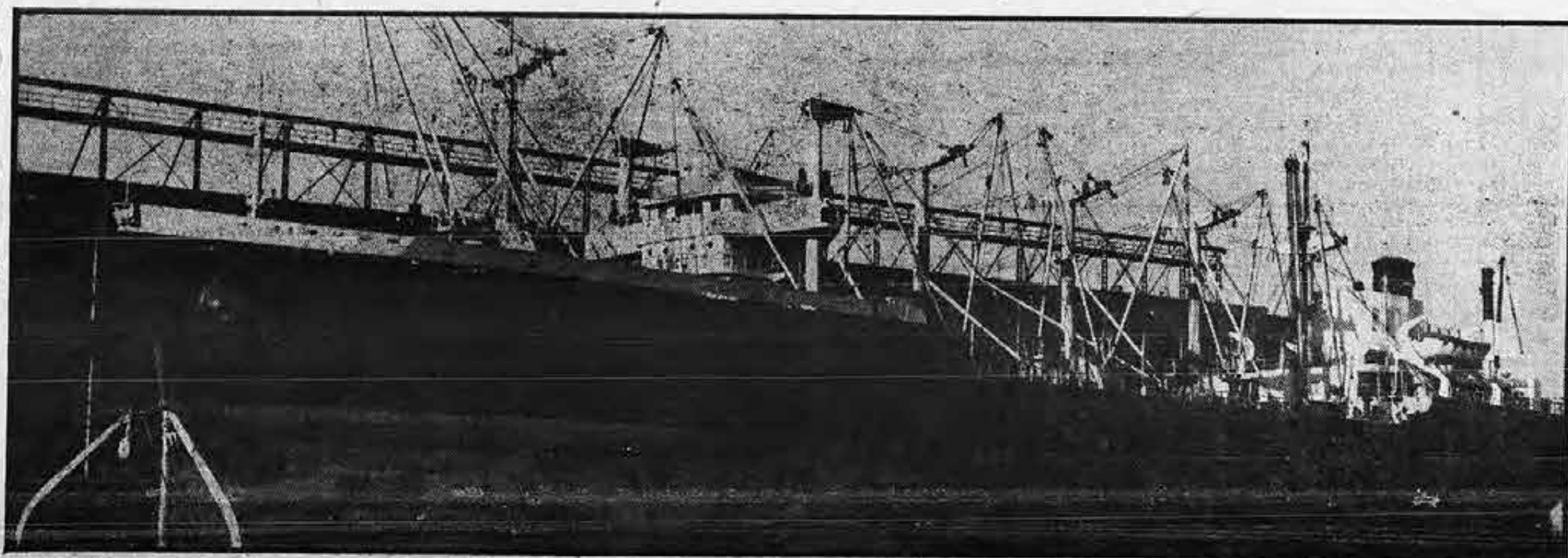
The navigation of ships has also changed. Now, the radar screen is a part of almost all navigation bridges, and the grid rotates atop most masts. Other advances, such as electronic depth finders have also added to Seafarers' safety.



Speed is the greatest factor, and fast turn-arounds are what the operators are seeking. Fast one-man cranes, such as this one on a new European freighter, help to speed up loading and discharging at dockside and with lighters.



Aluminum has also taken a new prominence in ship construction. Light, tripod masts, such as this one, made of aluminum, have been installed on many of the Navy's destroyers to support heavy radar gear without any excess weight.



One of the more recent additions to the cargo ship line has been vessels like this C-4 type, which has been converted into an ocean-going ore ship. Many marine architects have predicted that cargo vessels along the lines of the C-4 will be the freight ship of the future, with greater cargo space.



# MARITIME

The National Federation of American Shipping has noted "an alarming drop" in the participation of American-flag vessels in the foreign trade of the US. The Federation stated that American-flag vessels in January of 1953, carried only 25.8 percent of the foreign trade of the US. This compares with 43.6 percent carried by US vessels in January of 1952. These figures include oil cargoes as well as other cargoes. In January of this year, US ships carried only 18.5 percent of US-dry cargo exports, as compared with 48 percent during January of 1952. The Federation states that these figures show the American-flag merchant fleet is losing out to foreign vessels in the competition for US cargoes.

The New York Customs office received an unpleasant surprise recently, when it was attacked for "opening the floodgates to smugglers and narcotics." The attack came a few days after the Customs men started a new screening procedure designed to help speed up the processing of passengers arriving in the port during the summer rush. Said the Customs men, "We're making just as many seizures as before. If we don't speed things up, the passengers and shipping lines complain, and when we do speed the screening up, then somebody else complains that we're being lax. You just can't win."

The New York Port Authority let contracts for \$115,000 for electrical work on Piers 1, 2, and 3 in Hoboken, NJ. . . The training ship Empire State of the New York State Maritime College at Fort Schuyler sailed with 400 cadets on a three-month cruise to England, Denmark, Germany, the Netherlands, France and Spain. . . New York State Barge Canal traffic during the first nine weeks of ice-free operations totalled 1,046,847 tons, just 9 percent less than for the same period last year. . . Another of the new Mariner ships, the Show Me Mariner, named for Missouri, has been launched. . . Japan has announced that it will permit Soviet merchant ships to be repaired in Japanese shipyards under agreements between private Japanese companies and the Russian government.

The Government has announced that, as of the end of May, there were 50 Government-owned vessels operating under bareboat charters. This is three less than were operating at the end of April. Of the 50, eight are under charter to Philippines operators. . . The Coast Guard has announced that the 1953 season of the International Ice Patrol has come to an end. The season started with patrols on February 28. This was a very light season, the Coast Guard said, and it announced that the patrols were ending since no further danger from icebergs is seen. . . The Port of Baltimore picked up some during April, when a total of 428 vessels called. This was 40 more vessels than visited the port during April of 1952. . . The liners Atlantic and Italia have been scheduled for an extensive winter cruise schedule to the West Indies and South America. They will operate out of New York and New Orleans.

Tonnage of ships under construction or on order in US shipyards has hit the lowest point in 23 months. The level of ships remains the same as last month, with 75 ships under construction or on order. Two tankers totalling 35,000 gross tons were delivered during the past month. Orders for two new ships, totalling 14,385 gross tons, were placed. These are the first new orders for ships since last November. Thus, the number of ships remains the same, but the tonnage drops from 1,055,270 gross tons to 1,034,055 gross tons on order or under construction.

A five-foot model of the first atomic-powered vessel, the submarine Nautilus, is on exhibit in Chicago's Museum of Science and Industry. The model includes a cut-away view of the power plant, which demonstrates how heat from the atomic reaction supplies the power for the vessel. . . The biggest turbo-propelled tanker to be built in an Italian shipyard, the 30,000-ton Mierella d'Amico, has been launched at Monfalcone. . . The new Japanese cargo ship New York Maru has just made her maiden voyage to New York. The 18-knot, 10,189-deadweight-ton vessel was named in honor of New York City's 300th anniversary.

The Swedish American Line has taken the liner Stockholm out of service for about three months so she can be renovated to increase her passenger capacity from 400 to 600 passengers. The line also has the Gripsholm operating, and expects to have the new 22,000-gross-ton liner Kungsholm ready to go into service by November. . . The new 12,500-ton French liner Cambodge, the second of a class of three such vessels, is ready for delivery to her operators. The 531-foot, twin screw ship will sail on the Indo-China, Far East run. She will carry 539 passengers in three classes and a crew of 153. Almost all passenger and crews' quarters are air conditioned on the new ship.

# SEAFARERS

## in ACTION

Traditional practice in the SIU has been to give a hand to the families of shipmates who are seriously injured or die aboard ship.



La Plant

While the beneficiaries are protected by the SIU Welfare Plan in case of death, the practice has continued as a means of expressing the crew's sentiment about the man who had been shipping with them.

Recently a messman aboard the Anniston City was lost at sea. Veteran Seafarer Fred La Plant moved that donations be collected from the crew for the messman's wife. As a result the men dug in and made up a tidy sum for the crew to send on home.

La Plant is one of the Union's earliest members, getting his SIU book in Mobile in December, 1938, after switching from the defunct AFL Seamen's Union. He's a native of Missouri where he was born in 1907 and sails in the engine department. Right now he and his wife make their home in Baltimore.

Crewmembers of the Del Sud (Mississippi) have an up-to-date and varied selection of books and magazines to read, thanks to the efforts of Louis Briant. He has been serving as the crew's librarian and got a new and better library aboard the popular Delta Line cruise ship.

Briant, a native of Louisiana, has been a Union member since December, 1944. He and his wife make their home in New Orleans, home port for the Delta lines. He sails with the black gang.



Briant

A suggestion that regular educational meetings be held on every voyage of the Ines was offered to the crew by Seafarer J. Emerick, recently. Emerick felt it would be a good idea to hold at least one such meeting on the run from the East Coast to Puerto Rico so as to keep the crew well informed on what was going on in the Union.

Emerick is a native of Pennsylvania, who will shortly celebrate his 26th birthday. He been a member of the Union since 1948, joining in the port of Baltimore where he now lives with his wife. He sails regularly in the engine department.

# On the Job

## Using Colors As Safety Guides

It's long been customary practice both on ship and ashore to use certain colors for safety purposes; red or orange as a general warning signal, yellow or blue for caution and green for safety. In recent years, industry in general has been making use of certain colors to call attention to a variety of hazards to be avoided. In other words, colors have become an accident prevention weapon.

During World War II a color code was published for use by industry to indicate hazards and identify certain types of equipment. Some maritime outfits have adopted this code because crew turnover makes it desirable to have a uniform system on all ships.

Under the code, yellow, which has the highest visibility of any color under all lighting conditions, is used to indicate hazards that would cause a man to trip, or fall or run into something. It can be used as yellow and black stripes where greater emphasis is sought.

### Uses For Yellow Color

It's appropriate to use yellow on the bottom steps of gangways and edges of platforms, on deck load lashings that cross walkways, on padeyes and tripping hazards, on the sills and tops of door openings, on the bottom steps of ladders, on cargo hooks, valve wheels and other projections through floor plates, and on projections into passageways such as control boxes and ventilators.

Those parts of machinery that are dangerous, as well as the insides of removable guards and covers to moving parts should be painted orange. Some items where orange paint would be helpful are the interior surfaces of switch box covers and fuse panels. Hand cranks and exposed shaft ends on lifeboat windlasses, the edges of gypsy heads so that lines should not be held too close to the gypsy, the bottom of a snatch block as a warning against standing in a bight, and the inside edge of the door jamb at eye level to keep from getting fingers and hands caught.

Since green is universally accepted as a safety symbol, its obvious use is to indicate location of safety and first aid devices. A green cross or green paint will identify a first aid supply cabinet, the placement of life rings, the ship's hospital, stretchers, respirator and gas mask containers, lifeboat stations, releasing gear handles in life boats, alarm buttons in iceboxes and the like.

### Red Indicates Firefighting Equipment

Since orange indicates dangerous machinery, red can be reserved for use in spotting firefighting equipment. The bulkhead where extinguishers, hose racks and other firefighting tools are hung should be painted red. Hose connections, fire alarm stations and fire main valves should be similarly indicated.

Blue as a caution signal, differs from the orange danger signal in that it is used to tag equipment which should not be put in use because men are working on it or repairs are being made. Blue paint can tag a whistle valve while men are working on the whistle, the steering wheel while the steering engine is under repair, engine controls while there are crewmen in the vicinity of the propeller and so on. In other words, it is a reminder to operators of any moving equipment to make sure that all is clear before they start the equipment working.

White and black are used as traffic control devices and to mark aisle locations. On board ship the chief use is a line marking the three-foot coaming clearance in the 'tween decks.

A large number of serious accidents occur when men trip and fall while on gangways. All too often it costs a man his life if he winds up in the water, particularly at night when visibility is at a minimum.

Several steps can be taken to minimize the danger of gangway accidents. Basically, the gangway should be kept in good condition, properly secured at all times. Double man ropes should be provided on both the outboard and inboard side of the gangway as single man ropes are dangerous. Stanchions should be secured in the sockets with toggle or cotter pins.

If an accommodation ladder has to be used it should be provided with a safe landing platform with guard rails where necessary. If the angle of the ladder is too great to provide secure footing a duck board should be provided.

### Keep It Free From Crowding

It's desirable not to permit too many people on the gangway at any one time. The gangway watchmen should keep a check on the condition of the gangway because of changes in elevation from tide and draft.

At night the gangway should be kept well lighted for obvious purposes. A life ring with throw ring attached should be made readily available in case a man goes overboard. Where the gangway is in horizontal position, duck boards and cleats should be provided. Under no circumstances should a portable wooden ladder be used alongside a ship except in emergencies.

## Burly

## One Slight Drawback

By Bernard Seaman





**The Yarmouth's Season Starts**



Seafarers check winches and the lifeboat davits to make sure everything's SIU-style, as the passenger ship Yarmouth starts her summer cruise schedule between Boston and Nova Scotia.

**Crews Want SIU; Atlantic Fights Election On Ships**

(Continued from page 2) and reinstatement order by the NLRB.

Nor was the company willing to agree on an early election. Apparently company representatives are fearful of the SIU's overwhelming support in the fleet and would rather not have the men vote on a union of their choice.

Another point of dispute that arose at the hearings was the question of bosuns and stewards eligibility to vote. The NLRB in the Cities Service case, had ruled out bosuns and stewards as supervisory employees and excluded them from the voting unit accordingly.

Keith Terpe, SIU Director of Organization, who attended the NLRB sessions, declared: "It's plain to see that Atlantic Refining doesn't want to give the tankermen a chance to vote. The company knows that once the SIU wins this election they will have to negotiate a real contract based on the wishes of the men in the fleet."

"This is typical company reaction when a genuine trade union appears on the scene. They know they will have to drop the 'poppa knows best' line, and listen to the tankermen for a change."

**Getting More Pledges**

"The company's stall isn't going to do them one bit of good, because with each passing day the SIU is winning the backing of more and more Atlantic tankermen. As far as the SIU is concerned, we are going to keep pushing hard in the fleet and in the

Labor Board for an immediate election. When an election comes we—and Atlantic—know what the outcome will be. That's why we're looking forward to a vote and they get panicky and evasive at the thought of one.

"We're ready to meet with them any time at an hour's notice to settle the whole business and arrange for an early election."

The Union delegation at the NLRB hearing included Terpe, Philadelphia organizer Ray Oates, headquarters organizer E. B. MacAuley, SIU general counsel Sy Miller and Washington counsel Ray Murdock.

**US Cracks Down On Gas Booster**

The Radiator Specialty Company, of Charlotte, NC, must stop misrepresenting the effectiveness of "Nu-Power" or "Nu-Power Upper Cylinder Lubricant," a gasoline additive, the Federal Trade Commission has directed.

The commission said the firm must stop claiming that the use of either of these products will increase gasoline or oil mileage, will improve engine performance, will give faster pickup and smoother idling, will keep valves and rings free of deposits and lengthen their lives, will reduce friction and prevent wear, or will protect metal surfaces.

**NO LAWYERS NEEDED**

The SIU Welfare Plan office wishes to remind Seafarers and their families that no lawyers are needed to collect any SIU Welfare Plan benefit. Some cases have arisen in recent months in which lawyers were engaged. The only result was a delay in collection of benefits and a charge against the benefit for lawyers' fees.

It's emphasized that the Welfare Plan was designed from the beginning to provide simple and speedy payment of all benefit claims, so as to bypass lawyers and legal fees. Any application for benefits should be made directly to the Seafarers Welfare Plan at 11 Broadway, by the individual involved.

**Four Children Of Members Awarded SIU Scholarships**

(Continued from page 3) at Tuckahoe High School, president of the junior class and a member of the glee club. She ranked tenth in a graduating class of 49. Goodwin, who intends to study dentistry, rated 11th in a graduating class of 151 seniors at Lake Washington High School. He was a three-letter man in sports participating in football, tennis and basketball, as well as a variety of extra-curricular activities.

Those who lost in the competition for scholarships need not feel discouraged, because they, as well as those whose applications were not complete, can apply for next year's four scholarship awards. Candidates who took one College Entrance exam will have to take another one by March, 1954, to compete for next year's awards. Should any one of the four winning candidates drop out for any reason, the trustees have made provision for an alternate who would immediately step in and pick up the vacant scholarship.

**Cover All Costs**

The \$1,500 scholarship award provided by the SIU is among the largest scholarships on the college level in the country. At the average state university, the scholarship will be enough to cover all tuition and fees as well as living expenses for the entire school year.

Consequently, the trustees have made arrangements to pay all fees and tuition costs at the college of the winner's choice before the school term begins. The balance of the money will then be paid out in regular installments.

Another unusual feature of the SIU plan is the fact that the scholarships are not limited to any

one field of study. Most scholarship awards specify the type of study that the winner is required to follow. However, in drafting the Scholarship Plan, SIU Welfare Plan trustees decided that its purpose would be to give a qualified Seafarer, or the child of a Seafarer, the opportunity to go to college and make use of their talents in the way best suited to them.

Selection of the candidates was entrusted to a group of experi-

enced college administrators who were: Bernard Ireland, assistant director of administrations, Columbia College of Columbia University; Elwood C. Kastner, registrar, New York University; C. William Edwards, director of admissions, Princeton University; Miss Edna M. Newby, director of admissions, New Jersey College for Women of Rutgers University, and F. D. Wilkinson, registrar of Howard University.

**Nylon Hosiery Racket Charged**

Waste nylon is being used to defraud the consuming public, William M. Leader, president of Branch 1, AFL Hosiery Workers, has charged.

Stocking jobbers are buying waste nylon yarns and having hosiery manufactured which they sell as "firsts," Leader said, and these same jobbers are making small mills work with the waste material at such low prices that many other shops are being forced out of business, throwing union men out of jobs.

Jobbers and manufacturers, Leader said, are buying the nylon waste from hosiery plants at 85 cents a pound while duPont's price for 15-denier yarn is \$6 a pound.

**Wage-Hour Laws Found Violated**

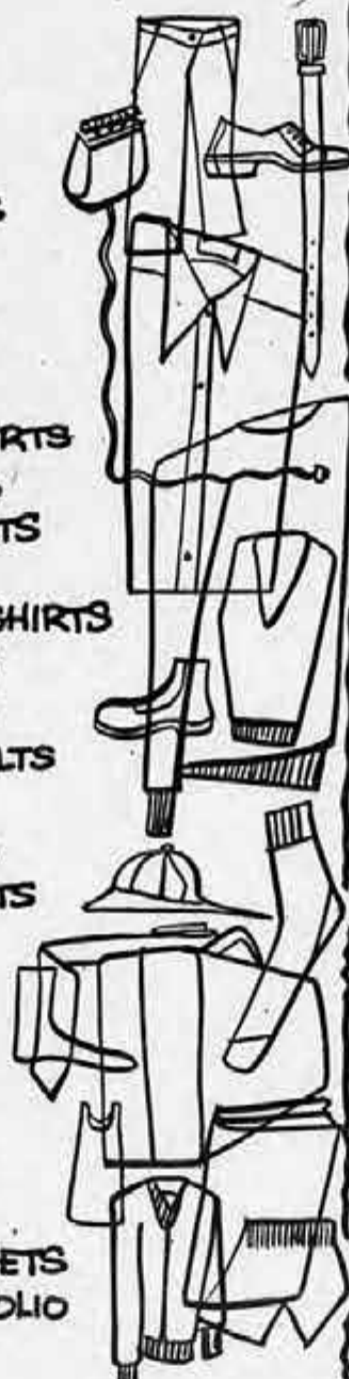
Investigations of 417 Oregon business establishments during the past 11 months have revealed 26 violations of the minimum wage section, 197 violations of overtime pay provisions and 16 violations of the child labor provisions, according to the US Labor Department's wage and hour and public contracts division.

The investigations also showed an underpayment of \$166,778 to 1,470 Oregon workers covered by the Fair Labor Standards Act.

In some establishments there were violations of both the provisions requiring pay of at least 75 cents an hour and of the section providing payment of time and a half for any time over 40 hours a week.

**What do you need?**

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- SLACKS
- TOPCOATS
- DRESS SHOES
- WORK SHOES
- DUNGAREES
- KHAKI PANTS
- KHAKI SHIRTS
- BLUE WORK SHIRTS
- FRISKO JEANS
- 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
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# Tall Tales Of Whales And Gales Enliven The Coe As She Sails



Mike O'Kennedy gets ready to let go with a tall one as Frank Lananski listens attentively.



ABs Friedman and McLaughlin (left to right) get going on deck, with AB Gordon supervising.



Left to right, Cunningham, OS; O'Rourke, DM; Tamburino, AB; Gordon, AB, and Paul, wiper.



Young Henry Peterson, OS, doesn't forget pets need care. Here he is with his canary.

When it comes to brightening up life aboard ship, there's no one, it seems, who can turn the trick like an old salt with a sea bag full of yarns to spin, and you can take it from the crewmembers of the Coe Victory (Victory Carriers) who returned recently from a run to England, where they witnessed many of the Coronation festivities.

## Husband Bedded, Sons Away; Benefits Brighten Birthday

With her Seafarer husband in the hospital with a broken back, and with her two Seafarer sons far away from home, there seemed little for Mrs. Luther R. Milton, of Roanoke, Va., to rejoice about when her 45th birthday rolled around recently.

But two of Mrs. Milton's daughters—Martha Louise and Beulah Mae—were determined to brighten their mother's day, and so they not only staged a small surprise party for her in the backyard of their home, but also took the occasion to remind her of the benefits which she and the other members of her family were receiving because of their SIU affiliation.

### Reminded of Benefits

First of all, the girls reminded their mother of the hospital benefits which her husband, who broke his back while aboard the Steel Navigator (Isthmian) last November, is now receiving.

Second, they brought her a copy of the SEAFARERS LOG, showing that her son, Dewey, a wiper aboard the Fort Hoskins, is now earning more money because of the SIU tanker agreement recently signed by the Cities Service Oil Company.

And third, they brought to her her little daughter, Cella Darline, who was born in June, 1952, and reminded her that following Darline's birth, her husband had, in one week, collected combined vaca-



Mrs. Luther R. Milton with daughter, Darline, and LOG.

tion, maternity and hospital benefits of \$421.

This amount Milton collected last August when, in addition to the \$200 maternity benefit and \$25 US bond he received for Darline's birth, he also collected \$45 in hospital benefits for being hospitalized for three weeks after getting off the Steel Artisan (Isthmian) and a check for \$151 for vacation pay.

Dewey, on the Fort Hoskins, is now somewhere in Japanese waters, while J. D. Milton, FWT, is aboard the Carolyn (Bull) bound for Puerto Rico.

"Believe me," reports Luis Ramirez, one of the crewmen, "there's nothing that can make things start to hum more during the boys' off moments than for somebody to launch into a raft of tall tales, and we had one fellow aboard the Coe Victory, coming back from England, who I think can match stories with anybody in anybody's fleet. You want to hear some whoppers about Moby Dick, or about typhons in the South Seas? Then the man for you to listen to is Mike O'Kennedy."

Mike—and sure he's Irish—is an oldtimer who signs on every once in a while as an oiler.

### Always In Good Mood

"Mike," Ramirez reports to the LOG, "kept the crew constantly entertained with his stories all the way across, and he did it not only because he has such a big selection of stories, but also because he's always in such a jolly mood himself that it gets to be catching."

"What's more," Ramirez says, "Mike has a very big repertoire of Irish songs, so he never had to worry about running out of material, and if he wasn't entertaining the boys with stories, why then he could always serenade them with Irish ballads."

"Mike," Ramirez concludes, "was well liked by everyone on the Coe, and it's no wonder, because a man like him can make the longest trip seem like a short one, and can easily make a seaman forget any sour moments he may have."

## Did You Know . . .

That the dandelion plant received its name from the fact that the jagged edges of its leaves were fancied to resemble a lion's teeth? The word "dandelion" was coined by the English in the 16th century from the French "dent de lion," literally "lion's tooth." The plant still bears that name in several European languages.

That scientists estimate that the rays of heat and light from the sun travel for 93,000,000 miles before they reach the earth? Even so, they can cause many people to suffer a pretty severe sunburn in less than 15 minutes. The temperature of the surface of the sun is estimated at about 11,000 degrees Fahrenheit.

That the SIU scholarship plan grants benefits of \$1,500 a year for four years for college study by Seafarers or their children? Another SIU first in maritime, the scholarship plan also offers the opportunity for college graduate work if a student qualifies.

That the smoke from a train that's moving forward travels in the same direction as the train, even though it appears to be going backward? When smoke leaves the smokestack it is really poured into the ocean of air through which the train is pushing its way. The air resists the progress of the train, but it resists the smoke far more, since smoke is so light.

That it would take a person nearly 32 years to count up to

1,000,000,000 at the rate of one every second? This figure assumes a person works at it 24 hours a day for 365 days a year. Actually, if such a task were undertaken by one person for an eight-hour shift each working day, it is unlikely that he'd ever finish it. The job would take over 100 years.

That when SIU ships are in port each member of the unlicensed personnel must be given the opportunity for one round trip ashore every 24 hours at company expense? Launch service schedules must be arranged so that each crewmember shall be given an opportunity for a round trip when off watch.

That there is one spot in the US where a house could be built with each of its corners in a different state? It's located at the common meeting point of Utah, Colorado, Arizona and New Mexico. If such a house were built, the occupant could sleep in a bedroom in New Mexico, shave in a bathroom in Arizona, eat breakfast in his dining room in Colorado, and read the morning paper on his porch in Utah.

That Mont Blanc, highest peak in the Alps, is not in Switzerland but in France? The mountain is located in a French province near the Italian border, but since many travelers and tourists see it from Geneva, which is 40 miles away, it has often been mistakenly located in Switzerland.

## LOG-A-RHYTHM:

### A Seaman's Prayer

By M. Dwyer

Lord, keep her safe and true to me  
When duty calls me to the sea.  
Lord, bless my home and those I love  
With Thy protection from above.  
Lord, guard this ship in which we sail  
Lest through some human fault we fail;  
Show us a course that's clear and true,  
We place our trust and hope in you;  
Make free our hearts of doubt and fear  
In stormy seas or weather clear,  
And guard us on our journey home,  
Lest from our safe, true course we roam.

## DeSoto Shutter Subjects



At upper left, Jones and Pugh (left to right) stop work while in port to have their picture taken at the hatch. At right, Lang, pass, utility, peacefully smokes his pipe as he totes a bucket along the deck. Adolph Danne, crew mess, supplied the photos.



# The FOC'SLE PHOTOGRAPHER

By SEAFARERS LOG Photo Editor

Anso has just placed on the market its new 3A home developing outfit, which retails at \$14.95. (Our members can get a professional discount off this price.) It comes in a new package and contains all the things necessary to process and print your own film.

One of its features is a contact printer (not a printing frame) with a built-in exposing on-and-off light switch and a constantly burning red safelight. The hinged platen makes printing quite simple. Next is their new developing tank with the self-loading reel which makes loading a tank in the dark a pleasure. Also included are three trays for your developer, rinse and hypo. Smaller items which make things easier are a glass graduate, a combination thermometer and stirring rod, four stainless steel clips and two film clip lead weights. The outfit also includes a package of printing paper, two packages of paper developer, a package of film developer and hypo. If you are a beginner you won't have to ask any questions since you'll find their booklet, "Developing and Printing Made Easy," right on top. Last but not least is a unique two-way combination safelight with a removable red filter for film developing and an amber bulb for contact printing. Remember that the red safelight is safe only for orthochromatic film. If you use panchromatic film the tank will have to be loaded in absolute darkness.



Here's an opportunity for our more advanced Seafaring fotogs to pick up some extra spending money, and in some cases, real dough. The Osborne Company of Clifton, NJ, is in the market for good color transparencies for calendars. Since they supply most of the commercial calendars, they use plenty of transparencies. With recent improvements made in the engraving process, 35mm slides are accepted. In fact, about 90 percent of the transparencies that they use are of 35mm size. The quality of the transparency must be tops.

### 'Gotta Be Happy'

According to the company calendar photo "has got to be happy, make one feel good all over just to look at it, create a smile." Of the 11 types of pictures that they are interested in, two deal with subject matter that the Seafarer is always in contact with. First, harbors, ships, tugs, port installations, etc., and second, seascapes and beach scenes.

Some hints that they offer are:

1. Must have "happy" theme and appeal to adults.
2. Must give sense of peace and restfulness.
3. People, if shown, must be doing something.
4. Picture theme can be nostalgic, sentimental or humorous.
5. Bright, lively colors are preferred.

## They're Sailing Now Under New Tanker Pact



Obviously mighty pleased about the whole thing are the crewmembers of the Abiqua, first cities Service ship to sail from port of New York after company signed standard SIU tanker agreement. Men in first row are delegates (left to right) Louis Ferraro, steward; Joe Teicher, deck; W. C. Snell, ship's, and Serafin G. Lopez, engine. Other crewmembers are not identified.

## Fare For Cats Not Fair For Them, Say Crewmembers On Del Alba

Back in the Roaring Twenties, when people said, "It's the cat's," they were usually referring to something mighty tempting. But to crewmembers of the Del Alba (Mississippi) that expression recently brought a less pleasant thought—that they were going to the dogs.

All this happened when the Del Alba, having left New Orleans, arrived at Houston, and the steward was told a truck was on the dock with something for the ship. He immediately went to the dock. But, when he reached it, he paused and blinked his eyes in disbelief. For parked there was the truck, and on its sides, in large letters, were emblazoned the words: DOG AND CAT FOOD.

"What is this?" the steward demanded to know, after he had regained his power of speech. "We don't need any cat food on this ship."

"This food isn't for cats," he was informed, "—it's for the crew."

### Word Gets Around

Anticipating the worst, the steward immediately went to the mess-room, since it was coffee time, and got the ship's delegate. But even as the two men made their way back to the dock, prepared to battle to the death, if necessary, the word had already spread through the ship, and many and varied were the comments to be heard:

"Well, this is Texas, and in Texas anything can happen . . ."

"It's hell, Brothers, but if it comes to the worst, and we have to take it, we can get it squared away first by the Union . . ."

"No telling what they'll be feeding us next . . ."

"I've never tried cat food, but cats seem to like it . . ."

As it turned out, the signs on the side of the truck were only advertisements, and the food inside of good quality, but the crewmembers did experience a few uneasy moments before the matter was straightened out. And what enlarged the whole incident in their minds was the fact that the ship had had a couple of cats aboard prior to its arrival in Houston.

These cats—two of them—belonged to members of the Brazilian diplomatic corps who boarded the 12-passenger freighter at Buenos Aires, and when the ship reached



Left to right, AB Alexander Sokolowski and steward Henry Cordes point to sign on side of truck which created tempest in teapot on Del Alba. Pete Oppedahl, chief electrician, took the photo.

New Orleans and paid off, the passenger utility put in for an hour OT for every day of the trip, because of the extra work involved in cleaning a room with cats in it.

Apparently in the belief that the cats, belonging to government officials, enjoyed diplomatic immuni-

ty from such prosaic considerations, the captain disputed the overtime.

The Union, however, pointed out that cats were cats, no matter to whom they belonged, and their presence certainly made extra work, and the OT was OK'd.

## A Zero Makes A Difference

Even though it may be a little bit dark, and you feel generous and want to give the cabbie a tip, says Seafarer Frank Nigro, make sure that you look twice at the bill that you hand over.

Frank says one of his shipmates on the Julesburg had a shaking experience recently while going to visit his gal in Troy, NY. Seems this OS felt real generous, and when the cab pulled up in front of his gal's house, he handed the cabbie what he thought was a \$5 bill and said "Keep the change" as he got out of the cab.

Well, the cab pulled away so fast that the OS thought something must be wrong, so he checked—and found out he had given the cabbie a \$50 bill. Just a little thing like

not noticing the 0 really made a difference.

Our hero quickly got another cab and began touring the city. Luckily, Troy isn't a real big city, and after cruising up and down streets for a while, our hero saw the first cab. By the time he caught up to the cab, he had another \$6 cab bill to pay, but after talking to the other cabbie he convinced him that he should get the \$50 bill back. After some consideration, he gave the original cabbie a \$5 bill this time, and then went back to see his gal.

## Quiz Corner

- (1) The average area of the 48 States of the Union is 83,057 sq. miles. What state most nearly approaches the average?
- (2) Hampton Roads is the channel through which what body of water passes (a) James River, (b) Nansmond River, (c) Elizabeth River?
- (3) The largest inland city in the world is (a) Danzig, (b) Indianapolis, (c) Athens?
- (4) Where is the geographic center of North America?
- (5) How did the phrase, "Garrison finish" come into the language?
- (6) If a thermometer reads 212 degrees Fahrenheit by what mathematical process can you change the reading to centigrade?
- (7) If an airplane left New York at 1 PM Eastern Daylight Time and arrived in California at 1 PM Pacific Daylight Time, how fast would it have to travel the 3,000 miles?
- (8) Is an apostate: (a) a renegade, (b) a minor church official, (c) a punctuation mark?
- (9) What is the House number on Downing Street, London, where the Prime Minister lives: (a) Nine, (b) Ten, (c) Six?
- (10) Z is to W as 26 is to what number?

(Quiz Answers on Page 25.)



Sailor Rags—It's No Dice For Him

By E. Reyes



Oarlocks? They Ain't, He Says

When you get a longtime seaman, with plenty of salt in his blood, and then you add a mistake in nautical terminology to the combination, you've really got trouble.

That happened recently when James "Pop" Martin, over at Snug Harbor, was reading through the LOG and spotted a mention in the "In The Wake" column mentioning "muffled oarlocks."

Pop sat right down, with pen and paper, and loudly protested, "There ain't no such thing." Then, to further enlighten the writer of such heresy, Pop went on to explain what the whole business was about.

"By 'oarlocks' I presume that you mean the piece of equipment that is called a 'row lock' said he, "and which is usually a metal piece in a sort of 'U' shape with a straight shaft on the bottom that fits into the gunwale. The oar fits into the 'U'."

"There are also 'thole pins,' two straight pins sticking up out of

the gunwale, where the oar fits in between. These thole pins are usually made of wood, and were the forerunners of the rowlock."

Then, Pop explained, there is a "steering lock" which is set on the stern quarter, and is used to hold a long steering oar. This resembles a rowlock, but has a



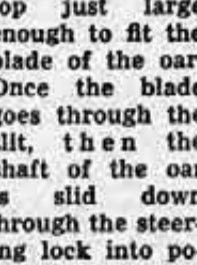
THOLE PINS

small slit on the top just large enough to fit the blade of the oar. Once the blade goes through the slit, then the shaft of the oar is slid down through the steering lock into position, and cannot pop out.

The other type, found in the stern of a "square ended" (shame on you Pop, it's "square sterned") boat is a "sculling lock." This is cut into the stern, and fits the shaft of the oar so that it can be used for sculling.

As Pop states, "The lock is not named for the oar, but is named for the work it does and for the part of the boat it is shipped on."

All this, of course, is quite accurate, although Pop neglects to mention or comment upon the most practical invention since the rowlock or the sculling lock—the outboard motor. This is the biggest step forward since the idea of having the other guy do the rowing.

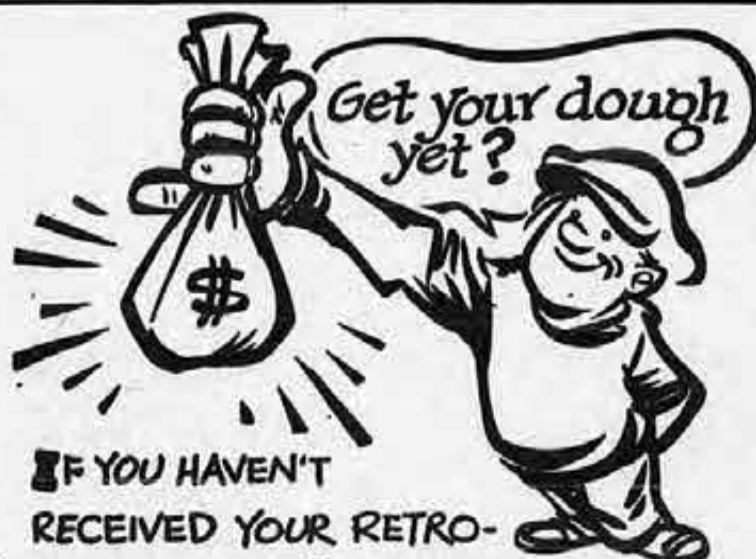


STEERING LOCK



SCULLING LOCK

Seafarer Sam Says



**IF YOU HAVEN'T RECEIVED YOUR RETRO-ACTIVE PAY (NOV. 18 FOR FREIGHTSHIPS — JAN. 1 FOR TANKERS) — WRITE NOW TO THE COMPANY GIVING THEM ALL THE DETAILS AND YOUR MAILING ADDRESS.**

The SPORTS LINE

By Spike Marlin

Anybody who wants a free demonstration of the art of boxing can catch a highly entertaining instruction lesson when Professor Willie Pep flashes his talents for the TV audience. Professor Pep, a wizened little gnome with long arms and twinkly toes, will have completed his 184th ring battle by the time this gets into print, of which he has lost only five.

Three of his losses, incidentally, have been to featherweight champion Sandy Saddler, one of them on a "dislocated shoulder" when Pep was clearly ahead and another being the famous back-alley brawl in 1951, when Pep quit the fight and was suspended "for life" in New York for behaving like something less than a gentleman.

To the best of anybody's knowledge, Willie is well into his 30's. If there are any tricks and tactics for the ring that he doesn't know by now it's simply because they haven't been invented yet.

Still Has Speed

Unlike other fighters, who inevitably put on weight with advancing years, Pep can still make

the featherweight limit without any trouble. Willie is one of those rarities, a natural featherweight, not a lightweight who goes on a 48-hour starvation diet without water to make the scales the afternoon before the fight. He may have lost much of his stamina with the advancing years, but a good deal of his blinding speed of foot and hand is still there.

Willie has two famous trademarks, his trick of spinning an opponent and slipping behind him in a clinch and his habit of keeping an open left glove in his opponent's face even when he isn't punching. Both moves are extremely effective measures against counter-punching.

Waltz 'Em Around

In one fight with an earnest but comparatively slow-moving featherweight, Fabela Chavez, Willie was behind Chavez more often than he was up in front. Everytime Fabela struggled in close enough to get a pot shot at the elusive gnome, Professor Pep would hook Chavez' left arm with his own and using it as a pivot blithely spin and slide behind him. Half the time the bewildered Chavez didn't even know where Willie was.

The left in the face is a far more effective weapon than it seems. After Willie jabs and hooks with his left a couple of times instead of withdrawing his glove he leans it gently on his opponent's nose. There's just enough pressure to keep the other man off balance and prevent him from stepping in and countering. Besides he can't see very well that way.

Professor Pep says that since he only has another year or two to make money in, he would like to get a crack at somebody important like lightweight champion Jimmy Carter. We'd say off-hand the only way he'll get Carter in the ring with him is to tie him up and haul him in on a stretcher.

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.

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 is Chief Steward Francis R. Napoli's recipe for "veal scaloppine."

Graduating from an Army mess sergeant to a chief steward in the SIU, Seafarer Francis R. Napoli still likes to pour concoctions out of his chef's hat and into a stove. One of his greatest satisfactions, while in the 82nd Airborne in the European Theater of Operations during WW II as well as in the SIU, is the pleasure the men derive from his cooking.

Frank, as he is known to many of his shipmates, last sailed the Jefferson City Victory (Victory Carriers), and the men who sailed with him loudly sang the praises of the 29-year-old steward for the good feeds he put on. He finds the veal scaloppine dish a favorite with Seafarers as it was with paratroopers.



Napoli

First, says Frank, take 11 pounds of veal from the legs or shanks and cut it into half-inch cubes. Then take cooking oil or baking fat and brown up cloves of garlic to taste in a frying pan. After veal is thoroughly browned in frying pan, take three pounds of fresh, green peppers, cut into half-inch strips, and place in the pan

with the veal. Follow this with three cans of mushrooms added to the veal and peppers.

Remove the mixture from the fire and put it in a sauce pan. To this concoction add one No. 10 can of tomato puree, mixing it in with the veal and condiments after diluting the puree with an equal amount of water. For a final touch of seasoning, Napoli suggests adding salt, pepper, oregano (Italian thyme) and one tablespoon of sugar. The sugar will counteract the acids in the dish.

All this should be cooked over a slow flame for a period of approximately two hours until the veal is deliciously tender and the sauce thickens to the taste. It serves 43 men.

Napoli was born in Manhattan and still lives there with his wife Irene. After he came out of the paratroopers, he joined the SIU and got his book in 1947.

"I prefer any C-type ship for cooking purposes," he said. "They have bigger and better electric ranges and there is more working room in and around the galley. As far as shipping with the SIU is concerned, I like the Far East runs. That's where you can get a bigger payoff. I can spend \$200 or \$300 on a trip like that and still get off with a big payoff."



**Sees Atlantic Going SIU Soon**

To the Editor:  
Recently, while visiting some of the stewards department on these my old friends on the Atlantic Refining Company ships, I saw a few incidents which I know could not happen on a ship that is under an SIU contract.

First of all, most of the men in ships want to know whether the steward department men in the SIU have equal rights with the other two departments, and of course, the answer to that is a definite "yes."

On one Atlantic ship, I was waiting in the steward's room so he could go ashore with me, when a man came in and demanded his linen. It was the steward's off time and the man hadn't been there on Saturday for the regular linen issue. Still this man demanded his linen. He didn't ask for it, he demanded it and ordered the steward to get it.

I knew the steward wasn't going to get any pay for this work on his own time, and was surprised to see the steward get the linen and give it to him. The steward later explained that this man was a buddy of the mate and captain, and that he couldn't argue with him.

**Pay For Time**

On an SIU ship, even the captain can't demand service from an unlicensed man during the man's off hours without having to pay him for those services.

Another time, on this same Atlantic ship, I saw one of the crewmembers bully the cook and dress him down, because the man's cooking didn't happen to suit that one crewmember.

On an SIU ship, if a man is dissatisfied with the cooking, he brings it up at the ship's meeting, and the whole crew has a chance to tell their opinions, and then vote on the question before anything is said. It's not allowed for one man to bully another like that.

That's one of the big things about the SIU, it lives up to its motto of "Brotherhood of the Sea." After 24 years on non-union, MC&S and NMU ships before joining the SIU, I am convinced that the best protection in the industry is an SIU book. I am looking forward to the time my friends in the Atlantic fleet will also have this great SIU protection.

Phillip M. Reyes

**When Moon Kouns Croons He Swoons**

To the Editor:  
Let us talk about some of our brother songbirds, who like to while away the time working by singing. To start with, there is the singing waiter who used to entertain the passengers on the Puerto Rico. This brother had a wonderful voice, and with a little practice he will climb to the top someday. Then again we have Little Red Bean, the singing cook who rides the Delta Line vessels to South America.



Korolla

**Moon Is High**

Don't forget the best crooner to ever hit South America, none other than Moon Kouns. One day four of us made up a quartet in New Orleans, with Brother Kouns taking the tenor part. During the singing of "Down By The Old Mill Stream" Brother Kouns hit a note so high—at 10:00 in the morning—that some painters working four miles away knocked off,

**LETTERS**

**Waikiki's Best Never Like This**

To the Editor:  
I am enclosing a picture of my six-year-old granddaughter, the apple of my eye, Linda Pritchard. As you can see, she is a real hula gal. Her father, Edward, Jr., has been in the navy for 12 years.



Linda was born in Los Angeles; her mother is Spanish and her father is half Polish and half Georgia cracker. So, you see, she has to be a good-looker.

Edward L. Pritchard

**Fairland Cook Says Crew's Tops**

To the Editor:  
Congratulations to the Union for its attempts to make shipping companies give crewmembers US currency draws in foreign ports. It is a known fact, which I have myself seen in many years of sailing, that a good deal of petty cheating still goes on in the matter of making up lists for draws. Again, congratulations to the SIU, which is always the first in maritime to seek better rights and privileges to better conditions for seamen.

I would like to send greetings to my former shipmates, including Tommy Conception, O. Thompson, Joe Brown, James Terry and William (Pluck) Oliver, and let them know I am on the Fairland.

**Has Good Crew**

We have one of the best crews that ever sailed a ship—well, excluding the old man, H. P. Brown.



Crew of Liberty Flag. Left to right, standing, R. Chenault, J. Moore, B. Harper, R. King, R. Young, E. Warsaw, B. Hubbard, R. Field, R. Tendler, E. Field. Sitting, B. Grove, B. Scarlett, L. Billek, R. Franklin, M. Graham, F. McGlone, L. Carver, "Santa Claus" Rocella.

Jr., and the other brass who make it tough for all concerned. Some of the boys wonder daily if he's really human.

We have the chief bellyrobber, the Mad Russian, and he gets pretty mad when things are not on the ball. He isn't called that for nothing.

Leo Bruce

**Birth Benefits Are Questioned**

To the Editor:  
The SEAFARERS LOG states: "Any Seafarer who has sailed one day on an SIU-contracted ship is eligible for the \$200 maternity benefit plus a \$25 US bond for the baby." This was confirmed by several of the patrolmen in Baltimore.

Because of this, I told my wife to use the best obstetrician and the best hospital, which she did. The bills came to \$500 in US currency. After the baby's birth I applied for the maternity benefit. I was refused because my baby was born outside the United States or its possessions.

Since the SIU Welfare Plan collects 60 cents a day for every day in the year that I work (365 days in the last 12 months), I think the Union is discriminating against me and those of its members—and contributors—who are not covered by the Welfare Plan's benefits.

Bjorn Elverum

(Ed. note: Under the rules of the SIU Welfare Plan, a seaman is eligible for maternity benefits only if his child is born in the Continental United States or its territories, including Puerto Rico and the Virgin Islands. This provision was made to eliminate any possibility of fraud, inasmuch as the Union has no machinery to check documents issued in foreign countries.)

**This Crew Tops, Says Patrolman**

To the Editor:  
I am sending you this picture of the crew of the Liberty Flag (Gulf Cargo) because I really think these boys deserve a pat on the back. They were out six and a half months in the Far East, were all very conscientious in living up to the contract, and when they came in had one of the smoothest payoffs I have ever seen.

Paul Drozak  
Patrolman, Seattle Branch

**Union Action Brings Thanks**

To the Editor:  
The entire crew of the City of Alma would like to express their appreciation for the wonderful cooperation and representation we received from the SIU officials in Lake Charles, New Orleans, Mobile, and Wilmington prior to our sailing to the Far East.

After signing on the City of Alma, in New Orleans, we sailed for Texas and the steward, W. H. Simmons, took an inventory of stores on the way. He found the ship was not properly stored for a Far East trip, and made up a requisition for fresh vegetables, meats, tinned stuffs, linens, dishes, glasses and other things needed and gave it to the Captain, C. H. Steiner, Jr.

In our first port, Orange, Texas, the skipper did nothing about the stores. Another requisition, with more things added, was given to him upon arrival in Beaumont. The skipper said the ship was stored for 105 days, and he would do nothing about the requisition, so the ship's delegate, Thomas Scanlon, and Simmons went ashore and called SIU port agent Leroy Clarke in Lake Charles.

**Company Called**

The SIU agent made the trip to the ship, looked over the stores, and agreed that the things were needed. He told the captain to get the stores aboard before sailing and the captain quickly called the Waterman agent in Houston. The company man came down and talked with the SIU agent, and agreed the ship was not properly stored. He notified the company.

The company called SIU port agent Lindsey Williams in New Orleans and agreed to bring the ship back to Gulfport, Miss., and store the ship properly.

When we got to Gulfport, SIU patrolman Robert Jordan from the Mobile hall came aboard with Waterman port steward VanKattenhead. They inventoried all the stores, and even the company port steward agreed that the new stores were needed. The company port steward said he would store the ship according to the requisition the Simmons had made out. Meanwhile, patrolman Jordan straightened out another beef we had aboard. He then spoke to Simmons and said that if the stores didn't get aboard right away, we should call him at the hall.

The sailing time was changed shortly after that, and we didn't get a chance to call the hall. The company just sent a couple of things aboard and then we sailed.

**Union Acts**

However, when we got to Wilmington, Calif., the SIU officials were waiting at the dock. SIU Wilmington agent Johnny Arabasz and patrolman Sam Cohen came right aboard the ship and went right to work. Brother, they got quick action. The stores started to pour aboard the ship and they stuck right by to make sure we got everything that we needed.

They also took up some other beefs that had developed, including a 12 degree list we had from Gulfport to Wilmington, bad drinking water and others.

We can't find the right words to express our appreciation of the wonderful action that we got from our SIU officials all along the way.

This letter was composed by W. H. Simmons, chief steward; with the help of J. P. Creel, ship's delegate; R. R. Merritt, deck delegate; L. E. Keneker, engine delegate, and L. H. Harris, steward delegate.

Crew of the SS City of Alma



**Hates To Miss Copies Of LOG**

To the Editor:

I am enclosing my new address, since I'd hate to miss up of any copies of the LOG.

While reading the May 29th issue of the LOG I was very much thrilled to see the name of my new grandson, Christopher Emory McNeil, in the list of those receiving the maternity benefit.

I think it is wonderful how much good the SIU does for its seamen. Certainly the good Lord must be very pleased with your great work. God bless you and help you in your wonderful work.

Mrs. J. A. McNeil

(Ed. note: Your change of address has been noted by our mailing department.)

**Warns Brothers Of Frisco Racket**

To the Editor:

I want to write a few words to warn some of my Union brothers about a racket I ran into while I was in San Francisco. I was there on the Mobilian and was walking around town when I met a guy who I thought looked familiar.

He started out by telling me that he had sailed SIU and was now sailing as third assistant engineer on an SIU ship. He named the ship, but I found out later that this ship was not on the West Coast at the time.

He said he'd show me around town, and we visited a couple of bars. He started off by insisting that he buy the drinks, but soon let me pay. Then he asked me if I had any money, and I said yes.

**Hard Luck Story**

Then the man, who said his name was Olson, said he just got in from the Far East and that his ship was in port. He said he had some \$100 travellers checks, but couldn't cash them and that he needed some money.

I finally loaned him \$15, but said I didn't have any more when he asked for some more money. He said he would get the money and pay me back the next day, but I never saw him again.

Flynn says the man he encountered was about 5'9" tall, weighed about 175 pounds, was stocky and had brown hair.

John Flynn

**Suggests Better Crews' Quarters**

To the Editor:

Since the SIU member now enjoys the best working conditions, wages and overtime rates in maritime history, thanks to our hard-hitting and go-getting Negotiating Committee, I would like to mention one point which would benefit every man sailing SIU ships. That is the living accommodations on most freighters.

I am sure the seamen enjoy better living accommodations at home than they do aboard ship. Why can't the companies be compelled to install modern built-in bunks, with draw space below and good, comfortable mattresses? They could also include a wash basin in every foc'sle, since this is something needed.

These changes could be made over a period of time, as the ships come into port. They could also

arrange things so that there would be no more than two men to a foc'sle.

It would also be a good idea for the companies to supply 12 and 6 cup percolators, since this would save a lot of waste coffee and would result in better-tasting coffee.

Curt Borman  
Ship's delegate  
SS Yorkmar

**Still A Chance For Atlantic Men**

To the Editor:

We all know by now that the SIU has filed for an election in the Atlantic Fleet and that Atlantic will soon be SIU. However, here on the E. H. Blum, there are still some men who want to get on the bandwagon and vote SIU, but they don't know how to go about it.

As an active supporter of the SIU and a bookmember, I would like to give them a couple of pointers to the men all over the fleet who want to go SIU, but aren't sure what to do about it.

Each ship has an SIU organizer on it, and a number of SIU supporters. You all know who they are by now. If you haven't signed a pledge card before this time, the things to do is talk to the organizer on your ship and sign that SIU pledge card right away.

If you're in port, you can also go to any SIU hall and sign your pledge card right there, or else you can clip out the pledge card that's printed in the Atlantic Fleet News, fill it out, and mail it to the SIU.

**Now Is The Time**

If you're a member of the AMEU, now is the time to also sign the withdrawal form that's printed in the Atlantic Fleet News, and mail that in so you can get out of the sinking AMEU and save your money.

Those men in the fleet who had signed SIU pledge cards and then were talked into revoking the pledge cards, still have time to get into the SIU swing. Most of these men revoked their SIU pledge cards because of a lot of phony facts or else intimidation by the AMEU and the officers anyway. They can still get on the SIU bandwagon by signing a new pledge card, just as I explained, and they can also sign that withdrawal from the AMEU so they won't be stuck in that dead outfit.

**Not Too Late**

It's still not too late to go SIU. There's still time to qualify for your SIU book. Don't be left out in the cold. Sign that pledge card now.

There's lots of us, who are looking for security and decent wages, and the SIU is the place to find that. There's no security in a company like Atlantic, which has to look out for the stockholders, but there is security in an SIU book, where you can ship off the SIU shipping board and the Union is looking out for you.

Soon, all the Atlantic jobs will be coming through the SIU shipping boards. And I like the idea of getting my job off a board and picking the ship and the run that I want, as well as having my choice of almost a hundred companies.

Soon, the SIU will be the bargaining agent in Atlantic, and those men who go SIU will be sailing with the best wages and conditions and the best contract, backed up by the best Union in the world, the SIU.

Simon J. Yesavage



Yesavage



Flynn



Borman

**LETTERS**

**Money Exchange Rates Listed**

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 25 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Germany: 4.2 Marks to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

**He's Happy Pop, As Photo Shows**

To the Editor:

Just thought I'd send you this short note to let you know I'm now on my way to the Far East aboard



the Gulfwater (Metro). Before I shipped out, however, I had the enclosed picture taken, and I thought you might like to use it in the LOG. It was taken right after the birth of my daughter, Alana, and shows what happens to a guy when he becomes a Pop.

Will write you a longer letter soon. All the best.

Al (Honest Al) Whitmer

**He Disapproves Of Art Contest**

To the Editor:

I would just like to say a few things about the Art Contest that the Union held a little while ago in headquarters. Most of the men going to sea are not artists, and they are not interested in art, and I cannot see why the Union should spend large amounts of money on things like an Art Contest.

Only a few of the thousands of members of the Union had entries in the contest, and this does not justify spending so much money on such a thing.

I am one of the first to admit that the Union has done a lot of wonderful things for us seamen. It has gotten us good wages, fresh food on the ships, decent working conditions and lots of other things. These are the things that a Union is for. The Welfare benefits that we have are great. Such things like the hospital benefit and the death benefit are wonderful, and things like the maternity benefit for the families and the scholarships for seamen's kids are things that seamen always dreamed about. The disability benefit is something that was badly needed for those men who can't work any more.

The working rules that we have under the new contract, and the

overtime provisions are a big step away from the way things were some years ago, and these are all things which the Union has gained, and which we thank the Union for.

Even the new halls that we have are fine for us. They give us a comfortable place to stay when we are on the beach, and have a lot of different facilities that we can use to be comfortable and to pass the time.

But when we get to the Art Contest, then I think that we are wasting our money. I can't see where something like an Art Contest does us any good, or helps us to make any gains or to strengthen the gains that we have made so far.

Walter Wayne

(Ed. note: One of the biggest gains the Union has made for seamen is the fact that seamen are now recognized as part of the community, as honest, hard-working men who are no longer looked upon as outcasts or as a race apart. It is this recognition by those outside which has helped us to achieve such things as maternity benefits, scholarships and the others. The SIU has long blazed new trails in maritime. Not very long ago, people didn't think it was a Union's job to get things like welfare benefits for its members.

Actually, very little money was spent on the Art Contest. The only money spent was for the 11 rings awarded as prizes, and these were bought at a sizable discount. The contest was handled by the regular staff, so no extra salaries or any other expenses had to be paid. Several hundred Seafarers spent some pleasant hours viewing the exhibit, and this alone was worth the small amount paid.

However, hundred of outsiders saw the exhibit in headquarters, and when the works were displayed in Manhattan, sponsored by the NY Public Library. The daily newspapers gave the Union some very good publicity and recognition concerning the contest, and so did many other union publications. It is this sort of good publicity that helps people to see that seamen are honest, hard-working men, and helps to get them recognized in the community.

It's true you can't spend the results of the Art Contest, but in the long run the Union gained a lot, in addition to providing a pleasant pastime for Seafarers on the beach and for the Seafarers who entered the contest.)

**Thanks Crew For Help When Sick**

To the Editor:

I would like to give my thanks to the chief steward, chief mate and radio operator of the Republic for taking care of me during my recent illness aboard the ship. The chief steward especially deserves a great deal of credit because he stayed by me three days and three nights during my illness.

I've learned now that I was sick because of an intestinal condition and will have to go into the Baltimore USPHS hospital for an operation. Because of my illness Captain Digernes took the ship off its course into Havana in order to get me ashore. When I went to the hospital there, Chief Engineer Haigk packed up all my souvenirs and cleared them through the customs.

I also want to thank all of the crew for cheering me up during my illness through all the little attentions shown me. It was a fine gang all the way through, and I certainly appreciate all that they did for me.

George Jerolimich

**Hospital Food, Conditions Good**

To the Editor:

I just heard today that Pottinger Sanitarium has signed a contract to take 60 patients from Fort Stanton Hospital when it closes. If true, there is not a better place in



Pritchard

California that I know of than this. I have been here 11 months.

The cottages are pretty nice and roomy, there is lots of park and lots of shade trees, pretty good television reception and pretty good food. I have gained 15 pounds since I've been here.

Regulations are not too strict and the sanitarium is located in a nice town of about 20,000 people, 20 miles from Los Angeles. I'm looking forward to seeing some of the old boys from Fort Stanton.

Edward L. Pritchard

**Has Question On Extra Pass. Pay**

To the Editor:

We would appreciate an answer to the following question: If a ship leaves the States with 12 passengers and there is only one passenger utility, does the extra \$2.50 per day go to the pass. utility, saloon mess and saloon pantryman?

The reason I ask is because the agreement says the company may put another man on the ship as pass. utility, but the company did not put the extra man here on the Citrus Packer, which leaves the work of taking care of the said passengers to the three men I mentioned.

Edward F. Costin  
Steward delegate

(Ed. note: According to the agreement, when more than six passengers are carried with only one passenger utility, the company must pay \$2.50 per day for each passenger over six. This money is to be equally divided among the steward department men topside who do the extra work, serving, cleaning, etc., caused by the extra passengers.)

**Ex-SIU Brother Likes The Navy**

To the Editor:

Through the LOG, which is an all-time favorite of mine, I would like to say hello to my many former shipmates and Union brothers in the SIU. Many pleasant voyages and continued good shipping to all.

I am at present on a non-union ship, but one that is very well organized for the purpose intended. She has shown up well in the past and I am of the opinion she will do so in the future: The cruiser USS Quincy.

The Navy is somewhat different from my past sea-going experiences in the merchant marine, but I can't say that it is a regrettable one. I have met several former seamen on board and some of these have also found the Navy to their liking—so much so, that a few are considering it as a career.

I have missed reading the LOG since being called to active duty. The copy regularly mailed to my home is now the prized possession of the family. If I could have the LOG sent to me on board the Quincy I am sure that it would be very enjoyable, as well as informative reading for me and for my fellow crewmembers. It would be a great pleasure to keep up with the Union and my former shipmates.

J. C. Davis, Ensign USNR

(Ed. note: Your new address has been added to our mailing list.)



# The Lucy Evelyn Hits The Beach

## Old Windjammer Which Sailed Until '48 Ends Up As Curio Shop On Jersey Shore

Visitors to the New Jersey shore may well pause and blink their eyes when they reach Beach Haven, some 20 miles north of Atlantic City. For there, resting high and dry in a sea of sand, only a few hundred feet off Beach Haven's main street, is the 160-foot, three-masted schooner Lucy Evelyn.

There was a day—there were many days, in fact—when the Lucy Evelyn sailed the seas with her hold loaded with cargo for ports the world around. Now that same hold houses a gift and curio shop, called the "Sea Chest," where tourists may buy all sorts of trinkets and souvenirs, and while the hustle and bustle goes on within her, the ship sits quietly, almost broodingly, like an old woman thinking back to the days of her youth.

And much there is to be remembered, too, for the history of the Lucy Evelyn is a long and eventful one. And, like so many eventful histories, it goes back to a dream in the mind of a man, Captain Everett C. Lindsey, of Machias, Me., who went to sea when he was 14, and who spent the next 40 years looking forward to the day when he could build a ship of his own, according to his own ideas and specifications.

### Keel Laid In '17

It was not, however, until 1917 that Captain Lindsey's wish was fulfilled when, through the backing of a group of friends and the Machias Lumber Company, he was able to lay the keel of the vessel along the Harrington River at Harrington, Me., about 30 miles from Machias.

From that day on, each piece of wood which went into the construction of the vessel had to pass the captain's close personal scrutiny, and since he knew that each piece was as important as the next, each was the finest that could be found. Huge 1" by 4" pine timbers went into the keel; the masts—each costing \$2,000—were of Oregon pine, and into the futtocks and timbers went only native Maine hardwoods—hackmatack, tamarack, oak, maple and beech.

The original cost of the vessel was \$64,000, but the present owners—Betty and Nat Ewer, proprietors of the Sea Chest—estimate it could not be reproduced today for less than \$200,000.

At any rate, on Thanksgiving Day of 1917, less than a year from the day the keel was laid, the vessel was named after Captain Lindsey's two daughters, Lucy and Evelyn, and was launched and towed down the river to Machias. From there, in the spring of 1918, she made her maiden voyage to New York, and then on to Santo Domingo with a cargo of coal, and returned carrying sugar and molasses.

### Submarine Zones

World War I was then, of course, in progress; and the Lucy Evelyn, able to make only such trips as were designated by the Government, was almost constantly in the submarine zones along the Atlantic Coast, and frequently came upon the wreckage of torpedoed ships.

With the end of the war, however, the ship was released from the Government's jurisdiction, and from then on she cruised mostly the Caribbean area, picking up and delivering cargo until her hull, then painted a gleaming white, became a familiar sight all the way from Nova Scotia to Ha-

vana, Puerto Rico, the Virgin Islands and the Barbados.

In addition, the Lucy Evelyn made several trans-Atlantic runs, and once, returning from Liverpool, set a new record for a ship of her kind when she covered 5,000 miles in 20 days.

A fore and aft rigged packet, of 307 net registered tons, with a sail area of 11,000 square feet and a maximum speed of 12 knots, the Lucy Evelyn generally was manned by only five men—the captain, steward, mate, and two A.B.s. And, since she was a windjammer, with no auxiliary power for emergencies, the crew often found themselves hard pressed.

### Got Meagre Pay

Nevertheless, for all their efforts, the men received only meagre pay, as compared with the pay scales of today's Seafarers. The captain, for instance, received \$50 to \$100 a month, the steward and mate \$35 to \$45, and the A.B.s \$25 to \$35.

Despite this, the Lucy Evelyn was always fortunate enough to have a competent crew aboard and for this reason came to be known as a "lucky ship." One winter evening, in fact, while sailing a little south of Newfoundland, she encountered one of the heavy fogs so prevalent in that area. All through the night she proceeded with great caution, and when morning came, and the fog lifted, the crew saw that she was surrounded by icebergs, and promptly dubbed her "Lucky Lucy."

There was, however, some rough weather in store for the schooner before she finally was beached. Once, off Cape Cod, she sprang a leak in her stern and drifted helplessly for three days before the Coast Guard picked her up and towed her ashore for repairs. Another time she ran aground at Boothbay Harbor and lost her rudder, and later that year she was rammed in the stern by a steamer, during a heavy fog, and her hull badly damaged.

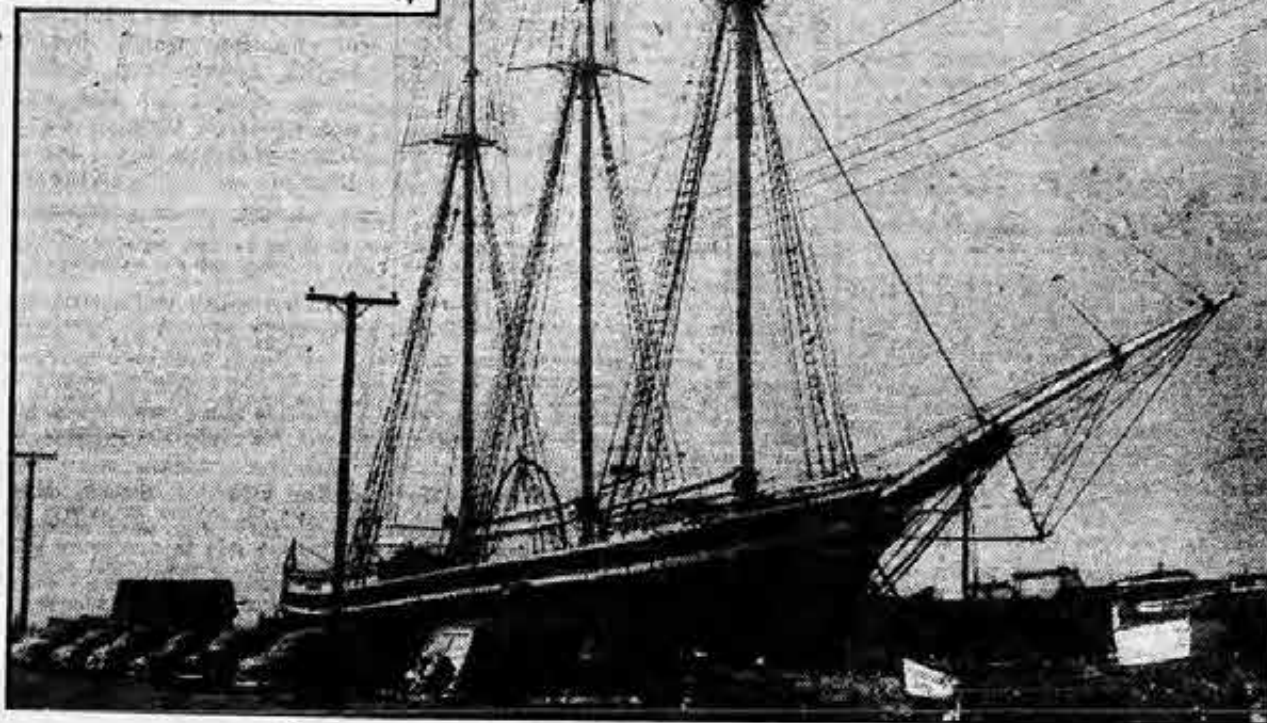
During the 1930s, after more than a decade at the helm, Captain Lindsey relinquished active command of the vessel to devote himself to his shoreside business interests, and for several years after that the Lucy Evelyn was commanded by men whom Captain Lindsey named.

### Sold In 1942

In 1942, however, the captain decided to relinquish his interest in the vessel entirely, and sold her, for a reputed \$22,000, to a New York syndicate called the Lucy Evelyn Ship Company, Inc. After being refitted by this group, the schooner made one round trip to the West Indies, but then was chartered by the US government, given a Coast Guard number, and fitted for lengthy ocean voyages.

On the way to Iceland with a load of lumber, however, the Lucy Evelyn ran into a hurricane off Nantucket, and when the crew attempted to beach her in Vineyard Haven Harbor, she hit the breakwater, pounded a hole in her starboard side, and had to be abandoned.

Some months later, the schooner was bought for \$3,500 at a US



The Lucy Evelyn, as she is today, at Beach Haven, NJ

marshal's sale by Dr. Chester L. Glenn of Massachusetts, and after making extensive repairs, he sold her for \$12,000 to Captain John Costa and August Teixeira of New Bedford, Mass., and these two men spent another \$10,000 to fit her for trips to their native Cape Verde Islands, off the coast of West Africa.

During World War II, these islands were completely isolated for a time, and the islanders badly in need of all kinds of supplies, and so in May, 1946, the Lucy Evelyn set sail from New Bedford with a mixed cargo of food, clothing and building supplies. All went well, but on the return trip, the schooner broke her rudder. It was necessary to steer her with an emergency rudder rigged port and starboard with wire and manually operated by the crew, and scars of this treatment can still be seen by visitors.

### Struck By Storm

The following year, while on another voyage to the islands, the Lucy Evelyn hit a storm which split her mizzen boom in two and drove her well out to sea, and when she was finally picked up by the Coast Guard, and towed back to New Bedford, she was a sorry looking sight. Not only had she lost all her canvas, but her three anchors and practically all of her chain. Salvage operations were begun on the three-master Thomas H. Lawrence, which had sunk in New Bedford harbor, and these operations yielded one large anchor and some 65 fathoms of chain which were used until the Lucy Evelyn was beached, and which may now be seen at her present location.

In June of 1947 the Lucy Evelyn unfurled her new sails and again set her course for the Cape Verdes. This run she made without mishap, but her return to the States, early in '48, proved to be her last and most eventful voyage under sail. In mid-Atlantic the ship sprang a leak in her bow and water started to pour in. To raise the forward part of the vessel, the 60 tons of rock ballast in the hold had to be moved aft, by hand, and quickly. Then the donkey engine, which normally operated them,

ran out of gasoline, and all hands were ordered to man the pumps. Finally, a week before the ship reached port, her stores began to run out, and the last morsel of rationed food was consumed just as the ship again reached New Bedford, nine months and 19 days after she had left it.

### Sued For Back Wages

A few days later the crew sued for back wages, and also charged that they had suffered near-starvation, that there had been no provisions for housing them on the islands, and that they had been threatened with scurvy because of the lack of medical supplies. Since the ship had landed without a saleable cargo, it was put on the block; but, although a Federal court in Boston appraised it at \$4,500, only one bid of \$500 was received, and this was refused.

It was just then, two days after the first auction, that the present owners, Betty and Nat Ewer, happened to be in New Bedford, saw the ship riding at anchor in the harbor, and learned she was soon to be sold at final auction. A few days later—for \$1,550—they held a clear bill of sale to her.

Because of the vessel's recent ill fortune, the Ewers were reluctant to try to sail it down the New Jersey coast to the anchorage they had planned for it in Little Egg Harbor Bay, just south of Beach Haven. Instead, they had the ocean-going tug Jack, out of Baltimore, take her in tow, and the 260-mile trip was made without incident and in the record time of less than 24 hours.

Just outside Little Egg Inlet, two small tugs rendezvoused with the Jack and took over the Lucy Evelyn's hawsers, then treaded their way cautiously over the treacherous sand bar and through the inlet, and proceeded north up the Inland Waterway channel.

### Came In Easily

But, although the channel is only six feet deep in spots, and the Lucy Evelyn drew 10 feet of water, the vessel came in easily and was anchored in the deepest part of the bay, just off the mouth of Liberty Thoroughfare, where she rode at anchor until October, 1948.

Then, as a violent nor'easter

raged, and there was an unprecedented five foot rise in the tide, the Lucy Evelyn was towed to her present resting place, only a few hundred feet west of Beach Haven's main street, by two Coast Guard patrol boats, the 50-foot dragger Black Whale, and two smaller draggers.

Once the ship was outside Beach Haven, two dredging experts—Russell LeChard and Reynolds Thomas—went to work. A basin 14 feet deep was dug astern and to the starboard side of the vessel, and a month later, again with a high tide, she was floated into the spot where she now rests.

The engineers then pumped tons of sand and bay mud around her; then, with the aid of sand dykes, they raised her up four feet higher, and the Lucy Evelyn at long last was safely and serenely at rest on an even keel.

On Memorial Day, in 1949, after having made extensive renovations both to fit the ship to its new purpose and to restore much of its original beauty, the Ewers, who had operated a small gift shop called the Sea Chest on the Beach Haven boardwalk, opened their present establishment in the ship's hold.

## Need Pix Of Foreign Ports

The SEAFARERS LOG has need for pictures of foreign ports of call for use in a running series. Any Seafarers who have pictures they have taken in ports they visited are requested to send them to the LOG.

They can be pictures taken in the port, shots of your ship, pictures of dockside activity, shots of Seafarers while on shore leave in a foreign port, or just pictures you took of the place while ashore. They're all needed.

Any pictures you send will be returned if requested. So gather up those pictures you took and mail them to the SEAFARERS LOG, 675 Fourth Avenue, Brooklyn, NY.



# DIGEST of SHIPS' MEETINGS

**GOLDEN CITY (Waterman), May 15—**Chairman, W. C. O'Connell; Secretary, J. E. Hannon. Motion was passed to let the wiper have time off to meet the ship in Manila in order to take care of his wife's visa, with the permission of the chief engineer. Performers will be turned over to the patrolman. Cigarette butts should not be thrown on the deck; feet should be kept off the messroom chairs. Washing machine needs repairing. All men should help keep the messhall clean; men on watch in the deck department are not supposed to clean up after everybody.

**GOVERNMENT CAMP (Cities Service), May 7—**Chairman, Arthur E. Sanders; Secretary, W. R. Weedman. Delayed sailing will be taken up with the New York patrolman. Messroom should be kept cleaner at night.

**SEAGARDEN (Orion), April 12—**Chairman, Thomas Crawford; Secretary, William Altardica. Repair list from the last trip was read; the washing machine steam line still needs fixing. Steward department head should be repaired or locked up, as it is too close to the messhall. New repairs were added to the list. Suggestion was made that each department make up a separate list to be handed over to department heads.

**SALEM MARITIME (Cities Service), May 13—**Chairman, Joe Caver; Secretary, Dave Albright. There is \$20 in the ship's fund; this was left in the captain's safe. Suggestion was made to collect money for the ship's fund, in case this is a long voyage. Butterknife should be bought at each port. Uneven OT among the wipers will be referred to the patrolman. Ice box will be placed on the repair list.

**May 28—**Chairman, James Lee; Secretary, Dave Albright. Joe Caver was elected ship's delegate. Bosun has been doing unauthorized work. Newberry will buy a pressing iron from the ship's fund. Captain promised to have the crew ice box replaced. Better grade of fresh fruit should be obtained, as well as coffee and pure black pepper. Messhall will be painted out. Each delegate will make out a repair list, including new mattresses and pillows.

**ANGELINA (Bull), May 16—**Chairman, D. C. Barnes; Secretary, Sixto Escobar. Patrolman will be contacted on arrival on overtime disputes. Pantryman was told not to wash the garbage can in the sink. Department delegates will check



lockers in the crew's quarters. Delegates will make up repair lists and turn them over to the ship's delegate to give to department heads.

**GULFWATER (Metro), June 7—**Chairman, Frank (Red) Sullivan; Secretary, Ernest Al Whitmer. Vote of thanks went to the deck engineer, Warren Neilson, for his excellent job installing steam line in the laundry for crew's convenience. Motion was passed to contact the Union in Wilmington about sending a patrolman aboard to check stores before heading for the Far East. Discussion was held on the chief engineer who pussyfoots around taking out light bulbs and turning off lights. Chief says he won't order dark glasses for firemen to wear when they look in the firebox. First aid kit in the engine room will be checked. Bacon is rancid and hospital supplies inadequate. Fruit in season will be ordered in San Pedro. Burner in galley does not operate properly. San Pedro patrolman will be told about all these beefs. Captain will be contacted on painting foc'sles, general clean-up and deck repairs in passageways. Galleyman asked crew if they minded the sound of steam-heating dishwasher. None did, so the galleyman may boil water to his heart's content.

**DEL ORO (Mississippi), April 24—**Chairman, E. L. Odum; Secretary, L. Reinchuck. Galley range is out of commission. Cleaning list for the laundry will be posted. Crew meat box needs to be rearranged. Seats should be reserved in the messhall for men going on watch. Crew was asked not to feed the livestock.

**DEL NORTE (Mississippi), May 24—**Chairman, Eddie Stough; Secretary, Joe Zimmar. A lot of repair work was done but the rest will have to be taken care of while the ship is in drydock. Sister Johannsen reported a cash balance of \$42.50. Report on the "Navigator" will be given at the meeting of the editorial board; brothers were asked to help the editors get material.

**ANTINOUS (Waterman), June 7—**Chairman, B. Varn; Secretary, Harry C. Kilmon. Repair list was taken care of in New York. There is \$2.65 in the ship's fund. (Two swings were purchased at the start of the trip at a cost of \$30.00). There was some performing in Baltimore, and the delegate suggested that the crew do its fighting and arguing ashore, not on the ship. Mack C. Patterson was elected ship's delegate. Tables should be set at chowtime, so the watch does not have to wait. Messman should let the delegate do the arguing after meal hours. Pantryman was asked to give the messman a helping hand during rush hours at meal time.

**ANN MARIE (Bull), June 8—**Chairman, Eugene Dakin; Secretary, Christopher Karas. Cots should be kept under cover in rough weather. Eddie Killgrein was elected ship's delegate; John L. Hubbard, engine delegate by acclamation. Ship's delegate should contact the Immigration Department on arrival in Boston. Vote of thanks went to the steward department for a job well done.

**INES (Bull), December 24—**Chairman, Isaac Antonio; Secretary, R. J. Jopski. One man missed ship in Dominican Re-

public. Ventilating ducts need cleaning badly. Recreation room should be kept cleaner.

**February 24—**Chairman, Richard L. Pifer; Secretary, R. Jopski. Extra washing machine will be fixed this coming trip. Food has improved since the last voyage.

**April 2—**Chairman, Red Inman; Secretary, Frank Buhler. Fresh milk, which is pasteurized and passed by the US Public Health Service, was obtained in Puerto Rico. Steward will put out fruit each night, when available. Other company ships should be informed that fresh milk is available in Puerto Rico.

**June 7—**Chairman, Clark S. "Red" Inman; Secretary, Rey Nash. Milk situation is improving because of the pressure put on company by this militant crew. Request was made to carry spare toilet seats. Chips will check with the patrolman about his job calling for tools. Pantry refrigerator needs repairing. Recreation room needs cleaning. Pantryman will make morning coffee. Night lunch needs improving. Crewmembers should cooperate in keeping the messhall clean. All are in favor of this, as Freddy is a good messman. Unauthorized persons should be kept off the ship.

**DOROTHY (Bull), May 24—**Chairman, Walter Kohut; Secretary, C. R. Johnson. Doors should be closed in port when in the States. Vote of thanks went to the steward department.

**ROSARIO (Bull), June 4—**Chairman, A. V. Swanson; Secretary, J. Fleck. There is 24 days of penalty cargo due. Deck engineer missed the ship from San Juan, Puerto Rico to Mayaguez. Puerto Rico, A. wiper was hospitalized in Mayaguez. Repair lists will be made up by department delegates.

**ALCOA RUNNER (Alcoa), April 15—**Chairman, J. Prestwood; Secretary, C. F. Garriz. Steward department sailed two men short. L. Pate was elected ship's delegate. Washing machine and laundry are being kept clean; this should continue. Clothes should be removed from the line as soon as they are dry. Repair list was read and checked. Purchase of a movie projector and rental of films were discussed.

**May 16—**Chairman, B. C. Jones; Secretary, Charles F. Garriz. Two men were left in the hospital—one in San Juan, the other in Trinidad. Steward department got a vote of thanks for a job well done. Drains will be repaired as soon as the ship is unloaded. Garbage is to be thrown over the stern. Laundry is to be kept cleaner. Crewmembers getting off should leave their bunks stripped and their rooms clean. Mattresses will be inspected and replaced, if needed. Portholes will be chipped and scraped so that screens fit.

**ALCOA PURITAN (Alcoa), May 31—**Chairman, J. Mehalov; Secretary, Claude Sturgis. There is \$32.00 in the ship's fund. George Lea was elected deck delegate. List of departments will be drawn up for rotating the cleaning of the recreation room. Delegate will see the captain about getting milk in San Juan.

**STEEL CHEMIST (Isthmian), June 6—**Chairman, D. McKeel; Secretary, A. Sillert. Chief engineer will be contacted on ice box door in the crew's pantry. D. McKeel was elected ship's delegate. Beef was made on the fruit being bad. Chief mate will be asked about repairing the messman's locker. There should be no unnecessary noise, in consideration of brothers sleeping. Library and laundry should be kept clean. Garbage should be dumped aft of the main house. Steward will instruct the pantryman on the operation of the steam table.

**FAIRPORT (Waterman), June 3—**Chairman, W. E. Morse; Secretary, W. K. Buth. Overtime beefs will be listed and turned over to the boarding patrolman. There is a \$19 balance in the ship's fund. Since the ship is going to the yard for repairs for about three weeks, some money will be sent to the hospital. New belt for the washing machine will be obtained in Miami.

**YORKMAR (Calmar), June 8—**Chairman, Carl E. Gibbs; Secretary, Curt Ber-



man. There is not enough variety in the meals. Cooks quarters are unacceptable. Patrolman should be told not to let the next crew sign up until the ship is properly supplied with food and gear. Locks should be put on all foc'sle doors. Fans should be repaired and replaced. Porthole and door screens are needed, as well as chairs for foc'sles. There is not enough hot water. Fresh supplies should be picked up in the Canal Zone. Varnish should be ordered for foc'sle doors, chairs and doors for messhall and recreation room.

**GOVERNMENT CAMP (Cities Service), June 1—**Chairman, T. Clough; Secretary, E. Powell. Steward and first assistant are cooperating on the repair list; chief mate shows poor cooperation. Brother Sanders was elected ship's treasurer by acclamation. Discussion was held on the engine room first aid kit, the poor quality of the milk brought aboard in Lake Charles, which will be taken up with the patrolman at the payoff. Dirty linen should be turned in when clean linen is issued. Fantail should be kept clean. Settee bottoms should be taken on deck for sunbathing, in place of cots, which ship does not have.

**SUNION (Kas), May 25—**Chairman, M. Sharpe; Secretary, H. Maromoto. Captain gave the crew permission to use the spare room aft of the radio shack to store luggage. Mate granted the request to knock off the chipping hammer around the midship house until we reach port,

## 'Can-Shakers' Have No OK

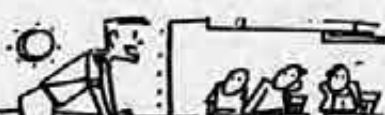
The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

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.

as it disturbs the watch's sleep. Sea chest supplies are not sufficient.

**POTRERO HILLS (Phila. Marine), June 1—**Chairman, Edward P. Scherzer; Secretary, D. M. Ravosa. One man failed to join the ship in Baltimore. There are no screens for the portholes. Slopchest supplies are insufficient. This will be taken up with the union. The ship's fund of the last trip—\$10—was donated to the LOG.

**CUBA VICTORY (Robin), May 9—**Chairman, M. Filasa; Secretary, George Liebers. New men were obtained for men leaving ship in San Pedro to go to the hospital. Steward will try to get fresh supplies in Okinawa. Patrolman will be asked about man who has a \$75 fine marked on his hiring card. Steward will put out more fruit juices in the



future. To date, we have had fresh milk every day. Members who don't know how to use the washing machine should find out.

**ANNISTON VICTORY (South Atlantic), May 24—**Chairman, Pat Millican; Secretary, Vernon Porter. All communications from headquarters will be posted, except those of a confidential nature. Ship's delegate will take care of the ship's fund. Meat block and surrounding area, recreation room should be kept clean. Soap powder should be issued weekly.

**MARYMAR (Calmar), May 10—**Chairman, G. Haman; Secretary, J. E. Brooke. Repair list will be turned over to the ship's delegate. Vote of thanks was given to the crew messman. All extra linen should be turned in; cots should be taken off the deck. Motion was passed to get Yale locks and rubber wind chutes. Vote of thanks went to the steward department for good food. Ship's delegate was thanked for his interest, because of which all beefs were settled to the crew's satisfaction. Steward will order a library in Baltimore.

**DEL SUD (Mississippi), April 29—**Chairman, Joe Lee; Secretary, Woody Perkins. Up to \$200 will be taken from the ship's fund for the crew's annual picnic. Joe Lee, Baldy Bollinger, Jack Bates, Louis O'Leary and Emil Herek were unanimously elected to serve as picnic committee. Picnic will be held at Audubon Park if possible. Crew washing machine should be used between 6:00 AM and 10:00 PM only. Garbage should not be thrown on mooring lines. Sports manager will have full authority to run the baseball games in SIU manner. Baldy Bollinger was elected ship's delegate; Emil Herek, ship's treasurer; Louis Briant, librarian. \$30.00 was spent for a new library. Whitley Plunket was elected sports manager.

**May 24—**Chairman, Jack Bates; Secretary, Miss Vida Parker. \$25 from the ship's fund was donated for the library. Movie camera will be repaired ashore. Since we will arrive in New Orleans a day early, the picnic will be held when convenient. It promises to be a bigger and better one than last year. Donations and cooperation has surpassed all previous picnics.

**ALCOA RUNNER (Alcoa), June 7—**Chairman, J. D. Kennedy; Secretary, J. B. Prestwood. Missing man will be replaced in Puerto Rico. Chief engineer and captain were contacted on sougeeing black gang's foc'sles. Laundry is being left dirty. Supplies needed for the slopches or medicine kits should be listed.

**FREDERIC C. COLLIN (Dry Trans), May 17—**Chairman, Ben Lawson; Secretary, John R. Tilly. Patrolman will be contacted about US currency draws in foreign ports, when it does not conflict with the law. Chief engineer's anti-union, uncooperative attitude will be brought to the patrolman's attention. Innerspring mattresses were requested. One deck department room has been painted; deck delegate should see the mate about painting the rest of them, as agreed in Baltimore before the signon. Repair lists will be made up by department delegates. Chief mate and first assistant will be asked about sougeeing the recreation room before the ship reaches the States.

**MAE (Bull), May 24—**Chairman, Joe Shea; Secretary, H. Mogge. There is a \$70.17 balance in the ship's fund. E. Carlson was elected ship's delegate. New salt table dispenser is needed. Repair list should be made up. Lockers need

new shelves; many lockers are pretty badly rusted. Another porthole should be put in the 8-12 deck department room when the ship is in the yard. Larger cakes of soap should be applied. Discussion was held on buying chairs and a card table for out on deck.

**BESSEMER VICTORY (Alcoa), May 10—**Chairman, James Meehan; Secretary, Tony Wasiluk. Each department should take turns cleaning the laundry and recreation room. Steam should be shut off in the radiators by engineers. Each man is to clean the washing machine after using. Port fans should not be left in when it starts to rain. Library should be obtained in San Pedro. Captain will be asked about mailing letters in Canal Zone. Brother Nell G. Shaw died at sea and was buried at sea on May 24th.

**ANNISTON CITY (Isthmian), May 31—**Chairman, Michael J. Carlin; Secretary, John McLemara. There is a large amount of disputed OT, mostly because of restriction to ship in the Bahrain Islands. Repair list was turned over to the mate. Steward department is two men short. Ship's delegate Vincent Rizzuto got a vote of thanks for a job well done, as well as Robert Harris, crew messman and Alfred Flatts, steward. Patrolman will be told of the shortage of fresh fruit, vegetables and ice cream. Steward department beefs will be taken to the patrolman. No action has been taken on painting. Captain will be contacted on this.

**BRADFORD ISLAND (Cities Service), June 4—**Chairman, M. Utrall; Secretary, M. Utrall. Special meeting was held on the steward. Chief cook complained that his suggestions are not accepted, the steward has found fault with his work and will not let him cook to order, though he wanted to. Complaints have been received on the food. The cooks got a vote of thanks for their preparation of food, even though the menus are bad. Crew voted unanimously to replace the steward. Crew is dissatisfied with his performance of his duties. Ship is short on vegetables, linen, soap.

**SEATRAN SAVANNAH (Seatrains), June 2—**Chairman, L.J. Constance; Secretary, Earl Smith. Steward has endeavored to improve his department. Action will be taken on the skimmed milk beef. There is not enough linen; this will be taken care of in New York.

**SEATRICE (Bull), May 24—**Chairman, Joe Guilmer; Secretary, E. Loriz. Motion was made to install a lock in the laundry. Members should not remove light bulbs in the passageway. Discussion was held on the practice of changing the posted sailing time just before the hour posted.

**June 7—**Chairman, A. Melendez; Secretary, F. Loriz. Ralph Santos was elected ship's delegate. Matter of the lock for the laundry should be brought to the attention of the mate immediately.

**CARRABULLE (National Navigation), May 10—**Chairman, Boatwain; Secretary, Ramon Irizarry. Patrolman will be contacted about getting a new washing machine. Repair list should be made up and turned in at New Orleans. Feet should not be put on messroom chairs. Recreation room should be kept as clean as possible. Coffee cups should be returned to the sink.

**May 25—**Chairman, John Williams; Secretary, Ramon Irizarry. Ship's delegate saw the captain about transportation while the ship was at anchor in Calbarien, Cuba. No transportation was available. New mattresses are needed in all bunks, unless some of the best are repaired. Springs need repairing; crew's quarters should be painted as well as head and showers, messroom, galley, passageways. Patrolman will be asked to do something on these matters. Radio should be obtained for the messroom. Collection should be taken up for this. There is a \$42.44 balance in the ship's fund.

**ELIZABETH (Bull), May 31—**Chairman, J. Carr; Secretary, C. A. Babbe. Deck department lockers need repairing. All



rooms should be painted and sougeed. Awning on fantail needs repairing, as well as springs in bunks. Salt tablets should be obtained.

**ROBIN HOOD (Robin), March 13—**Chairman, Douglas Claussen; Secretary, G. Bauer. Ship has been without milk for a couple of days; there was milk topside but not for the crew. There should be more variety and more salads in night lunch. One man was brought up on charges of improperly performing his duties.

**May 24—**Chairman, George Bauer; Secretary, Douglas Claussen. There are no parts to use in repairing steward's lockers. There should be less noise in the passageway.

**April 9—**Chairman, George Bauer; Secretary, Douglas Claussen. Case of a fight between two members will be referred to the patrolman at the payoff.

**STONEWALL JACKSON (Waterman), May 23—**Chairman, L. B. Brown; Secretary, G. A. Hoeschen. Washing machine needs fixing. Steward department got a vote of thanks for a job well done. All trash and refuse should be thrown over the side, not in passageways. Books and magazines should be returned to the library.

**AFROUNDRIA (Waterman), May 31—**Chairman, D. Mann; Secretary, G. A. Berry. One man paid off in Jacksonville. Valve on water cooler aft needs repairing. Discussion on who is to make coffee in the morning was settled.

**—**Chairman, A. Goldfarb; Secretary, William S. Claymore. Ship's delegate reported that the mate will have the foc'sles painted during the first rainfall. One man missed the ship in Durban and rejoined it in Capetown. This happened because the wrong sailing time was given by the captain. The facts will be given to the patrolman. Repair lists should be turned over to the ship's delegate, who will make a master repair list. Ladders on the masts should be checked and reported to the patrolman. They are rusty and a safety hazard. Extra linen should be turned in immediately. Anyone needing a new mattress should speak to the steward. New mattresses should be placed in the hospital. Sloping approach to the rear hatches on the main deck should be removed, as several people have fallen.

**MURRICANE (Waterman), May 24—**Chairman, not listed; Secretary, William Pedlar. There is \$18 in the ship's fund. Coffee should be taken out of the urn after making coffee. Crew should suggest different items for meals to the steward. Milk went bad because of refrigeration trouble. There should be cake or different bread on Sundays and Thursdays. Crewmembers would like more celerly. Repair list should be handed in.

**SEATRAN SAVANNAH (Seatrains), May 24—**Chairman, George Meltzer; Secretary, Earl Smith. Steward will be



backed by the crew in the matter of stores; ship's delegate will accompany him to check ship's stores. Sanders was elected ship's delegate. Keeping the fantail clean was discussed. Recreation room cleaning was discussed. Steward will cooperate and promised a neat recreation room.

**SEATRAN GEORGIA (Seatrains), May 24—**Chairman, Robert Peters; Secretary, Harry L. Franklin. Moose Smith was elected ship's treasurer by acclamation. Fresh lime aid was suggested as another cold drink. It was said that there was not enough variety of vegetables and that the side meat was served too often. Bernard Feeley got a spontaneous vote of thanks when he announced he was leaving the ship. His cooking and baking has never been equalled by most hands and he went the limit in producing swell chow. Steward also praised him for being a fine member of the steward department.

**WILD RANGER (Waterman), March 21—**Chairman, N. Wood; Secretary, H. A. Orlando. Ship's delegate will see the chief mate about a first aid kit for the engine room. Care should be taken in dumping garbage on after deck. Department delegates will submit repair lists before arrival.

**April 12—**Chairman, Otto R. Hoepner; Secretary, Philip G. Wanz. Medicine chest will be put in the engine room when the ship reaches New York. Repair list was read to the crew to see if any items had been overlooked.

**April 26—**Chairman, John Crowley; Secretary, H. A. Orlando. Delegates reported no beefs. R. Kirby was elected deck delegate.

**May 16—**Chairman, John Robinson; Secretary, H. A. Orlando. Vote of thanks went to the retiring ship's delegate for a splendid job done. Second electrician was elected ship's delegate. Department delegates will turn in repair lists before arrival.

**SEATRAN NEW YORK (Seatrains), May 21—**Chairman, R. Sweeney; Secretary, J. Wilson. Bill Hamilton was elected ship's delegate. Matter of a member being fired will be taken up with the patrolman. 8-12 water tender will get coffee from the steward on the night watch.

**ROBIN GRAY (Seas Shipping), May 9—**Chairman, R. T. Whitley; Secretary, Frank M. Collins. Drain in the laundry is still not working right; will try to get this fixed in New York. Delegates will make up a repair list. Rooms that have not been painted will be taken care of next trip. New fans will be put aboard. Beef between two members was squared away. Steward will try to get new mattresses. Excess items should be turned over to the steward. Cots will be turned in within the next few days.

**ROBIN KIRK (Seas Shipping), May 17—**Chairman, Frank Albora; Secretary, J. J. Levin. Department delegates should be notified of any beef, so that it can be settled promptly. Wipers will keep the laundry clean; ordinary will clean the recreation room deck. There should be more quiet in the messrooms, so men sleeping are not disturbed. Pantryman will leave out enough glasses, etc. for the crew's use after he secures at night. Messrooms should be fully supplied with jellies and condiments at all times. Men should take care of their cots and not leave them on deck.

**JEAN (Bull), May 16—**Chairman, Donald S. Gardner; Secretary, Harvey L. Alexander. Motion was passed to move the washing machine into the steward department head, to facilitate water drainage. Longer bed sheets should be obtained. Water leaks into the messhall when it rains. Galley needs a vent fan and the carpenter needs a fan too.

**ABIQUA (Cities Service), May 10—**Chairman, Walter C. Snell; Secretary, E. Medvez. Captain stated that his door is open 24 hours a day for anyone needing assistance in settling beefs. Motion was passed to ask for awnings to be put on the after deck. This will be put on the new repair list. Mate has been working on deck and in pumproom and engineers are blowing tubes, which is wiper's work. Overtime will be put down for this. Bosun will be asked to put a

(Continued on page 25)



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

(Continued from page 24)

man to cleaning poop deck every day. Department delegates will make up a repair list which will be taken care of before leaving New Jersey for foreign trip.

May 16—Chairman, Walter C. Snell; Secretary, Vincent L. Ratcliff. Repair lists were made out. Some repairs have been taken care of but there is still much to be done. Chief mate has made some changes in overtime. Wilbur Sanders was elected ship's treasurer. New repair lists will be made and crew should not sign on until such repairs have been made. Cooks should list stores believed to be inferior. Steward department should make sure there are enough dishes and silverware and food on hand at mealtimes. Complaint was made about the food, and it was pointed out that meat was prepared with too much grease and oil. Chief cook stated that this was third grade meat of inferior quality. Vote of thanks went to Walter C. Snell, ship's delegate, for the fine manner in which he has conducted himself under very trying circumstances carrying out

the job to which he was elected. He was thoughtful, diligent, businesslike in his approach to the many problems with which he has had to deal. He has been a credit to the Union and a real shipmate.

CHRISTINE (Tin), June 16—Chairman, T. Novak; Secretary, F. R. Olvas. Steward department is doing a top-notch job. All beefs are squared away. All rooms should be souged and painted. Captain promised this. Library may be obtained in San Pedro.

YOUNG AMERICA (Waterman), May 31—Chairman, Don Bartlett; Secretary, M. Krohn. Agent or patrolman will be asked if the company can buy milk and fresh vegetables and ice cream in Japan, and will be asked to look into the soap powder shortage, as well as the shortage of other sanitary supplies. Broken chairs in fo'c'sles will be checked by delegates to see if they should be repaired or replaced.

SEACLIFF (Coral), June 7—Chairman, John Dimitriadis; Secretary, C. B. Jensen. One man missed ship in Japan; patrolman will be notified. Patrolman will be asked not to ship a new crew until the present master is removed. List of all food shortages and matters of reimbursement will be handed over to the patrolman. He will be told about the steward department having to pay for their own transportation in order to return to the vessel at anchorage in order to perform their duties, as no launch was provided prior to 7:00 AM. Last food requisition was cut down. Master and mate want passageway painted and souged, but only at night. Passageway will be souged for the sake of the new crew. New washing machine is needed. Each department will turn in an individual repair list.

STEEL ARCHITECT (Isthmian), May 14—Chairman, C. Szafield; Secretary, James E. Moran. Repair list will be made up. Chief mate shows great disregard for the crew's health. Third assistant engineer thanked the crew for the donations sent to him while he was in Singapore in the hospital with malaria.

WILLIAM M. CARRUTH (Transfuel), June 7—Chairman, W. Tallberg; Secretary, W. Pedersen. Hans Skalegaard



was elected ship's delegate. Performers will be brought up at a ship's meeting before the payoff to decide what will be done. Repairs not done in Oakland will be taken care of in Mobile.

BIENVILLE (Waterman), June 7—Chairman, Barney Kelly; Secretary, Joe Weebe. Barney Kelly was elected ship's delegate; he will see the patrolman about innerspring mattresses. Patrolman will be contacted about unsafe working gear. He will also be asked to survey ship and deck conditions. Committee of four will survey and list unsafe conditions. Two deck department members were injured.

FRENCH CREEK (China Service), May 31—Chairman, Dayton; Secretary, not listed. Four brothers missed ship in Yokohama. There is \$3 in the ship's fund. Repair lists have been turned over to department heads. Captain will be contacted about draws and shore leave for the next port. Cigarettes and matches should not be thrown on the deck.

ALBION (Dry Trans), June 11—Chairman, Roy Pierce; Secretary, R. Mos. Delayed sailing will be settled by the patrolman at the payoff. Patrolman will check the quality and quantity of stores. Hospital was cleaned up. One member will change the library. Washing machine needs repairing; steward department fo'c'sles need painting. Spare parts are needed for the fans.

QUEENSTON HEIGHTS (Sea Trade), June 7—Chairman, Z. F. Sokolowski; Secretary, A. R. Santonastasi. Wiper's locker needs repairing. There is a \$35 balance in the ship's fund. Ship needs fumigation.

ALCOA CORSAIR (Alcoa), June 7—Chairman, Mayor Costello; Secretary, Joseph Catalano. Union will be asked to investigate the air condition in the crew's quarters. George Clarke was elected ship's delegate by acclamation.

ANNISTON CITY (Isthmian), February 1—Chairman, not listed; Secretary, Mike Cantin. Fred La Plante was elected ship's delegate by acclamation. Men should help keep the messroom clean at night. Clocks should be synchronized; ship's delegate will speak to the captain on this. Cook should not smoke while preparing food and should be properly dressed. Washing machine must be kept clean. Plumbing needs fixing. Bacon is cut too

## Get New Books Through Agents

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

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

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

thick. Messman stated that everyone is hard to please and some like it that way. There should be less noise in the passageways. Leftovers from supper should be put out with night lunch.

MARYMAR (Calmar), April 12—Chairman, Joe Kowalski; Secretary, Gilbert Heman. Food beef will be settled in Seattle before the ship sails for the East Coast. One man should be paid due to failure to do work after repeatedly being warned. This matter will be settled in Seattle. Each department should use its own head and shower. Motion was passed to start a ship's fund with a \$25 donation from each member.

FREDERIC C. COLLIN (Dry Trans), April 19—Chairman, Ben Lawson; Secretary, W. J. Walsh. Repair list was pretty well taken care of. A new toaster was installed in the crew messroom as well as screen doors and a new burner for the galley range, a coffee urn and some new mattresses and pillows. Some of the quarters were painted. John Tilley was elected ship's delegate. First assistant engineer is willing to cooperate in the matter of repairs that can be taken care of in the course of the voyage. Old man will be contacted on painting quarters and passageways, advances against wages in US currency. New screen doors will be shellacked and varnished. Soap dishes will be installed. All three departments will alternate the cleaning of the laundry and recreation room.

BETHORE (Ore), June 3—Chairman, Harry R. Pitt; Secretary, Blair. Men are to be properly dressed in the messroom. A new fan is needed. Steward will find out about new mattresses and put out more night lunch. All members should clean up the laundry after using it. Port steward should be contacted about additional stores.

YAKA (Waterman), June 7—Chairman, Gene Slinks; Secretary, John Reed. Three men missed ship in Miami. Repairs on the list should be taken care of in Baltimore before the ship sails. Flashlights should be provided for men on watch because of deck cargo. Motion was passed to get a new washing machine. Vote of thanks went to the

## NOTICES

The following Seafarers are asked to send four photographs into headquarters so their books can be brought up to date: William T. Ammermann, John H. Hannay, John Jordan, Anthony Korsak, John J. Leskun, James F. Moore, Louis Nelson, Austin O'Malley, Henry E. Vail.

Bill Baten  
Foreign currency left by you on the Seapender is waiting for you at the SEAFARERS LOG office.

William J. Donald  
Your discharge papers are waiting for you at the SEAFARERS LOG office.

## Quiz Answers

- (1) Georgia, with an area of 59,265 square miles.
- (2) (a), (b), and (c). All three rivers pass through Hampton Roads into Chesapeake Bay.
- (3) Indianapolis is regarded as the largest city in the world not situated on navigable water.
- (4) Pierce County, North Dakota, a few miles west of Devils Lake.
- (5) The phrase refers to the racing tactics of Edward H. Garrison, an American jockey famous for saving a winning burst of speed for the final moments of the race.
- (6) By subtracting 32 and multiplying by five-ninths.
- (7) 1,000 mph.
- (8) (a) a renegade.
- (9) (c) Ten.
- (10) 23.

## Puzzle Answer

ARC	AMIS	CAPE
SEA	BATH	ARAN
SIR	ITER	NAZE
TIDE ILE		
CHASE	SMEARED	
RAGE	SAPA	OLE
EVER	OAKEN	BAT
ERN	BRER	SITE
SEALEGS	LINER	
AYA	SANK	
GANG	SPUN	ILL
OLIO	SIRE	RIO
PEGS	ONES	KEY

steward department for a job well done. Three men who missed ship will be reported to the patrolman at the payoff. Chief cook pointed out that someone was putting cheese in the toasters and fouling them up.

MASSMAR (Calmar), May 18—Chairman, R. W. Youtzy; Secretary, C. M. Foster. There is \$30.05 in the ship's fund. W. W. Reid was elected ship's delegate by acclamation. Deck and engine departments will clean the laundry; steward department will clean the recreation room. Drain should be installed in laundry.

DENNISON VICTORY (Waterman), June 7—Chairman, Huber Gaubert; Secretary, B. E. Phillips. Repair list will be made out. One man signed on in Bremerhaven.

STEEL MAKER (Isthmian), May 31—Chairman, Mont McShabb, Jr.; Secretary, Y. Kuhn. Captain complained that men came up at all hours for money; some had not reported back to secure the ship when notified to do so. Repair lists were gone over and amended. Steward will order additional garbage cans and order shore exterminators. There should be more quiet near sleeping quarters.

SEATRAN NEW JERSEY (Seatrains), June 14—Chairman, C. M. Everett; Secretary, S. U. Johnson. There is \$50.00 in the ship's fund. New men can get keys for their rooms for a \$1 deposit left with the chief mate. Delegates will turn repair lists over to the ship's delegate before the payoff. Boarding patrolman will be asked about getting some new electric fans, as there are no spare parts available, and fo'c'sles are very hot. Ship's delegate complimented the steward department on the cold supper and asked if more could be put out in the future. Lights should be put out when the rooms are unoccupied, so brothers can sleep. Brothers should take salt tablets on hot days.

FRANCES (Bull), June 17—Chairman, Max Olson; Secretary, Ray Brauit. All repairs have been made. Black gang beef will be taken up by the patrolman. Delegates will turn in new repair lists. Patrolman will handle the beef between the first assistant and the engine utility. Vote of thanks went to the carpenter for the fine bookcase and foul weather gear lockers he made. Hardtiding of personnel and discriminatory, anti-union attitude of the chief and first assistant engineer was discussed. Patrolman will be



contacted on this. Steward will put out a greater variety of cold drinks at mealtimes.

STEEL ARCHITECT (Isthmian), February 17—Chairman, W. L. Hammock; Secretary, not listed. One man paid off in New York; his wife is in the hospital. One man hurt his back on deck and went to the hospital in New York. Captain told the department delegates that he didn't recognize a ship's delegate; Ben Rees was called in Norfolk, and he said he would instruct the company to tell the captain that all SIU ships carry ship's delegates. Patrolman in Long Beach will be notified that the chief mate is violating the agreement.

March 10—Chairman, W. L. Hammock; Secretary, James E. Moran. Patrolman squared mate on securing gear for sea. Minor steward department beef was squared. Gear locker should be secured for foul weather gear.

March 23—Chairman, C. Scofield; Secretary, James E. Moran. Foul weather gear locker was secured. Steward will supply screens for messhall portholes. List of repairs will be made out and handed over to the mate.

April 16—Chairman, W. L. Hammock; Secretary, James E. Moran. There is considerable trouble with the chief mate who won't cooperate with the deck gang. He continues to violate the agreement. Steward said he will pick up fresh vegetables in Manila and Singapore, and fresh meat in Singapore. Stores should be checked for these Far East runs to prevent shortages, as in this case. Coffee urn is not working properly and can't be repaired until the ship returns to the States.

June 1—Chairman, S. Slohesk; Secretary, James E. Moran. Repair lists were turned in. Disputed OT will be turned over to the patrolman. Repair lists were

turned over to department heads; repairs are now under way.

BINGHAMTON VICTORY (Bull), May 5—Chairman, J. R. Gonzales; Secretary, D. M. Brancaccio. Chief cook advised that galley be painted. Delegate will see the chief mate. Chief steward wants all linen changed on Fridays.

June 8—Chairman, E. Simonetti; Secretary, I. Curtis. One man missed ship in St. John, Newfoundland. Members should not spit in the drinking fountain and on deck as it is an unclean and non-Union thing to do. Men should return coffee cups to the sink. Laundry and recreation room should be kept clean.

SEAVIGIL (North Seas Navigation), May 17—Chairman, J. M. Melendez; Secretary, Gordon L. Loucks. Crew should be careful of water, which is scarce. All hands will pick up their own linen and clean up the washing machine after use.

June 6—Chairman, J. M. Melendez; Secretary, Gordon L. Loucks. All cots should be turned in so new ones can be ordered in New York. Men should not leave the laundry while their clothes are being washed.



AMEROCEAN (Blackchester), June 7—Chairman, Leo Kozo; Secretary, David Pine. Three men failed to join the ship at Philadelphia. F. Israel was elected ship's delegate; N. Kryda was elected deck delegate. Men should check their cots, so new ones can be ordered in San Pedro. Additional stores will be taken on, too. Steward department will take care of the recreation room; deck and engine departments will clean the laundry.

SUZANNE (Bull), June 10—Chairman, S. Freilich; Secretary, L. Vigo. There was some beefing about men being late for work. One man missed ship in Mayaguez. Members felt he had a good reason. He had not seen his mother for six years and he did his utmost to make the ship before sailing. No charges will be made against him. He rejoined the vessel in Trujillo at his own expense.

MORNING LIGHT (Waterman), May 9—Chairman, Thematra N. Scott; Secretary, C. O. Blalack. All repairs except fo'c'sles, which are being done by the deck department, were taken care of. J. Chew was elected ship's delegate. Sanitary man will get linen for the deck department. Discussion was held on keeping the laundry clean and bringing beefs to the department delegate first. Double night lunch will be put out to take care of crewmembers off watch.

SEANAN (Stratford), April 22—Chairman, James Rogers; Secretary, W. Wood. James Rogers was elected ship's delegate.

June 1—Chairman, James Rogers; Secretary, Bruce Genier. A note of thanks for the action taken on the alien situation was sent to headquarters. Captain should be contacted on the hiring of watchman. Slopchest list will be forwarded to headquarters so that prices can be checked.

BLUESTAR (Traders), May 16—Chairman, Anthony Ferrara; Secretary, Louis E. Meyers. One man is in the hospital; captain will secure a replacement. Anthony Ferrara was elected ship's delegate by acclamation; Robert Wagner was elected deck delegate by acclamation. Galley has been painted and pantry will be. New screening and repairs are needed for doors. Refrigerator needs fixing to. The three fouled-ups who were warned and again fouled up will be brought up on charges in the States. Steward department head and shower will be painted. Men should be quiet, so men off watch can sleep. More care should be taken in the preparation of the salads.

MASSILLON VICTORY (Eastern), May 17—Chairman, F. J. Fisher; Secretary, Charles Elzey. F. J. Fisher was elected ship's delegate. Discussion was held on getting draws in US currency in foreign port. When taken to a vote, a large majority was found to be in favor of this. Some members want more night lunch, there should be sardines for night lunch once in a while. Laundry should be kept clean.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

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Two New Seafarers' Babies In Brooklyn



Brooklyn-born, these two Seafarers' babies are part of a growing community of SIU families in the borough. At left is Mrs. Sven E. Jansson with Diane Helen; at right, Mrs. Fernando Loriz with her baby, Constanza.

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.

- USPHS HOSPITAL NORFOLK, VA.  
W. T. Gardner Remus Perkinson  
Alvin R. Maba W. A. Rowe, Jr.  
H. D. Milliner Luby Wheeler
- USPHS HOSPITAL SAN FRANCISCO, CAL.  
Marcelo B. Belen John J. Lefco  
James R. Coltrell Oscar Orer  
John Jung John C. Ramsey  
A. M. Keller William J. Small  
N. W. Kirk Peter Smith  
John Kosmas D. K. T. Sorensen
- USPHS HOSPITAL SAVANNAH, GA.  
William E. Allmon James M. Hall  
W. W. Allred B. F. Lowe  
John F. Evans J. S. Moore  
Leonard N. Evans J. N. Williams  
F. W. Grant Bernard Wolfman  
Jimmie Littleton
- USPHS HOSPITAL SEATTLE, WASH.  
Alfred Johansen Henry J. Tucker  
Tony J. Kismul Robert J. Wiseman  
George M. Rice
- VA HOSPITAL NEW ORLEANS, LA.  
L. Bourdonnay
- SEASIDE GENERAL HOSPITAL LONG BEACH, CAL.  
Joseph Bracht
- HARBOR GENERAL HOSPITAL WILMINGTON, CAL.  
William J. Gillick
- POTTENGER SANITORIUM MONROVIA, CAL.  
E. L. Pritchard
- USPHS HOSPITAL DETROIT, MICH.  
Tim Burke Harry J. Cronin
- VA HOSPITAL BALTIMORE, MD.  
Leonard Franks
- WADSWORTH GENERAL HOSPITAL LOS ANGELES, CAL.  
Billie J. Davis
- USPHS HOSPITAL FORT WORTH, TEX.  
Joseph P. Wise
- USPHS HOSPITAL BALTIMORE, MD.  
L. F. Brigida James T. Lassiter  
Carl E. Chandler Melvin Mason  
Masorio Coppi David F. Sykes  
Roy M. Hawas Lloyd Thomas  
James W. Corcoran Adolph Vante  
Vincent Jones William F. Vaughn  
Karl Kristensen Clarence Wallace
- USPHS HOSPITAL STATEN ISLAND, NY  
Jose Alvarez Maurice Burnstine  
Edwardo Balboa Frank Calnan  
Robert A. Barrett Benito Centeno  
William C. Bennett William Foyt  
Robert Borland Lawrence Franklin  
Arthur Botelho Joe Carl Griggs
- James W. Hamilton H. Randoja  
B. Holmes Luciano I. Ramos  
Hans Kehlenbeck John Reksin  
L. Kristiansen C. R. Robertson  
Lloyd McGee G. H. Robinson  
Thomas F. Maher Virgil Sandberg  
Luther R. Milton A. L. Sargent  
Theodore Morris James Sealy  
Alfred Mueller Anthony Skillman  
Leonard G. Murphy Thor Thorsen  
A. H. O'Krogly Harold S. Tuttle  
James H. Parker George Vichery  
Paul Partyskor Richard Weir  
Enoch J. Pringle Joseph H. Wilkin
- USPHS HOSPITAL BOSTON, MASS.  
Joseph W. Carey Ernest D. Noble  
John A. Duffy James H. Penwick  
John J. Flaherty G. A. Williams  
S. R. Greenridge Robert A. Rogers
- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY  
Victor Arevalo James R. Lewis  
Edmund C. Blosser Francis F. Lynch  
Walter Chalk Harry F. McDonald  
C. M. Davison David McIlreath  
Emilio Delgado Claude A. Markell  
Antonio M. Diaz Vic Millazzo  
John J. Driscoll Alfred Mueller  
Jose G. Espinoza John R. Murock  
Enrique Ferrer Eugene T. Nelson  
Robert E. Gilbert Pedro O. Perallo  
Bart W. Guranick G. E. Shumaker  
Peter Gvazdich Robert Sizemore  
John B. Haas Henry E. Smith  
Frederick Landry Renato A. Villata  
James J. Lawlor
- USPHS HOSPITAL GALVESTON, TEX.  
A. R. King Jesse Rabago  
W. W. Lipscomb James Russell  
C. E. McClarnan Rafael Sucedo  
Warren Manuel Robert L. Shaw  
John E. Markopolo A. Villarreal  
J. E. Parks Jack Lee Williams
- USPHS HOSPITAL NEW ORLEANS, LA.  
D. Albright George L. Kaufman  
T. L. Ankersson Thomas F. Keller  
Tobe Beams E. G. Knapp  
James E. Belcher Leo H. Lang  
E. Bracewell A. J. Laperouse  
F. Ciacciofera Rene LeBlanc  
Jose A. Colls C. R. Nicholson  
Thomas Connell Eddie A. Patterson  
S. Cope Edwin L. Ritchie  
D. Sansons D. Sansons  
D. Dambriano Henry H. Schultz  
E. Delcours Luther C. Seidle  
F. Farthing D. D. Shaw  
R. P. Franklin E. R. Smallwood  
Harry L. Glover Lynn C. Smith  
Paul Goodman Henry S. Sosa  
Niel Hansen T. R. Stanley  
C. M. Hawkins J. W. Sumpter  
John C. Herber Nicholas T. Tala  
B. R. Huggins Lonnie R. Tickle  
E. Jeanfreau Hubert Weeks  
W. C. Jeffries George R. Wendel  
T. S. Johnson

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.

JoAnne Gooch, born May 11, 1953. Parents, Mr. and Mrs. Louis B. Gooch, 669 Central Avenue, Brooklyn 7, NY.

Charlotte Ann Hartman, born May 13, 1953. Parents, Mr. and Mrs. John Hartman, Box 14, Pearl River, La.

Diane Helen Jansson, born April 5, 1953. Parents, Mr. and Mrs. Sven E. Jansson, 550 Eighth Street, Brooklyn, NY.

William Peter Van Son, born May 16, 1953. Parents, Mr. and Mrs. William Van Son, c/o Mrs. Schultz, 6323 Walnut Street, Pittsburgh, Pa.

Mrs. William Van Son, c/o Mrs. Schultz, 6323 Walnut Street, Pittsburgh, Pa.

Neil Richard Gelpi, born May 22, 1953. Parents, Mr. and Mrs. Peter Gelpi, 1824 Patterson Avenue, Bronx, NY.

Paula Wynans, born May 27, 1953. Parents, Mr. and Mrs. Frank Wynans, 420 Madison Street, Hoboken, NJ.

Catherine Eileen Scully, born May 29, 1953. Parents, Mr. and Mrs. Joseph Scully, 39 Genessee Avenue, Paterson, NJ.

Ruth Ann Flaherty, born February 24, 1953. Parents, Mr. and Mrs. Robert Flaherty, 17 South Sussex Street, Gloucester, NJ.

Claude Eric Crabtree, born May 18, 1953. Parents, Mr. and Mrs. Claude L. Crabtree, 605 Farrell Street, Crichton Station, Mobile, Ala.

Jeffrey Alan Fulford, born May 18, 1953. Parents, Mr. and Mrs. James E. Fulford, 10 Semmes Avenue, Mobile, Ala.

Renaldo Lopez, born May 4, 1953. Parents, Mr. and Mrs. Renaldo Lopez, 408 Henry Street, Brooklyn, NY.

Lopez Montes, 408 Henry Street, Brooklyn, NY.

Wiley Ison Sullivan, born April 17, 1953. Parents, Mr. and Mrs. Roland D. Sullivan, Box 81, Fairhope, Ala.

Emile P. Davies, Jr., born June 2, 1953. Parents, Mr. and Mrs. Emile P. Davies, 1104 26th Avenue, PO Box 752, Covington, La.

Kenneth Richard Kirkland, born January 29, 1953. Parents, Mr. and Mrs. Leonard Kirkland, Route 3, Box 148-A, Plant City, Fla.

Donald Joseph Gorecki, born February 18, 1953. Parents, Mr. and Mrs. Thomas H. Gorecki, Box 352, Slidell, La.

Abes Taliv Durmo, born June 2, 1953. Parents, Mr. and Mrs. John Durmo, 1422 Amsterdam Avenue, New York, NY.

Daniel Edward Olsen, born June 6, 1953. Parents, Mr. and Mrs. Jack K. Olsen, 2385 Creston Avenue, Bronx, NY.

Henry Chen, born August 25, 1952. Parents, Mr. and Mrs. Chen Kung Zai, 100 Stanton Street, New York, NY.

Another Smith Is Born



Seafarer John Smith beams proudly at the newest addition to the populous Smith clan, his son Ronald. John is holding the \$25 US savings bond Ronald received from the SIU, besides the \$200 benefit.

Leaves City, Keeps Place On Ship List

SIU shipping rules normally require that a Seafarer on the registration list attend any shoreside membership meeting that takes place. However, occasionally personal difficulties arise that make it impossible for a man to be in town for the meeting. In such instances, the membership meeting itself may, on the recommendation of Welfare Services, waive the meeting requirement so that the man can keep his place on the shipping list.

Father Ill

A situation of this type arose when a Seafarer who had just registered after paying off the Royal Oak came in to Welfare Services and reported that his father was very ill in Venezuela. He had to make an emergency flight back home and wanted to know if he could keep his place on the shipping list even though he would be away for a while.

Welfare Services told the man to go on home and that steps would be taken to see that he kept his place on the shipping list. A recommendation to that effect was placed before the membership meeting and adopted.

Consequently, when the Seafarer comes back from his trip home, he will be able to ship out without having to reregister.

Ghost Television Aerial Had Seafarer Baffled For A While

A few years ago a new wonder known as television swept the land. Rooftops everywhere started sprouting with aerials of varying sizes and shapes as more and more television sets were installed. When that happened, landlords in New York City dreamed up a new gimmick. With the approval of the State Rent Control Board they got permission to charge \$2 a month extra to tenants using the roof for a television aerial.

It seems there was one Seafarer living down in Brooklyn who was very well satisfied to live without a television set. All the slick-talking salesmen in the city couldn't sell him one.

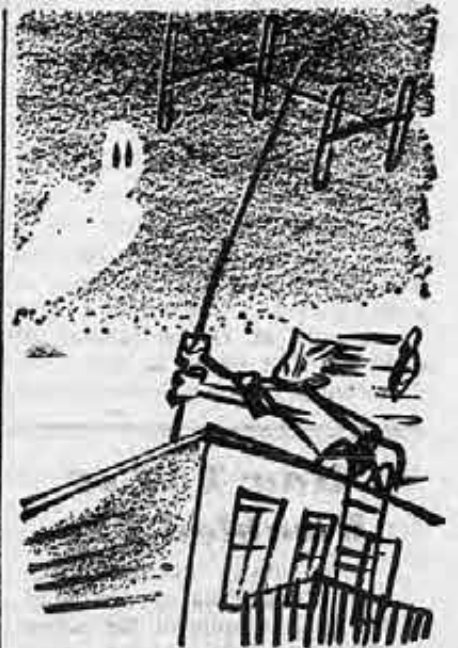
'Use of Roof'

The landlord was helpless and baffled, but not for long. One day the Seafarer received a rent bill—plus \$2 for "use of the roof."

The Seafarer hotfooted it around to the landlord's office, indignantly asking what the \$2 was for. He didn't have a television set, he said, and furthermore he was never going to get one.

The landlord wriggled out of that corner with ease. "The roof is there, ain't it? Right on top of the building, and it's gonna stay there. So I'm charging you two bucks a month for use of the roof."

The Seafarer wasn't going to let it go at that. He knew he was in the right, but as often happens in such cases, correcting the landlord's illegal tactic took a little bit



of doing. He couldn't make headway at the rent offices.

Finally he got disgusted and decided to take his little problem to SIU Welfare Services. The Union office got to work immediately on the case, with rapid results. At last word, the story was headed for a happy ending, with action due momentarily on the \$2 overcharge.



# 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.)

It appears that there has been quite a rush of sick and injured men over at Staten Island hospital recently. The last time we were over there, there were 51 men in the hospital from the SIU, which is a pretty big bunch. Among the new men who entered in the last couple of weeks were Brothers Paul Seidenberg and Floyd Hansen, and both of them had the same complaint.



Jones

Seidenberg had to get off the Anne Butler way out in Okinawa because of infected kidneys and kidney stones. He was flown all the way back to the States and expects to be operated on shortly. Hansen, who hails from Ruskin, Florida, got off the Robln Hood and entered the hospital the day he paid off. He's going to have a kidney operation, too. We'll be pulling for both of them to come through in style.

One of the boys we are really happy for is Jimmy Hamilton, who we got some good news from after several months in the hospital. Jimmy lost both his legs, and just the other day he was fitted with a pair of artificial limbs. The word is that he is skipping around the ward just like a happy 13-year old kid. He didn't even have to use a cane the first time out. Jimmy says that as soon as he can he hopes to be heading back to work.

We heard recently from Oscar Jones, who is in the hospital over in Magwa, Kuwait. He sends his best regards and wants to know how the guys are doing down in Philly. He should be back before long. Estell Godfrey is finally on his way home after a rough time in Yugoslavia. He was laid up in a hospital over there with a broken hip and it seems that they didn't do very much for him.

Tony Skillman, who rescued the mate on the Beatrice a few weeks back, had to go back into Staten Island hospital for treatment after being on outpatient care for a while. Unfortunately he had a little relapse, but he's feeling better now. Charles Collett would like his old shipmates to know that he is retiring his book temporarily. He expects to stick around his home at 3242 W. Davison Street, Chicago 51, Illinois.

We heard from Wiley Parrott recently, just in the big town from Georgia. Old "Tobacco Road" shipped out on the Steel Worker as soon as he got in. He came back with lots of talk about all the SIU boys who make their homes in Atlanta. It seems all the boys who go to sea from that city know one another.

There's been some misunderstanding about the maternity benefit provision in one or two instances that ought to be cleared up. Under the rules that the board of trustees of the Welfare Plan set up for this benefit, only babies that are born in the United States, or one of its possessions like Puerto Rico, are eligible for the benefits.

A couple of the brothers who have their homes in foreign countries applied for the benefit not knowing that they weren't eligible, so they were naturally disappointed when they had to be turned down.

The reason that the trustees set up this rule is that the Welfare Plan has no way of checking the birth and marriage certificates from foreign countries. So to be on the safe side, they made the rule about US residence. It's a little tough in one or two cases but it's for the best interest of all.



Parrott

## Outsiders Want 'In' On Benefits

Death in the family is trying at anytime, but it's particularly difficult for families of Seafarers when a man has died thousands of miles from home. Usually the only news they have is a brief cablegram message. It doesn't add to the peace of mind either, when the news of death is followed

by phone calls from ambulance chasers or other individuals posing as SIU representatives and trying to latch on to a piece of benefits or claims against the company that might be due. Recently Welfare Services heard

from the sister of a Seafarer that she had been wired about the death of her brother in Yokohama, Japan. As is customary in such cases, the company either didn't have much information on the case or wasn't doing much talking.

### Visited Home

A Welfare Services representative visited the sister at her home to get what information she had on the case and to find out what was needed. Arrangements were made with the company to cremate the body and transport the ashes back to the US.

The next day the Union got additional details about the circumstances of his death from the West Coast and learned that the man had personal effects there. Steps were taken to dispose of the effects and to contact the crew as soon as the ship comes in for full information on the matter.

Subsequently, the sister received a call from an individual posing

as a representative of the Union and offering to provide her with legal advice in the event she needed any. To make sure, the sister called Welfare Services to check on the supposed Union representative. She learned, of course, that no such representative existed in the Union.

Welfare Services has found that such situations are not unusual. Although Seafarers and their beneficiaries do not need outside help to collect any benefit from the Welfare Plan, in many instances they have been persuaded by glib-tongued pitchmen that such help was needed. The result is that they find they have to pay him for his services.

Seafarers or their family members should be cautious about entrusting such dealings to any outsider, who may only hinder collection of claims and benefits and charge a fat fee for non-existent services.

# He's Careful What He Signs Now

## ISTHMIAN STEAMSHIP COMPANY NEW YORK.

### PHYSICAL CONDITION AND HEALTH REPORT

THIS FORM IS FOR THE EXPRESS PURPOSE OF ACQUAINTING THE OWNERS WITH ALL CASES OF INJURY AND ILLNESS OCCURRING DURING A VOYAGE. ANY MAN WHO IS OR HAS BEEN ILL OR INJURED WHILE ON THIS VOYAGE'S ARTICLE IS REQUESTED TO SO STATE BELOW.

In the third column state "None" or "See Report", in the fourth column state "Good" or "See Report." Where additional report is required, Form 1004-D will be employed.

We, the undersigned members of the crew of the \_\_\_\_\_ S. \_\_\_\_\_ on voyage No. \_\_\_\_\_ now being paid off at about \_\_\_\_\_ o'clock \_\_\_\_\_ M., on \_\_\_\_\_, 194\_\_\_\_, in the port of \_\_\_\_\_, do hereby certify that we have not had any illnesses or injuries, except as we may note opposite our respective signatures, and that medical attention has not been refused when required.

1 NO	2 Position or Rating	3 Have you had any illness or injury this voyage?	4 What is your present physical condition?	5 SIGNATURE	6 NO
42	Chief Stwd.				42
43	Chief Cook				43
44	2nd Ck.-Baker				44
45	Third Cook				45

Part of the Isthmian form (above) which is presented to crewmembers to be signed at the payoff. Crewmembers should be careful about signing if they have any doubts as to their physical condition.

From now on Seafarer Theophilus Stevenson will be awfully careful of what he signs his name on. Stevenson's signature on an Isthmian Company medical report form almost cost him his maintenance and cure—that is until SIU Welfare Services entered the picture.

Stevenson was sailing as utility man on the Steel Vendor and hadn't been feeling any too well during the trip. But he had performed his regular duties and had not reported anything to the mate or skipper, thinking that all he needed was a rest ashore to get back in tip-top shape.

When the ship came in for payoff, Stevenson, like the rest of the crew, lined up for his dough. Isthmian payoffs are more complicated than most because the company has a whole series of papers a man has to sign before he can get his money. First he signs the overtime sheet. Then he puts his name down on the medical report form. After that he has to sign a payroll, and finally he has to sign off the articles.

### Signed Medical Sheet

By the time on Isthmian crewmember gets through signing all the papers he doesn't know what he has put his signature to. And being anxious to get his payoff and get off the ship, he doesn't particularly care. That was the way it was with Stevenson. He signed the medical report sheet, thinking it would be no harm and got off the ship.

The next day he went to the Staten Island Hospital to get a medical checkup, to find out what

was bothering him, if anything. To his shock and surprise, the doctors told him that he was pretty sick and had to be hospitalized.

After spending a couple of weeks in the hospital and getting treatment, he made arrangements to claim maintenance and cure. But when he went to get his money, the company claims agent pulled the medical report form out of the file. He declared that since Stevenson had signed the paper which states that "the undersigned . . . have not had any illnesses or injuries . . ." he was not entitled to maintenance.

When he heard that, Stevenson hotfooted it back to the Welfare Services office in headquarters. Welfare Services got to work on the case and as a result the company was found legally liable for the maintenance even though Stevenson had not made a sick re-

port and had signed the release. It was held that the signing of the medical form did not overrule the obvious fact of Stevenson's illness.

### Collected Maintenance

As a consequence, Stevenson has collected all maintenance due him to date and is still on the benefit until he is fit for duty again.

Seafarers are advised by Welfare Services that if there is any doubt as to their physical condition when paying off a ship, not to sign a medical form. Where such forms had been signed in the past even though a man was obviously ill or injured, the company had not attempted to employ it as a means of depriving the man of his just due on maintenance. But in light of the Stevenson case, it would be well if Seafarers were very careful about signing such forms so as to avoid falling into a trap of this kind.



Seafarer Theophilus Stevenson learns from Walter Siekmann, director of Welfare Services, that he will get his maintenance money even though he signed medical report form.

## 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.

**Julius M. Bang, 58:** Fractures of the ribs, spine and pelvis proved fatal to Brother Bang, who died in the US Marine Hospital, Richmond, NY, on June 6, 1953. An electrician in the engine department, he joined the SIU in 1947, sailing out of New York. Burial took place at Maple Grove Memorial Park Cemetery, Kew Gardens, NY. Brother Bang leaves his wife, Ingeborg Bang, 306 67th Street, Brooklyn, NY.

**Joseph Beary, 21:** On April 7, Brother Beary died at the USPHS Hospital in Chicago, Ill., of uremia. He had been sailing SIU for nearly two years as an FWT in the engine department; he joined in the Port of Wilmington. Burial took place at St. Peter and Paul Cemetery, Lisle, Ill. He is survived by his father, David M. Beary.

† † †

**Claudius L. Blanchard, 52:** Brother Blanchard was drowned on October 11, 1951, in Guanta Municipal, Venezuela. He was an AB in the deck department; he joined the SIU in Norfolk. The estate is administered by Lucille Hale.

### How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who has been employed for seven years on SIU-contract ships is eligible for the \$25 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Avenue, Brooklyn 32, NY.





The Seafarers Sea Chest offers the finest quality slopchests available aboard any ship in the American merchant marine at the lowest possible prices.

The wide-open era when all the rejects from stores ashore ended up in slopchests is now ended aboard ships carrying SIU slopchests. The SIU, by now making available the best in slopchests is ending one more practice that has victimized seamen for years.

In SIU slopchests there are no "seconds;" no flimsy shoes, socks, shirts or trousers; no unknown brand goods; no stale candy; no "too big or too small" sizes. A Seafarers slopchest is guaranteed to be top quality—the only fully guaranteed slopchest in maritime.

The Seafarers Sea Chest is now geared to service SIU ships anywhere in the Atlantic & Gulf area with a full list of 200 items.

Seafarers have the best in contracts, the best in conditions—and now the best in slopchests.

**Delegates:**

If your vessel's slopchest is being serviced by the Seafarers Sea Chest and you are missing items, or merchandise arrives damaged, notify the local Sea Chest representative at once. Corrections will be made immediately.