

LOG COPS 3 NEWS AWARDS

Story On Page 3

VOL. XIV
No. 19

SEAFARERS LOG

Sept. 19
1952

• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

MTD CONVENTION MAPS '52 DRIVE

Story On Page 3



Congrats From AP. Kent Cooper (center), executive director of the Associated Press, offers his congratulations to Herb Brand (right), editor, and Ray Denison, managing editor of the SEAFARERS LOG, after the LOG was awarded three prizes in the annual journalism contest of the International Labor Press of America for 1952. (Story On Page 3)



Inspection Tour. A rank and file committee from the Baltimore branch looks over one of the many available buildings that could serve as a new branch hall. Selection of a site will be made soon. (Story On Page 3)

Freighter Pact Nearly Complete; Tankships Next

The finishing touches are now being put on a brand new SIU freight agreement which will be the standard throughout the SIU-manned dry cargo fleet. The SIU negotiating committee and shipowner representatives have all but completed rewriting the entire freight contract from top to bottom with a new set of general rules and working rules to apply when the new agreement goes into effect.

The virtual completion of the freight agreement means that SIU negotiators are now free to go ahead with revision of the tanker agreement. Meetings will start shortly with representatives of SIU-contracted tanker outfits to write a new contract in that field which will represent a considerable advance over the existing one, and further widen the gap between conditions on SIU vessels and those of non-union outfits.

Rules Improved

SIU negotiators expressed their satisfaction with the contract revision. They declared that the new contract rules are written more clearly than the old ones so that they can be easily understood by the crews, and represent a sizeable improvement in working conditions and more generous overtime provisions.

By standardizing the agreement for all dry cargo companies with the exception of specialized operations like the Seatrains, the negotiating committee has won for Seafarers assurance that the same rules and conditions will apply no matter what ship they may be on.

Crew Suggestions

A considerable part of the revisions made in the agreement included suggestions made by ships' crews themselves. All SIU ships were polled earlier in the year and asked to send in their suggestions as to what they wanted in the new freight and tanker contracts.

Establishment of a standard freight agreement followed on the insistence of the Union negotiators that they would not accept any other kind of set-up. Faced with this determined position, those shipowners who had balked at a standard agreement fell in line.

The Union committee is hopeful

that it will be able to complete the new tanker contract ahead of the September 30 deadline when both agreements expire. The final contracts, when arrived at, will be subject to ratification by the SIU membership.

Negotiating for the Union are: SIU Secretary-Treasurer Paul Hall, Joe Algina, deck department; Bob Matthews, engine; and Claude Fisher, stewards.

Nominating Opens For 49 Offices

Reflecting vastly increased SIU services to the membership, the resolution for the 1953 election of officers calls for filling 49 elective posts throughout the Atlantic and Gulf District—the largest number of elective posts to be filled in the Union's history. The resolution was approved at headquarters and branch membership meetings on September 10, thus formally opening the

Resolution specifying offices to be filled and qualifications necessary for nomination are on Page 8.

way for nomination of candidates. The deadline for nominations is October 15, with balloting beginning in all ports on November 1 and ending on December 31, as per the requirements of the constitution.

More Men Needed

As the resolution points out, the Union's administrative tasks have grown considerably in the past year. Construction of new halls for the outports, now in the planning stage, will require a good deal of headquarters supervision. The workings of the Union-operated Vacation and Welfare Plans, the establishment and operation of the many subsidiary corporations like the Sea Chest and Port O' Call, which will eventually be extended to other major ports, also call for more supervisory manpower. In addition, the full time Washington office, established in the past year, will be manned by an elected headquarters official.

Besides the increase occasioned by the Union's expanding operations, the resolution provides for the election of additional patrolmen in virtually every SIU port, thus assuring the membership the fullest possible on-the-spot service, adequate to meet the needs of any potential shipping boom.

With this in mind, the resolution calls for the election of additional joint patrolmen covering the branch ports of Boston, Philadelphia, Baltimore, Norfolk, Savannah, Tampa, and New Orleans. Three departmental patrolmen plus one joint patrolman will be elected for Mobile where two joint

(Continued on page 23)

Welcome Mat Out For AFL Conclave

More than 800 delegates attending the 71st convention of the AFL in New York City's Hotel Commodore this week were welcomed by SIU representatives and invited to visit SIU headquarters and view the functioning of the Union.



AFL delegates to the 71st Convention at New York's Hotel Commodore read the special four-page invitation to visit SIU headquarters while in New York.

A special four-page invitation, featuring photos of the SIU headquarters and of Seafarers on the job was distributed to every delegate along with copies of the SEAFARERS LOG. This material attracted considerable attention at the convention with the result that many delegations made plans to visit the Union hall and take in the Union's new night club, the Seven Seas Room.

Representing the SIU at the convention sessions were Harry Lundeberg, Paul Hall, Morris Weisberger, Andrea Gomez and Matthew Dushane.

Labor Unity Sought

As in previous AFL conventions, the AFL's desire to unify all of labor in one national organization was strongly expressed. In the opening address to the convention, AFL President William Green made a strong plea for labor unity, and as a starter invited John L. Lewis, president of the United Mine Workers, to return to the AFL with his union.

The coming elections also drew a great deal of attention with several prominent political figures including both presidential candidates, General Eisenhower and Governor Stevenson, addressing or scheduled to address the convention.

Other speakers, including Secretary of Labor Tobin, Averell Harriman and Governor Dewey of New York referred to the coming elections, with the Democratic speakers making a plea for the election of a Democratic Congress.

Final decisions of the convention on political questions and other matters were not yet available as the convention still has another week to run. They will be reported in the next issue of the SEAFARERS LOG.

Atlantic Tankermen Publish Own Paper

Appearance of a new publication, the "Atlantic Fleet News," is the latest development in the stepped-up SIU campaign to organize tankermen of the Atlantic Refining Company. The

A portion of the front page of the new Atlantic tankermen's newspaper "Atlantic Fleet News."

four-page newspaper is being put out by a group of rank-and-file tankermen who are currently working to bring SIU wages, security and benefits to the unprotected and underpaid seamen manning Atlantic ships.

The primary purpose of the newspaper will be to carry news of goings-on in the Atlantic fleet and the latest developments in the organizing drive. It will also point out the shortcomings of the so-called "contract" held by the Atlantic Maritime Employees Union, and to expose the way in which this company-dominated outfit really works.

Falling Behind

As the first issue puts it, "For too long, the Atlantic tankerman has been kept in the dark about the fact that he has been falling farther and farther behind union seamen in take-home pay and other benefits. The Atlantic Fleet News will show how much Atlantic seamen are actually losing out."

"Further, this newspaper will give Atlantic tankermen a chance

to get their beefs off their chests and let their shipmates know what's happening throughout the fleet."

The newspaper will appear regularly every two weeks and copies will be distributed to rank-and-file Atlantic tankermen all up and down the coast. Thus for the first time Atlantic tankermen will have a source of information devoted exclusively to news of the fleet.

For example, the first issue of the new publication reveals that the AMEU fleet council has been holding secret meetings behind closed doors on the new contract and on membership beefs. Rank and file sea-going delegates were excluded from these sessions. It also informs the Atlantic men that over 500 of their shipmates have signed SIU pledge cards. A comparison of payoffs on Atlantic and SIU tankers is shown with actual vouchers demonstrating the greater benefits of sailing SIU.

The paper also predicts that the AMEU will turn on a smear campaign against the SIU and warns tankermen to beware of character assassination tactics designed to fog the real issues of the drive.

Bridges Is Perjurer, Court Says

SAN FRANCISCO—A three man US Court of Appeals here has unanimously upheld the perjury conviction of Harry Bridges, West Coast longshore leader, and two other officials of his union. All three men, Bridges, Henry Schmidt, international executive board member of the union, and J. R. Robertson, first vice-president, had been found guilty of lying during Bridges' naturalization proceedings in 1945. At that time they swore that Bridges had never been a Communist Party member.

The Court of Appeals ruling is the latest step in a three-year fight by the Government to revoke Bridges' citizenship. Bridges' attorneys are planning a further appeal to the US Supreme Court where a final decision on the long fight will be issued.

Bridges applied for citizenship in 1945 after the Supreme Court reversed a previous deportation order issued by a Federal judge in New York. At that time, he appeared before Superior Judge Thomas M. Foley in San Francisco and swore he was not a Communist.

Over three years later the three men were indicted by the Government for perjury and conspiracy.

SEAFARERS LOG

Sept. 19, 1952 Vol. XIV. No. 19

As I See It	Page 13
Burly	Page 16
Crossword Puzzle	Page 12
Del Mar Sailing	Pages 14, 15
Did You Know	Page 18
Editorial	Page 13
Foc'sle Fotog	Page 19
Galley Gleanings	Page 20
Inquiring Seafarer	Page 12
In The Wake	Page 12
Labor Round-Up	Page 16
Letters	Pages 21, 22
Letter Of The Week	Page 13
Maritime	Page 16
Meet The Seafarer	Page 12
On The Job	Page 16
Personals	Page 24
Quiz	Page 19
Ship's Minutes	Pages 24, 25
SIU History Cartoon	Page 8
Sports Line	Page 20
Ten Years Ago	Page 12
Top Of The News	Page 6
Union Talk	Page 8
Wash. News Letter	Page 5
Welfare Benefits	Pages 26, 27
Your Dollar's Worth	Page 7

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

Maritime Trades Seeks AFL Seat, Plans Lakes Drive

The two-day convention of the reorganized Maritime Trades Department came to a close in New York's Hotel Commodore last week after delegates representing 18 unions had acted upon several important matters including representation on



AFL Vice-President Matthew Woll (right), presents three Merit Awards of International Labor Press of America to Editor Herbert Brand (center) and Managing Editor Ray Denison (left) of SEAFARERS LOG for general excellence in the labor journalism field.

Log Wins 3 Top Prizes In Labor News Contest

Top honors in the labor press field were garnered by the SEAFARERS LOG when the SIU newspaper walked off with three awards in the 1952 journalistic competition held by the International Labor Press of America.

In competition with hundreds of newspapers from unions large and small, the LOG won prizes in half of the categories open to newspapers including the most important award of all, first prize in "General Editorial Excellence, News Format."

Other awards won by the LOG were: first prize for "Best Front Page, news format," and second prize for "Best Feature Article." All entries were judged by a board of judges composed of the faculty of the School of Journalism of the University of California, one of the country's outstanding journalism schools.

Members Deserve Credit

Awards were presented to the winners by AFL vice-president Matthew Woll at the 41st annual convention of the ILPA in the Commodore Hotel, New York. Herb Brand, LOG editor, and Ray Denison, managing editor, were on hand to receive the three plaques. In accepting the awards, Brand stated: "We're very proud

of the LOG and all of us have worked hard to make it the best labor paper, on a par with the SIU's own standing in the labor movement as the country's best maritime union.

"However the real credit for these awards should rightfully go to the SIU membership which has always given the LOG all the sup-

(Continued on page 23)

ILA Voting On Pay Hike Arbitration

Longshoremen on the North Atlantic Coast were voting today by secret ballot whether or not to send the current contract dispute between the International Longshoremen's Association and longshore employers to arbitration. Voting is being conducted in all ports from Maine to Virginia, from 6 AM to 9 PM, with final results expected to be in on Monday, September 22.

The arbitration proposal was recommended by the ILA's 130-man wage scale committee after several weeks of futile negotiations had ended in a deadlock. The negotiations were on a wage reopener in the ILA's two-year contract. Some 65,000 longshoremen in the area are covered by the agreement.

The arbitrator will be chosen from a panel of five men named by Cyrus S. Ching, director of the Federal Mediation and Conciliation Service.

Ask 50-Cent Increase

Negotiations broke down because of a large gap between the ILA's demands and the employers' offers. The ILA asked for a 50-cent hourly increase on the regular rate of \$2.10 an hour and double time pay for overtime, night jobs and premium work. At present, time-and-a-half is paid for such work.

In contrast, the employers only offered an 8½-cent hourly increase and 12¾-cents on the overtime which meant continuing the present time and a half rate.



Officers of the MTD listen as ROU Chairman Andrew MacDonald (standing) reports to the MTD convention on ROU activities. Pictured (L-R) are: Capt. T. C. Adkins of the MM&P, MTD trustee; SIU Assistant Secretary-Treasurer Lloyd Gardner, MTD Executive Secretary; ILA President Joseph P. Ryan, MTD president; MacDonald; Operating Engineers Vice-President John McDonald, newly-elected MTD Vice-President.

the AFL Executive Council and organization problems on the Great Lakes.

As expected, the delegates from all parts of US and Canada were wholeheartedly in support of a resolution which called on the AFL to seat a representative of the 200,000 AFL maritime

workers on the Executive Council. The resolution emphasized the importance of the maritime trades to the well-being of the nation, particularly in times of emergency, and pointed out that

in between Canadian and American ports. Existing United States law prohibits foreign vessels from loading at one US port and unloading at another, thus preserving local coastwise and intercoastal shipping for US-flag lines.

On the Great Lakes, however,

the foreign flag ships can duck this regulation by picking up their cargoes in Canada and then going into the Lakes and operating there for the season. As Lloyd Gardner, MTD executive secretary and assistant secretary-treasurer of the

(Continued on page 23)

US Tonnage Lost In '51 World High

The United States lost more merchant tonnage of vessels of 100 tons or over due to accidents last year than any other nation. The United States lost 14 vessels totalling 49,889 gross tons, while the world total was 215 vessels with a total of 260,830 gross tons.

The British Commonwealth, not counting Britain, lost the most ships, 38, with a tonnage total of 26,637, while Britain lost 20 ships totalling 29,994 tons.

The largest portion of the world losses, 115,419 tons, was due to stranding or striking rocks. Foundering in heavy weather took 68,306 tons and fire 32,671 tons. Britain and Northern Ireland lost the largest number of ships, 5, by collision; the US the most from fire, 4, and the British Commonwealth the most from strandings or striking rocks, 26.



SIU Secretary-Treasurer Paul Hall, addressing the MTD convention, reports on A&G activities.

with such representation, the maritime unions would have a more direct contact with Government in shaping important decisions affecting our merchant shipping industry.

Foreign Flag Influx

Another problem taken up by the delegates was that of foreign-flag shipping on the Great Lakes. In recent years, there has been a growing tendency for foreign-flag ships to spend the entire shipping season on the lakes, shuttling cargo

Baltimore Committee Hunts For New Bldg

BALTIMORE—Plans for the construction of a new branch hall in Baltimore took another step forward with the election of a building committee to look over potential sites and recommend a location to the membership.

The six-man rank and file committee was elected at the last Baltimore branch meeting on Wednesday, September 11, and immediately got to work inspecting several locations that might be suitable for a new hall.

Members of the committee, consisting of two men from each ship's department, are: John R. Tilley, George F. Crabtree, George A. Fossett, Earl R. Smith, David J. Barry, and Robert C. Hudkins. Before this committee got to work, it had the benefit of preliminary surveys by several previous committees who looked over at least 30 buildings and narrowed down the field to half a dozen places for the final building committee to look over.

As soon as the committee completes its investigation of available properties, it will report back to the Baltimore membership and make recommendations as to the most suitable building. If the choice is accepted by the member-

ship, steps will then be taken to acquire the property and remodel it into a Seafarers hall comparable in style, beauty and comfort to the headquarters building in New York.

Tentative plans for the new Baltimore Branch hall call for the construction of a branch of the Union-operated Sea Chest, a cafeteria which should be equal in size of the one now operating in New York, and a luxurious bar.

Modern Shipping Board

If possible, the Union would like to construct a large shipping hall and install the same kind of modern shipping board now existing in New York. As in New York, the shipping hall will be designed to double as a meeting room with enough seats to accommodate all men in the port at any given time.

The general design of the interior will probably be similar to the New York hall, thus establishing a standard SIU-building style which will be extended to other major ports.

SIU Action Halts Hospital Closing

Plans to close the USPHS hospital in Fort Stanton, New Mexico, have been stymied, thanks to speedy SIU action and vigorous protests by New Mexico's Senator Dennis Chavez. As a result tubercular seamen at the hospital are assured the institution will stay open and that they will not be scattered to other sections of the country.

The Fort Stanton closing was ordered by the Federal Security Administration as part of a general cutback in USPHS hospitals resulting from reduced Congressional appropriations. Patients at the hospital, many of whom had been there for years, would have been shifted to four other centers on the East, West and Gulf Coasts, as well as Detroit, Michigan.

Backward Step

As soon as the SIU learned of these moves through the Union's Washington office, it immediately called the matter to the attention of Senator Chavez as well as other

Congressmen and officials in the nation's capital. The union pointed out that the closing of a specialized TB institution like Fort Stanton would be a definite backward step, since it has been proven through the years that such hospitals are best suited to the needs of TB patients.

Furthermore, the Union pointed out that many of the patients would be compelled to travel thousands



Senator Chavez

Boat Mishap Takes Lives Of Two Men

COCHIN, India—An accident in this harbor is believed to have taken the life of a Seafarer and a third assistant engineer, both off the Steel King (Isthmian).

Seafarer Genieusz Baranski, wiper, and Danny Benedict, junior engineer, are missing and are presumed to have drowned in the harbor.

Both men were returning from shore leave when the incident happened. They had boarded a small oar-propelled boat to go out to the ship at about 11:30 PM on August 31, and were on their way from the Malabar Hotel.

Details of exactly what happened were still unavailable. All that is known is that the launch capsized in the bay, presumably overturned by a heavy wave.

Baranski was 22 years old. He started sailing with the SIU in March of 1951.

of miles to the other centers, which would have had effects on their condition.

Met With Officials

As a result, Senator Chavez got in touch with Federal Security Administrator Oscar Ewing, and Dr. Leonard Scheele, the Surgeon General and voiced strong objections to the Fort Stanton closing.

Writing to SIU Secretary-Treasurer Paul Hall about the outcome of the meeting, Senator Chavez declared:

"I want to take this opportunity to thank you for calling the proposal to my attention and to assure you that I am most happy at the outcome of the matter."

SENATOR DENNIS CHAVEZ, NEW MEXICO
 SENATOR L. HOLLAND, FLA.
 SENATOR G. W. PICKENS, MISS.
 SENATOR J. EASTLAND, MISS.
 SENATOR C. W. WHITMAN, ILL.
 SENATOR CLAYTON, ILL.
 SENATOR J. EASTLAND, MISS.
 SENATOR W. W. WEAVER, IOWA
 SENATOR J. EASTLAND, MISS.
 SENATOR W. W. WEAVER, IOWA

United States Senate
 COMMITTEE ON PUBLIC WORKS

September 3, 1952.

Mr. Paul Hall, Secretary-Treasurer,
 Seafarers International Union,
 Atlantic and Gulf District,
 Brooklyn, New York.

My dear Mr. Hall:

You will recall that a short time ago you called to my attention the proposed closing of the hospital maintained at Fort Stanton, New Mexico, for disabled merchant seamen.

Immediately upon finding that such a proposal was being considered by officials of the Public Health Service, I arranged an appointment with Oscar Ewing, Federal Security Administrator, and Dr. Leonard Scheele, the Surgeon General of the United States. At this meeting I vigorously protested the closing of this institution. I am happy to report that as a result of these protests, Public Health Service officials were persuaded that Fort Stanton should be permitted to continue operating as it has in the past.

I want to take this opportunity to thank you for calling the proposal to my attention and to assure you that I am most happy at the outcome of the matter.

Sincerely yours,

Dennis Chavez
 Dennis Chavez, U.S.S.

JC:FO

The letter from Senator Dennis Chavez reporting the halting of Fort Stanton's closing through SIU intervention.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From August 30, 1952 To September 13, 1952

No. Seafarers Receiving Benefits this Period	1304		
Average Benefits Paid Each Seafarer	60 34		
Total Benefits Paid this Period		78,680	08

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	7,035	00	
Death Benefits	11,666	66	
Disability Benefits	405	00	
Maternity Benefits	3,200	00	
Vacation Benefits	56,373	42	
Total			78,680 08

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	209,251	00	
Death Benefits Paid Since July 1, 1950 *	367,250	93	
Disability Benefits Paid Since May 1, 1952 *	1,560	00	
Maternity Benefits Paid Since April 1, 1952 *	34,000	00	
Vacation Benefits Paid Since Feb. 11, 1952 *	1,334,131	86	
Total			1,947,193 79

* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	312,524	20	
	Welfare	427,347	58	
Estimated Accounts Receivable	Vacation	210,000	00	
	Welfare	210,000	00	
US Government Bonds (Welfare)		1,490,960	94	
TOTAL ASSETS				2,650,832 72

Comments:

Contrary to what was forecast in our last report, total benefits paid did not quite reach the two-million mark as they only totaled \$1,947,193.79. The total amount paid in benefits for past two weeks increased slightly over the same previous period.

Past two weeks has seen a total of sixteen (16) maternity benefits paid as compared to twenty (20) for previous period. Maternity benefits since the start of same have averaged six (6) per week. Many applications are being received from men relative to disability benefits.

Submitted September 15, 1952

Al Kerr
 Al Kerr,
 Deputy Administrator

...and, remember this...

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

SIU NEWSLETTER from WASHINGTON

Union-Run Seven Seas Night Club Proves Big Hit In Opening Week

On the assumption that the free world faces grave and heart-rending problems in the continual stream of refugees and escapees from the Iron Curtain countries into Western Europe, President Truman has taken a humanitarian move in an effort to find a home for these refugees. He has appointed a new Commission on Immigration and Naturalization, headed by a former Solicitor General of the US, Philip B. Perlman, of Maryland.

Overseas migration from Europe has been damned up by years of war and international economic disorder. According to President Truman, our own immigration laws present serious obstacles in reaching a satisfactory solution. The President's new Immigration Commission will look into the requirements of our immigration laws with respect to the admission, naturalization and denaturalization of aliens, and their exclusion and deportation, as well as the admission of immigrants into this country.

On September 1, 1952 the privately-owned US flag fleet (ocean-going of 1,000 gross tons and over) totaled 1,275 vessels, of 15,273,310 dead-weight tons. This total was divided into 826 dry-cargo and passenger-carrying vessels of 8,533,810 tons, and 449 tankers, of 6,703,885 tons.

Although it plans to sell 3 of its 5 C-4 type ships, the American-Hawaiian SS Co. does not intend to quit the intercoastal trade. This company is one of the oldest operators in this service. The large C-4 freighters are expected to be sold to a Great Lakes operator, where they will be converted into ore carriers for Lakes use. After it disposes of the ships, American-Hawaiian will have 2 Victories and 2 C-4's left.

President Truman, on September 10, 1952, issued his proclamation of the International Convention for Safety of Life at Sea, 1948, which was signed at London on June 10, 1948. The Convention will enter into force on November 19, 1952. It will replace the Convention of May 31, 1929, of the same character, as between parties to the 1929 Convention which have also accepted the 1948 Convention.

Those which have accepted the new Convention to date are: US, Belgium, Canada, Denmark, France, Iceland, Israel, Italy, Japan, the Netherlands, New Zealand, Norway, Pakistan, Portugal, Sweden, Union of South Africa, United Kingdom of Great Britain, Northern Ireland, and Yugoslavia.

It was disclosed recently that torpedo-launching equipment will be installed in the new and fast Mariner Class vessels. Indications are that the torpedoes will be the type that seeks out, tracks down, and blasts an enemy vessel either on or below the surface. In addition, the ships will have reinforced deck sections for gun platforms and an area from which submarine-spotting helicopters can be launched. At present, destroyer and destroyer-escort class are the only American naval surface ships to use torpedoes.

Marine architects have long held safety as the No. 1 factor in ship design, yet King Neptune still manages to top their best efforts on occasion. During the past few years, T-2 tankers, in particular, seem to have been sorely troubled with major hull failures, with cracks originating in sundry places from top to bottom. However, little time is being lost, with a preventive program well under way providing for reinforcements for the ships.

To solve any problem, it is customary in Government to set up a new agency. Recently, a Congressional subcommittee which looked into the matter of overseas supply operations, found so many alphabetical agencies operating abroad that it actually had to include a dictionary in the back of its report. Here are a few samples from the Subcommittee report:

CINCEUR; CINCNELM; CINCUSAFE; ECC; EUCOM; FECOM; HICOG; ISAC JAMAG; JAMMAT; JUSMAG; MAAC; MAAG; OFLC; OSR; SACEUR; SCAP; STEG; SUSREP; TRUST; USAF.

Those are in addition to the more common ones like ECA, MSA, NATO, USAF and JCS.

Indications are that Robert Dollar and George Killion, who were on opposite sides of the fence in a big maritime fight last year, will team up together in the near future to attempt to acquire control of the stock of the American President Lines, Ltd. Mr. Dollar says "It's always a pleasure to work with George Killion" with Mr. Killion adding "I reciprocate". They both stated recently that "we will have a great deal to say in October when the bids are opened", and are expected to submit a bid of their own.

In setting the APL stock up for competitive bids, a minimum fair price, or "upset price" was fixed at \$14 million. Sale of the stock will go to the highest bidder—but, if the public bidding does not result in a minimum fair price for the stock, the stock will be split equally between Dollar and the Government.

Secretary of Commerce Sawyer believes that the ending of the Dollar stock controversy will permit him to turn the line over to private interests and sink for good the charge that the Government, in the Dollar Line case, was seeking to nationalize the shipping industry.

American tramp ship operators and owners appealed to the Government within the past few days to find ways and means looking toward employment of idle tramp tonnage. The tramp owners had some suggestions of their own. They argued that American steamship "berth" lines, instead of chartering Government-owned ships, should make use of inactive tramp vessels. Asking the Government to acknowledge that these are critical times for the tramp owners, the tramp operators urged that the National Shipping Authority ships be withdrawn from operation, and that Government-owned ships now being operated under general agency arrangements with the MSTs be called back to the reserve fleet, so as to leave room for operation of tramp ships.



Dancing, entertainment and good food at low prices drew a full house all week, as the Seven Seas Room at SIU headquarters officially opened. Among the visitors (seated) were NY laborites Milton Silverman, Wire Workers (left), Dave Frechette, Teamsters Local 807, (right), and their wives.

The Standing Room Only sign was out all week as the newly-opened SIU night club, the Seven Seas Room, entertained enthusiastic capacity audiences. Early public response to the only Union-owned and operated night club in the country indicates that the unusual venture may well be maintained as a regular facility in headquarters.

Opening of the Seven Seas Room coincided with the start of the AFL convention in New York City and large groups of delegates from a great many AFL

everything is ready for the night club to take over.

With the opening of the Seven Seas Room, additional entertainment was scheduled, headlined by the well-known Broadway night club comedian, Henny Youngman, and Dolly Dawn, radio and recording star. Pete Rubino's musical

combo, and song stylist Tommy Mauldin round out the show which appears three times nightly.

Prices in the Seven Seas Room are the same as at the Port O' Call, with no cover and no minimum at any time. It's advisable to make reservations before coming down though by calling ST 8-4608.

For a full page of pictures on the opening of the Seven Seas Room see Page 9.

International unions came down to the Seafarers own night club for an evening's entertainment. They also inspected the other facilities of SIU headquarters and were uniformly impressed by what the building had to offer.

Newspaper Stories

In addition to acquainting other AFL unions with the SIU setup, the night club operation has attracted a great deal of attention in the daily press. A large number of leading newspaper columnists and feature writers visited the club during its first days of operation. Widespread daily press notices followed, including a picture layout in the New York Herald Tribune of Wednesday, September 17. The effect has been to further inform the public of the existence and operations of the SIU.

Success of Bar

The decision to operate a SIU night club grew out of the success of the Union-operated Port O' Call bar. With the Port O' Call already doing capacity business and hundreds of AFL convention delegates expected to visit the Union, the need for expanding entertainment facilities was obvious. The logical place to do so was into the SIU operated cafeteria where an additional 200 seats were available to accommodate visitors and Seafarers. Expansion into the cafeteria made it possible to provide space for dancing as well.

Easy Conversion

Conversion of the cafeteria is a relatively simple process, merely involving drawing of drapes around the walls, placing rolls of carpet on the floor and assembling a portable stage which is stacked away in the daytime. A half-hour after the cafeteria closes at 7 PM,

Voting Ends On New Union Constitution

Balloting on the proposed revised SIU constitution came to an end on Wednesday, September 17, with indications of a heavy district-wide vote. Final tallies and results of the referendum will be reported at the next headquarters membership meeting on September 24 and announced in the next issue of the SEAFARERS LOG.

In New York alone, the vote ran fairly heavy on the issue, with approximately 1,600 Seafarers casting their ballots in this port. As required under the existing constitution, a minimum two-thirds vote is needed to approve the new document.

The revised constitution was drawn up by the recent conference of SIU port agents in order to bring the old document in line with the vast changes and expansion of Union operations in the years since the existing constitution was adopted. It also spells out in specific language the rights that have been enjoyed by SIU membership through the years and the democratic procedures that have been in existence in the Union but not fully detailed in the existing constitution.

Before the 30-day secret vote began on the proposed revision, the text of the proposal was read in full at three successive membership meetings in all ports. Following the second reading, a six-man constitutional committee was elected by the headquarters membership. The committee studied the document and brought in a report recommending its adoption in full and suggesting that a referendum be held between August 18 and September 17. This was approved at the third reading and

the referendum was held accordingly.

Copies of the proposal were mailed to all SIU ships at sea and distributed to the membership in all ports. In addition, the referendum ballot itself carried the complete text of the proposed new document.

Steam Fatally Burns Seaman In Oil Tanker

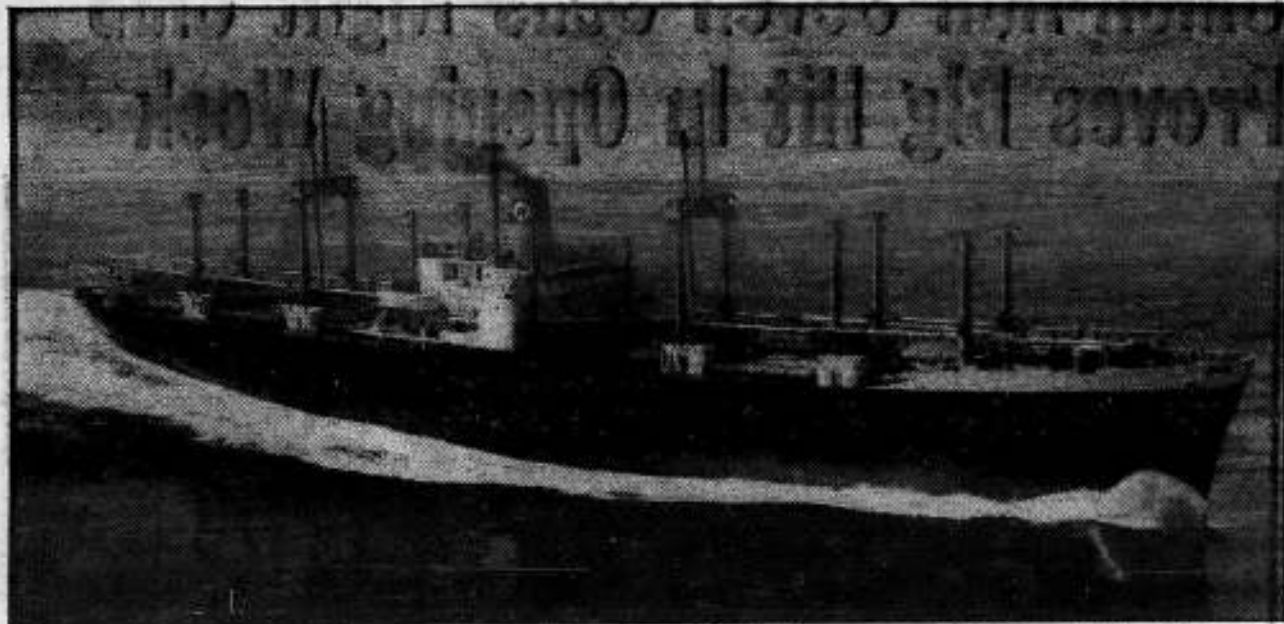
NEW ORLEANS—Thomas Patrick Meehan, 42, New Orleans, crewman aboard the tanker Dean H. and brother-in-law of veteran SIU Bookman Floyd H. Smith, FOWT, also of this port, was scalded to death aboard the vessel Sept. 2.

Steam from an exploding line made a horror chamber out of the fore'sle occupied by Meehan and John Dyer of Mobile, who was critically burned, and Willie Shavers, also of Mobile, who escaped injury.

Meehan is survived by his mother, Mrs. Sarah Meehan; a brother, Robert Meehan, both of New Orleans and two sisters, Mrs. Smith and Mrs. Albert Brideaux, Hahn, La.

Your SIU Washington Reporter

Trial Run For First Of The Mariners



The Keystone Mariner, first of her class to be completed, is shown on a trial run off the Delaware Capes. Reports were that the ship had substantially exceeded her expected speed of 20 knots. As soon as she is ready for service, the ship will be operated by Waterman for Military Sea Transport Service and be crewed up by Seafarers.

Spanish Permit Costlier Than Car

A Seafarer who tried to get a car into Spain for his family living there, found out that it takes a lot more than just the purchase price of a jalopy.

The Seafarer, who asked that his name be withheld to protect his family, told a story of needing connections, and fabulous amounts of money.

"The people over there have nothing," he said, "and it looks like the government doesn't want them to get anything. I've been just about everywhere in the world, and everywhere I've seen American cars and refrigerators and radios, all except in Spain."

When the Seafarer inquired about taking a car, a refrigerator

or a radio into Spain and giving them to his family, he said that he really got a run around.

Needs Permit

First of all, he was told, he'd have to get a special permit to take those articles into the country. This permit, he was told, was not easy to get, and it would "help" if he could get some "influential" or "important" persons to give him a "recommendation."

"I guess they wanted me to get a letter from President Truman or Cardinal Spellman," the Seafarer said, "but I don't know any people like that."

Then, he was told, if he got the permit, it would cost him 270 percent of the purchase price of the article. In other words, if he paid \$2,000 for a car, that permit alone would cost him \$5,400.

Once he got the permit, he was told, he would, of course, have to pay the regular duty and customs charges on the article once it got over to Spain. "So by the time he got through sending a \$2,000 car to his family, the total cost would probably have added up to close to \$10,000.

"It must be," he said, "that the

government just doesn't want the people to see what other countries have. They haven't any factories that make good cars and refrigerators and radios and things like that, he said, and the people can't afford to pay for permits and those things. When you figure it out in American money, most of the people make less than 50 cents a day. Of course, clothing and stuff like that is cheaper than it is here, but it's not cheap when you're only making 50 cents a day."

Doncaster Crew Aids Polio Fight

Having accumulated \$45.75 in their ship's fund, the crew of the Robin Doncaster had a meeting on how to dispose of the money. It was decided that the best thing to do would be to turn it over to the polio drive.

Ollie Olson, BR aboard the Doncaster took care of the arrangements and turned the money over to the March of Dimes.

USSR Takes 14 Ships For Use As Transports

In case of a future war, Soviet Russia will have access to 14 large ex-German and ex-Polish passenger liners for use as troop transports.

Representing a motley fleet, despite the fact that several ships have seen post-war service as trans-Atlantic passenger liners, they would nevertheless give Russia valuable facilities for carrying about 50,000 troops on each trip in an invasion of any foreign country. The 14 ships total 200,000 gross tons in weight. An additional 50,000 troops could be transported aboard the 30-odd Liberty ships that Russia must still have of the 36 loaned to her under Lend-Lease and never returned. Although the 14 liners are not of the best caliber, they would still be able to exceed the 11-knot speed of the Libertys.

The best ships, from the point of view of present condition, were built for the Gdynia-American Line, a Polish firm. They are led by the Batory, on which Gerhart Eisler fled the United States after jumping bail, the Gruzia and the Jagiello. Three first-class liners, formerly owned by the Hamburg-American Line and raised from watery World War II graves, are included. They are the Hamburg, renamed Yuri Dolgoruky; the Albert Ballin, renamed Sovietski-Soyuz, and the Deutschland.

Other former German liners taken over by the Russians, are the Patria, renamed Rossia; the sisters Cordillera and Caribia, renamed the Russ and the Ilitch respectively; the old Sierra Morena, now called Asia; the Iberia, now the Pobeda; the Oceana, renamed Sibir; Espana, re-christened the Adm. Bagratsion, and the Wangoin, renamed Chukotka.

Taking Charge Early



On first day of honeymoon, Seafarer Charles Lakin's wife, Mary Ann, picks out a tie for him in the SIU Sea Chest. The couple toured the SIU headquarters as part of Mrs. Lakin's introduction to her new husband's seafaring career.

Top of the News

POLITICAL FIGHT GETS ROUGHER—As both Eisenhower and Stevenson got down to campaigning in earnest, the "high level" gentlemanly campaign has given way to some old-fashioned barroom slugging. Under the prod from advisors who have urged him to "take the gloves off," Eisenhower has played up the corruption issue in Government, calling Democratic party officeholders thieves and other uncomplimentary names. Stevenson has hit hard at Eisenhower's tie-in with the left wing of the Republican Party, particularly his acceptance of Senator McCarthy of Wisconsin and Senator Jenner of Indiana. Both of these Senators have attacked Eisenhower's close friend and former superior, General Marshall, as a "traitor" and a "living lie." One outcome of the early weeks was growing Eisenhower strength in the South. Governor Kennon of Louisiana has come out for him, and the regular Democratic convention in Texas has urged support for the Republican ticket.

WEST GERMANY TO PAY REPARATIONS TO ISRAEL—The West German government has agreed to provide \$822 million in supplies and services in compensation for Nazi persecution of German Jews and seizure of Jewish property. Most of the compensation will be used to resettle refugees from Germany in Israel and the remainder will be used for relief and rehabilitation of other Jewish refugees throughout the world. The settlement was reached after six months of negotiations and represents more than all the aid that Israel has received in the form of investments, gifts, loans and grants in the four years of its existence. The Arab League has notified the Germans it will fight the move.

EGYPTIAN POLITICIANS BOOTED OUT—The Egyptian Army under Major General Mohammed Naguib has taken full control of the Egyptian government after ousting the civilian prime minister. The General immediately announced that he would break up large estates and distribute the holdings to landless tenant farmers. This isn't expected to solve the tremendous poverty of the great mass of Egyptian population as there isn't enough land in the Nile Valley to go around. The General also announced that all political parties were dissolved and would have to reorganize themselves and reveal their sources of income.

TORNADO WRECKS US BOMBER FORCE—A 125-mile-an-hour tornado at the Carswell Air Base in Texas and the Consolidated Aircraft plant nearby damaged 106 of the Air Force's giant B-36 bombers. The windstorm did damage of about \$48 million and for the time being put the greater part of the long-range bombing force out of commission. Each B-36 plane costs \$3½ million and has a 230-foot wing span.

WEST EUROPEAN FEDERATION PLANNED—Delegates to the six-nation Schuman Plan Assembly meeting in Strasbourg, France, have voted to start drafting a constitution for a European federation. The Assembly consists of 78 representatives from France, West Germany, Italy, Belgium, Holland and Luxemburg. It had met to deal with industrial problems arising out of the pooling of coal and steel production under the Schuman Plan. The assembly hopes to come up with a draft of a proposed union constitution by March, 1953, at which time it will be submitted to the member nations.

FLEET TESTS IN THE NORTH SEA—A combined British and American naval force is conducting a series of maneuvers in the North Sea, in conjunction with naval forces of the Scandinavian countries. The exercises are designed in combination with land and air maneuvers of NATO countries as a "defense" of Scandinavia against possible attack. Approximately 85,000 men and more than 150 ships are taking part in the war games, which have drawn a blast from the Moscow Radio and a warning to stay out of the Baltic Sea. Part of the exercises will be held in the Kattegat, the straits between Sweden and Denmark which are technically in the Baltic.

MORE JUSTICE DEPARTMENT SHAKEUPS—The head of the Justice Department's tax division has been fired by Attorney General James P. McManis as the Justice Department ran into fresh tax scandals. The fired man, Ellis N. Black, had been acting head of the division for almost a year, since the original chief of the division, Lamar Caudle, was ousted in November, 1951. Caudle has been "telling all" to a Congressional investigating committee in the past few weeks, and his testimony is expected to lead to further dismissals in the well-shaken-up agency.

VOLCANO SPROUTS IN EASTERN PACIFIC—The newest active volcano on record has shot up on San Benedicto Island, 780 miles south of San Diego off the coast of Mexico. In six weeks of eruptions the volcano has built up its cone 1,050 feet above sea level and completely changed the shape of the small uninhabited island. Scientists observing the volcano in action expect it to quiet down in a few weeks and discount the possibility of any damaging tidal waves as a result of the eruptions.

THEY CALL IT BEIZBOL—A Russian magazine has printed an article claiming that baseball is not an American game but was stolen from an ancient Russian sport played in the villages hundreds of years before America was discovered. According to the Russians, America distorted the game and made it a "bloody fight with mayhem and murder." The "beizbol" players, the magazine claims, when worn out and crippled as a result of injuries are thrown out in the gutter and left to die of starvation. The article reported that the famous player Tai Koph, was covered from head to foot with scars he received in play, and another famous player Beibs But was sold for \$150,000 against his wishes.

Del Rio Crewmen Proud Of Prize Galley Gang

NEW ORLEANS—Among Seafarers in this port, the ship that rates the blue-ribbon, grand prize for having a spotlessly-clean galley is the Mississippi Shipping Company's Del Rio.

And the SIU crews that sail aboard the Del Rio on the West African run vouch for it that this is not just a dockside condition maintained for "display" purposes.



Odum

From the standpoint of cleanliness and the quality of cooking aboard the Del Rio at sea, this ship's galley crew would make the most painstaking housewife look to her laurels.

"The first thing people do when they walk in here is to say, 'my, what a clean galley,'" says Chief Cook Edward D. Odum, the man who primarily is responsible for maintaining this desirable situation. "Well, in my book there isn't any excuse for a galley being kept any other way."

Clean ships are the rule rather than the exception with SIU-contracted vessels and Odum says he believes in carrying out the SIU motto to the letter.

Just Keep It Clean

The formula advanced by Odum, who gives equal credit for his ship's reputation to Night Cook and Baker James E. Bell and Second

Cook David Cinco, is simple: "Just start with a clean galley and keep it that way from day-to-day as you go along."

The galley crew of the Del Rio observe a number of simple rules for maintaining their high standard. They are little things such as not smoking in the galley, daily wiping down flour and grease blown against the bulkheads by the electric fans, keeping the stove not just free from grease, but shining like a mirror and changing to fresh whites several times a day if necessary to maintain a high standard of personal cleanliness.

"These may sound like small things, but they add up to the big thing which is keeping a clean ship," Odum said. "It isn't any harder on the steward's department to work this way, either."

MTD Backing Pays Off For Pa. Sugar Workers

PHILADELPHIA—Another victory was chalked up by the powerful Philadelphia Maritime Trades Council when the Franklin Sugar Refinery granted a guaranteed annual wage to 900 sugar workers. The men involved are members of Local 1650 of the International Longshoremen's Association (AFL).

The Franklin Company, a subsidiary of the American Sugar Refining Company, yielded just three hours before the Philadelphia port council scheduled a pre-strike meeting of the sugar workers. The company gave in when it learned that failure to grant the workers' demands would bring the whole weight of the Maritime Trades Department to bear all up and down the coast.

Never Lost A Beef

As Steve Cardullo, Philadelphia SIU port-agent and president of the council, put it to the company, "If you think you're fighting these 900 people all by themselves you're crazy. If you want a strike I can tell you your plants in Brooklyn, Baltimore and New Orleans are all going to get struck."

"The Maritime Trades Department," Cardullo warned, "hasn't lost a beef yet and we're not going to start here."

As a result of forthright MTD action, the sugar workers now have a guarantee of 1,976 hours of pay every year. This is equivalent to slightly more than 49 weeks' guaranteed pay. The contract also provides wage increases, an additional paid holiday and a 50 cent hourly bonus for handling of cargo under distress conditions.

This is another in a series of local labor situations in which the Philadelphia Port Council, representing 35,000 union members, has played a leading role. The council was also active in the recent strike of the Commercial Telegraphers Union, doing much to bolster CTU picket lines against the Western Union company and helping strikers hold out for several weeks until a contract was finally won.

ITU Starts US's First Labor Daily

The United States's only daily labor newspaper has begun operations in Charleston, West Virginia. Called "Labor's Daily," it is sponsored by the AFL International Typographical Union.

Although the ITU already is publishing 11 regular daily newspapers in US and Canadian cities where there is a monopoly press, those papers are general interest publications. "Labor's Daily" devoted primarily to labor news, although it also carries all the features of a regular daily, including comics, columns, cartoons, women's and sports news. The news columns, however, are devoted to labor news.

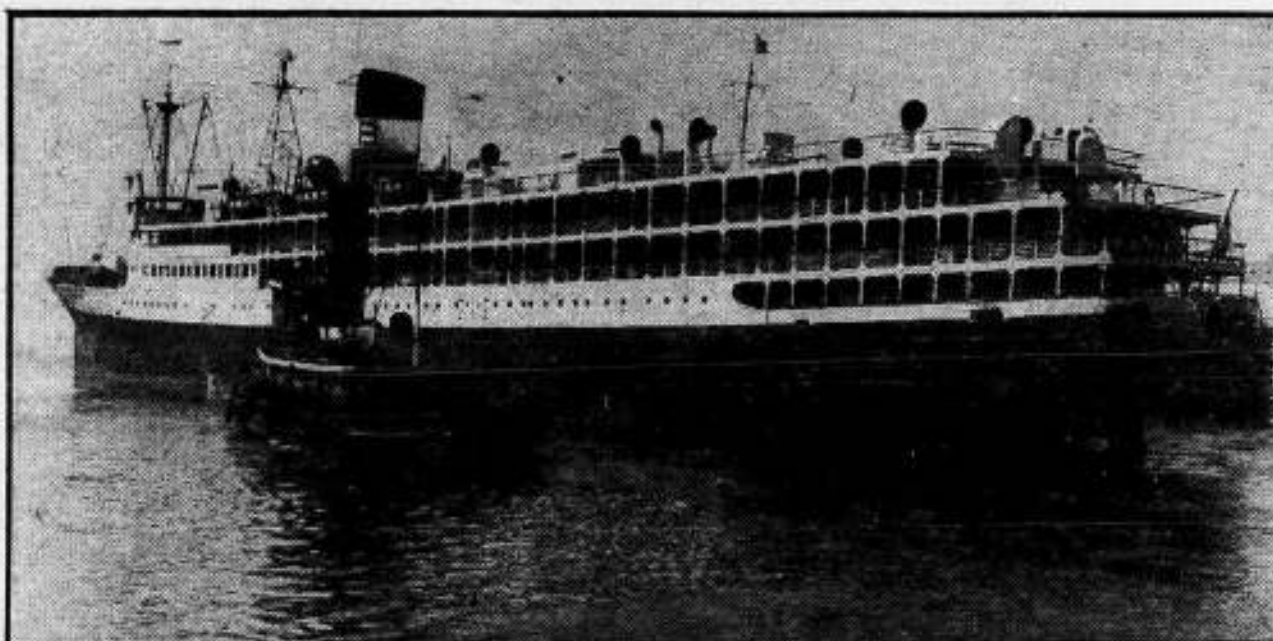
Edited by Labor Man

Edited by George Crago, formerly with the Chemical Workers, it is distributed throughout West Virginia and nearby areas.

The ITU, in beginning the operation, noted that "all unions have suffered severely from want of adequate means to present their stories, even to their own members to whom prejudiced daily newspapers have given twisted and falsified accounts of negotiations, strikes, lockouts, issues involved in litigation affecting labor."

But "Labor Daily," said ITU, "can and will afford an accurate, unbiased medium for the dissemination of the news which interests and concerns organized labor."

Puerto Rico Goes Into Inactive Status



A harbor tug nudges the Bull Line cruise ship Puerto Rico to the foot of 23rd Street, Brooklyn, where she is currently tied up pending transfer to a shipyard. The vessel will receive a thorough overhaul, including alteration in her superstructure before going back into service.

Have Your Rating Listed In Book

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

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

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Loans for Seamen

When it comes to borrowing money or securing credit at reasonable rates, Seafarers have a tougher problem than workers on land.

Not that banks and other lenders will refuse a loan or installment credit to a man just because he's a Seafarer. But they don't consider him as safe a risk as a man who can be reached at a definite address more easily, and more frequently works longer for the same employer.

A survey by this writer finds that banks do require Seafarers to put up more security for loans or more frequently get a co-maker than is the custom for workers in other occupations.

Bankers aren't worried so much about the fact that a Seafarer's wages can't be garnished as can the pay of other workers. The more reputable and reliable banks don't ask for wage assignments anyway. But they are concerned that seafarers come under the maritime laws and can't be sued as easily in local courts if they default on debts.

Interest Rates Pyramid

For these reasons Seafarers who urgently need a cash loan may sometimes be an easy target for pants pocket lenders and other sharks who operate around docks particularly. You do have to know the score about borrowing money or you may find yourself paying stiff interest charges to loan sharks or even some legal lenders who charge high rates for small loans.

Interest charges can pyramid fantastically, and sometimes in fact snowball to a sum more than the original loan. Here's what recently happened to a railroad employee in Missouri. He borrowed \$50 from a loan shark and paid him \$9 interest a month. That's a true interest rate of 200 per cent a year. At the same time he borrowed \$50 from another lender who charged him interest of \$10 a month (a rate of about 240 percent a year). Then in order to keep up these fantastic interest payments, he borrowed from three more lenders, paying similar interest rates.

Generally for most families the cheapest place to borrow money in an emergency is a regular bank—not a loan company nor so-called "industrial bank," but a regular commercial bank. At one time banks made loans only to businessmen, but now many do offer small loans for such family purposes as paying medical bills, consolidating other debts, financing a car or refrigerator, etc. Credit unions are reasonable too if you have access to one. For example, if you seek the loan of \$100, here's what you'd pay various lenders:

	Stated Rate Of Interest	True Yearly Interest Rate	App. Yearly Dollar Cost
Credit Union	1/2-1% month	6-12%	\$3-\$6
Regular Bank	3 1/2-6% year	7-12%	\$3.50-\$6
Industrial Bank	5-7% year	10-14%	\$5-\$7
Small Loan Co.	2-3% month	24-36%	\$12-\$18
Illegal Usurers	'\$5-\$10 month'	110-220%	\$60-\$120

Note in the above chart that the true yearly rate of interest on installment loans is actually double the adver-

tised yearly rate. When a bank says it is charging you six per cent for a loan which you repay monthly, it's actually charging you 12. They calculate the interest charge on the full amount, but during the period of the loan you actually owe only an average of half the original loan since you're repaying each month.

Can Get Low-Rate Loans

Despite the fact it's harder for a Seafarer to take advantage of low-cost loans from regular banks, it's still possible if you make certain arrangements.

The bankers' worry that a Seafarer won't be around to make the payments can be overcome by arranging with the employing steamship company to forward payments to the bank by deducting them from pay.

If a Seafarer owns property, like a house, banks are less worried about the collectibility of a loan, not only because they can seize the property but it shows the borrower is an established family guy.

Bonds and life insurance are other forms of collateral acceptable for a loan, but in this writer's opinion it isn't usually very bright to pay six to 12 percent for a loan when your own bonds or equity in insurance earn you only three.

Otherwise you may have to get a co-signer. That isn't always easy or desirable (from the co-signer's point of view), unless it's a very close friend or relative. It would be preferable on all counts to try to have your employer assure the bank of repayment through wage deductions.

But whatever you do, steer clear of the loan sharks. They'll sink you deeper and deeper.

Resolution On 1953 Officials

The following adopted resolution puts into motion the nominating machinery for the coming referendum to elect officials in the Atlantic and Gulf District.

Nominees will, if qualified, go on the referendum ballot to be voted on by the membership in all ports during November and December, as provided for in the SIU Constitution. Text of the resolution follows:

WHEREAS, it is the policy of the Seafarers International Union of North America, Atlantic and Gulf District, to determine annually by resolution those elective offices which shall be placed on the ballot in each annual election that are essential to the operation of the Union and as provided for in the Constitution; and

WHEREAS, over the past year, the Union has expanded its administrative functions and responsibilities as a result of increasing services to the membership; and

WHEREAS, Headquarters has carefully appraised the needs of the Organization in all ports and in Headquarters; therefore,

BE IT RESOLVED that the following offices be placed on the next referendum ballot of the Union for the election of the Officers of the Seafarers International Union of North America, Atlantic and Gulf District, as per the Constitution;

- | | |
|---|---|
| <p>Headquarters
 1 Secretary-Treasurer
 6 Assistant Secretary-Treasurers
 New York
 3 Deck Department Patrolmen
 3 Engine Department Patrolmen
 3 Steward Department Patrolmen
 6 Joint Patrolmen
 Boston
 1 Agent
 1 Joint Patrolman
 Philadelphia
 1 Agent
 1 Joint Patrolman
 Baltimore
 1 Agent
 1 Deck Department Patrolman
 1 Engine Department Patrolman
 1 Steward Department Patrolman
 1 Joint Patrolman
 Norfolk
 1 Agent
 1 Joint Patrolman</p> | <p>Savannah
 1 Agent
 1 Joint Patrolman
 Tampa
 1 Agent
 1 Joint Patrolman
 New Orleans
 1 Agent
 1 Engine Department Patrolman
 1 Deck Department Patrolman
 1 Steward Department Patrolman
 1 Joint Patrolman
 Mobile
 1 Agent
 1 Deck Department Patrolman
 1 Engine Department Patrolman
 1 Steward Department Patrolman
 1 Joint Patrolman
 Galveston
 1 Agent
 1 Joint Patrolman</p> |
|---|---|

BE IT FINALLY RESOLVED, that in addition to the regular Constitutional requirements, each candidate for office be requested to furnish with his acceptance for office a regulation passport picture of recent taking as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces, and records of all candidates for office.

- | | | |
|---------------------|----------------------|----------------------|
| Paul Hall, H-1 | Al Kerr, K-1 | Joe Algina, A-1 |
| Claude Simmons, S-1 | Walter Siekmann, S-7 | Marty Breithoff, B-2 |

Qualifications For Nomination In A&G Election

Qualifications for candidates for A&G elective offices are as follows:

- 1) The candidate must be a citizen of the United States;
- 2) The candidate must have held an SIU membership book for a minimum of two years prior to the election;
- 3) He must have served a minimum of three years' actual sea time in any unlicensed capacity aboard ship;
- 4) Four months of that sea time must be in the current year, except that service as a Union official in the current year is considered the equivalent of this requirement;
- 5) The candidate must submit a recent regulation-size passport photo of himself, plus a statement of 100 words or less summarizing his record since joining the Union.

UNION TALK



By KEITH TERPE

(This series of articles has been prepared by the SIU Director of Organization and Education.)

Many Seafarers will be glad to know that Atlantic tankermen now have their own newspaper, which these men are publishing on their own hook to get the facts on the Atlantic fleet and their shabby "union" set-up out in the open. In connection with the rank-and-file tanker organizing campaign, we can't stress too strongly the value of having every SIU man designate himself a voluntary organizer in this drive. Check with your organizers on how you can help by actually going in and sailing Atlantic ships, by inviting unorganized tankermen down to our halls or to our ships to see what the score really is on the SIU. We urge Atlantic men to consider the open fact that countless seamen kicked around for years by 36 different non-union companies organized by the SIU since 1945, are today proudly sailing under the SIU banner and enjoy full membership rights along with their brother members of the Union.

Questions Need Answers

There's no doubt that the company's stooges are going to be hard put to answer some of the issues raised in the fleet. The big reason why these characters are trying so hard to hold the AMEU together, of course, is that their plushy, high-paid jobs would be the first to go if an honest union spoiled their game.

One of the interesting sidelights—or maybe the key to the whole existence of the AMEU—is in whose vestpocket this "union" really belongs. It's operated behind the doors of a room in the Fidelity-Philadelphia Trust Building, but its elusive bigwigs never even bothered to put their name on the door or on the bulletin board in the lobby. It's actually an attorney's office—and that's where you see a neat pattern building up. As the rank-and-file ATLANTIC FLEET NEWS asked in its first issue, "What's the secret?" If these people are so legitimate, why aren't they operating out in the open, and who's really running the show anyway?

Get Out In the Open

We say you can't mask a shabby set-up behind the name of a building—even one with the high-sounding title: Fidelity-Philadelphia Trust. The pointed fact that the pledge cards of the men in the fleet are already way beyond the 50-percent mark shows that, given the opportunity, the tankermen who piece out their livelihood on Atlantic's pay and working conditions are fed up with things as they stand now.

The AMEU would even have its membership believe that their wages and conditions are better than those in SIU contracts now, but every Seafarer sailing under the best agreements in maritime anywhere in the world knows how much that boast is worth. "We now have the best contract in the industry and we are improving it all the time," says the current issue of "The Fleet," the AMEU publication emanating from the "office" in the Fidelity Building.

You'd think that a paper carrying that honest-sounding address might try to imitate the idea that the word "fidelity" carries, but it goes even further in this laughable recitation. Right at the opening of these same remarks, it speaks of "trying to make a better contract still better . . . (with) . . . a retroactive clause for day workers." This retroactive clause, we might point out, is how the AMEU peculiarly approaches a day workers' pay boast negotiated by the SIU earlier this year, which Seafarers have been collecting for more than six months now, since March 1, 1952. Yet the AMEU still crows over its "best contract in the industry."

Here's the Rub

Our advice to tankermen in the AMEU who read this bit of nonsense is to pay special attention to the last sentence in this same piece in "The Fleet" commenting that the SIU "has nothing to offer that the AMEU can't top." Everybody knows that's just a lot of whistling in the dark. The reason Atlantic tankermen are swinging behind the SIU is that the AMEU can't even hope to match—let alone "top" SIU tanker agreements. They'll be left so far behind us again when current negotiations wind up that they'll never catch up.

Cartoon History Of The SIU

Birth Of The SIU

No. 20



The SUP was given an International charter by the AFL in October, 1938, and the Seafarers International Union was born. The seamen under the Federal charter immediately affiliated as three districts, Atlantic, Gulf and Great Lakes. A seven-point organizing campaign was adopted and was launched in all the districts.



Volunteer organizers went to work. Oldtimers threw in their NMU books and joined the SIU. New members, who had never carried a union book but had supported all beefs, also joined. Some 4,000 new members were signed up within a year. With this strength, the SIU went out and began signing up unorganized companies.



Eastern Steamship Co. provided the first test of strength when, alarmed at the SIU's growth, it declared war on wages and conditions. The first SIU strike was called. It was an SIU victory and proved the new Union was built on a firm foundation. It marked the beginning of the SIU's expansion.

Opening Night At SIU Night Club



"Wouldn't have missed this for the world," said Seafarer George Stevens, chief steward, enjoying the gala opening with his wife, Carmie. A resident of nearby Manhattan, George marveled at the decorations which made over the cafeteria.



There was some serious talk at this table, where SIU Assistant Secretary-Treasurer Bob Matthews (right), Mrs. Matthews, Assistant US Labor Secretary Robert T. Creasey (2nd from left) made a foursome with Congressman Donald L. O'Toole.



Comedy headliner Henny Youngman (standing) chats with a group of newspapermen from metropolitan NY dailies, reporting on the occasion for their papers. Judging from the expressions, we'd say the punchline was just coming up.



Song-stylist Dolly Dawn and comedian Henny Youngman share the mike during a song routine, while, Pete Rubino and the Crackpots provide the accompaniment.



Intent observers. (L-R) were Walter Hamshar, John O'Reilly, Jim Kavillanes and Mrs. Hamshar, reporting the event for the NY Herald-Tribune.



Congressman Louis B. Heller (right) and NY Mirror columnist Eddie Zeltner hold a confab (top). At bottom, Shorty Warren and his band supply music for dancing.



With a full house on hand for each of the three all-star shows during the evening, the new Seven Seas Room was really launched with a bang. Here, all eyes are on the entertainment at the bandstand, even during the wee hours.

PORT REPORTS.....

Boston:

No Beefs All Summer On The Yarmouth Run

Things turned even slower than they had been the last couple of weeks, as we wound up without a single payoff or sign-on during the period.

However, we did have a couple of in-transit ships, including the Trinity (Carras) in Providence, Olympic Games (US Petroleum) in Montreal, as well as the Steel Apprentice (Isthmian), Federal (Tralfalgar) and Lafayette (Waterman).

We had a beef on the Lafayette about the food being in adequate for the trip to Europe, and got that settled and action taken on it before the ship pulled out again.

Summer Run Ending

About ready to end her summer run to Nova Scotia, the Yarmouth (Eastern) has, for the first time we remember, run a full season without beefs. Credit for this outstanding job goes to the very able and efficient handling of disputes on board by the department delegates. Men who take jobs as delegates and keep things running as smoothly as they did really deserve a vote of thanks.

Some of the brothers on the beach right now turned out with us one AM to help an MM&P picketline, and within four hours the whole squabble was over.

This was in connection with the Masters' Mates' attempts to secure a contract with the American-Hawaiian Line, which was accomplished in quick order after the Boston Maritime Trades Council got on the job.

Among the boys with us, by the way, are P. Dominico, D. Sheehan, J. Snow, F. J. Demasi, J. Connelly, C. J. DeBay, Charlie Moss, A. H. Blanchette, K. Goldman, E. T. Riley, D. Massello, Leo Rams, J. Halpin, J. Flaherty and Leonardo and Constantino Ruggero. Both these last-mentioned boys have been with us since early in the SIU's history as engine department men. Both live in nearby Revere, Mass.

Most of the brothers in the hospital are coming along okay, except for O. C. Harris, whose condition is not yet satisfactory. Irwin Bassett, meanwhile, is expecting to be out of there this week.

One of the boys at Brighton Marine, D. S. White, is growing a beard while there. He claims it will be a dandy bird sanctuary when it gets a little longer. Every morning the nurse combs out his whiskers for him, so we're not surprised he's always in good spirits when we visit him.

James Sheehan
Boston Port Agent



Norfolk:

Members Laud Union's Fair Voting Procedure

The shipping situation plainly shapes up this way: bad shipping and prospects to match. Only two ships were in for payoff and sign-on in the last two weeks.

In addition, a few men got off on the beach as replacements on the Cantigny (Cities Service), Alcoa Pegasus (Alcoa) and the Carroll Victory (South Atlantic). The only ships scheduled in are the Compass (Compass), Marven

(International Nav) and Amersea (Blackchester).

Election Discussed

The membership at our branch meeting had quite a discussion on the coming SIU election, and the democratic procedure within the Union whereby the members nominate their own officials. It was agreed that the resolution governing 1953 officials would assure greater all-around service to each member.

It was pointed out to those members who brought the matter up a few days earlier that the Union sign in front of the hall had been reframed and repaired so that it was again in first-class shape and something all the brothers could be proud of as a symbol of the SIU in this port.

Ben Rees
Norfolk Port Agent



Seattle:

Greeley Victory Sets Payoff Speed Record

Shipping just about broke wide open up here in the Northwest with a mess of payoffs and sign-ons keeping us hopping. We had seven ships paying off and six of them signed up again out of this port. Together with five in-transits they cleaned out the hall.

Paying off were the Quartette (Standard); Oceanstar (Triton); Seagale (Seatraders); Greeley Victory (South Atlantic); Topa Topa (Waterman), and the two Ocean Tow ships, Alaska Cedar and Alaska Spruce. All of these ships signed on again except for the Greeley Victory which is going into the boneyard.

No Beefs

We were sorry to see her go because this ship paid off in very good shape with not a single beef aboard. It only took an hour to square the whole business away. A lot of credit goes to the delegates on this ship: Tony Lipari, ship's delegate; A. Moshak, deck; Frank Arando, engine, and S. Wright, stewards. This was one of the best ships to hit this port for a long time.

Our in-transits this time around included the Portmar (Calmar); Richard Harding Davis (South Atlantic); Bienville (Waterman); Seacloud (Seatraders); and Ames Victory (Victory Carriers).

With shipping the way it is there haven't been too many of our oldtimers staying around very long, but we do have a few with us, including L. E. Meyers, Blackie Abbey, Bill Glick and John Karpen-ski.

Jeff Morrison
Seattle Port Agent

Baltimore:

Union Seeks Standard Rules On Medical Exam

A fairly large surplus of men has accumulated in the port, although we shipped over 300 men. The trouble is registration has been pretty high too.

Since the last report we have had 19 ships pay off, 15 sign on and nine vessels in transit. There were no beefs to speak of and all ships were easily squared away.

We have been having a little hassle with various companies over the lack of uniform rules covering medical exams administered by some doctors, with the idea of getting a standard book of rules to go by. Some of the medical results often seem a little too arbitrary in our mind.

As many of the members know, we have been busy for some time now on the problem of locating a suitable location for a new branch hall in this port and we expect we'll really have results by the next report. A membership committee is on the job of selecting a site from several possibilities this week.

Outspoken Praise

Among the brothers who have really been outspoken in their praise for the new constitution is Peter Lannon, one of the oldtimers in this port. Pete feels that the new document will serve us a lot better than the one under which we had been operating.

Considering the fact that the present constitution has rarely been amended and has worked so well up to now, despite the growth of the Union and changes in labor laws, Pete feels it's a real compliment to the original members who drew it up.

Earl Sheppard
Baltimore Port Agent



Philadelphia:

MTD Unity Pays Off In Pact, Pay Boost

Needless to say, shipping is rather slow in the City of Brotherly Love, except for coastal tankers and Cities Service.

It is hard to get a run to Europe or the Far East, but rated men have no problem at all in going to work. Once in a while, a rusty old Liberty will come in and take

a few replacements, but these are few and far between.

After we succeed in organizing Atlantic, I dare say that this port will be as active as any along the coast. Our boys are doing a real bang-up job on these ships, and if the outcome is as satisfactory as I expect it to be, these boys will really have earned their laurels.

Guaranteed Wage Won

Our Maritime Trades Department has just completed a wonderful job in contract negotiations with the Franklin Sugar Refinery. One of our sister unions had locked horns with the company and couldn't get a signed pact. As soon as demands for a pay raise and wage guarantee were brought up, the talks broke up.

MTD officials were called in to sit in on negotiations, and then the company sat up and took notice. We walked out with a substantial raise and retroactivity, and a guarantee of at least 49½ weeks' wages per year. This is the first time in the history of an operation of this type that a wage guarantee ever was achieved.

This is just about all for now, except that if we don't soon get a European run into this port, some of the lovers on the beach will wind up in Snug Harbor just waiting around for Spain or Germany or wherever their loves may be.

A. S. Cardullo
Philadelphia Port Agent.



Galveston:

Stay Away From Here If You're Not Rated

As always, shipping is never a problem to the rated man who wants to move out of here, as that part of the picture is still unchanged.

However, the statistics for the period were none too encouraging, as there were but two payoffs, Margaret Brown (Bloomfield) and Northwestern Victory (Victory Carriers), to keep us in practice. We had no sign-ons at all.

SIU-Transits Active

There was quite a bit of activity on the in-transit front, an even dozen ships calling, with two of them, the Government Camp and Bradford Island, both of the Cities Service oilship fleet, winding up in the shipyard. The other ten included the following: Julesburg (Mathiasen); Royal Oak (Cities Service); Seatrains Louisiana, New Jersey, Georgia, Texas (Seatrains); Evelyn (Bull); Strathbay (Strathmore); Warrior, Fairland (Waterman).

Keith Alsop
Galveston Port Agent

New Orleans:

Hospital Patients All Coming Along Nicely

We've had more men shipped than registering the past two weeks, so all in all the picture looks good. Beefs were at a new low, with only a few minor items appearing. They were easily settled to the benefit of all hands.

Paying off during the period were the following: Alcoa Pointer, Partner (Alcoa); Del Mar, Del Aires, Del Rio (Mississippi); Antinous, Chickasaw (Waterman); Genevieve Peterkin (Bloomfield); Trojan, Trader (Trojan); Catahoula (National Nav). The sign-ons were the Del Mar, Del Oro, Del Alba (Mississippi), plus the Alcoa Pointer, Genevieve Peterkin and Trojan Trader.

The in-transits were heavy, including the Alcoa Pennant, Clipper, Pilgrim (Alcoa); Steel Maker, Steel Executive, Steel Fabricator (Isthmian); Del Mundo, Del Oro, Del Alba (Mississippi); Seatrains Louisiana, New Jersey, Georgia (Seatrains); Monarch of the Seas, Jefferson Davis, Morning Light (Waterman); Southern Counties (Southern Trading); Omega (Omega).

About the only topics of discussion around here are the voting on the constitution and the brand-new air-conditioning in the hall. Both have been receiving the full attention of the membership.

The air-conditioning was turned on at the last meeting, and the benefits were highly appreciated by the brothers who have sweated out many a summer meeting when the mercury was up high. The balloting on the constitutional referendum is moving along at a pretty fair clip, and at the last count had reached 800 votes. A good job on the present committee is being done by Brothers Vic Miorana, Frenchy Mouton and John Caldwell.

We've had quite a crowd of oldtimers around recently including Frenchy Michelet, Mike Rossi, "Ding Dong" Bell, Tom Gould, Pete Valentine and Joe "Pop" Stosker. "Pop" is hitting the 70-year mark and is figuring on retiring around the first of the year. A well-known chief cook on US-flag ships the last 28 years, he's been an SIU member since 1940.

In the local marine hospital, Texan Clyde Still, who claims the distinction of never before having suffered a day's illness, is finding himself in the unaccustomed role of hospital patient. It appears only a little matter of time before we'll be seeing Clyde tossing in for a black gang job.

Recovery-Bound

We've received many inquiries concerning the progress of Jimmy Ward and Clyde "Whitey" Lanier, and are pleased to report that each appears recovery-bound. They've even reached the point where the hospital grants them an occasional pass. Veteran Seafarer Ben Foster, who is confined to the same ward, also seems to be doing nicely.

Mitch Mobley is back at the USPHS hospital here also, over some trouble with varicose veins. We expect he, too, will be out and back at his familiar haunts before long.

Lindsey J. Williams
New Orleans Port Agent

A & G SHIPPING RECORD

Shipping from August 28 to September 10

PORT	REG.	REG.	REG.	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.				
Boston	52	21	18	91	9	9	35
New York	218	221	219	658	164	167	473
Philadelphia	49	46	36	131	59	44	137
Baltimore	143	136	86	365	101	127	306
Norfolk	40	27	32	99	20	15	55
Savannah	18	16	8	42	21	24	63
Tampa	No Figures Received						
Mobile	87	75	131	293	68	61	253
New Orleans	99	77	87	263	79	94	287
Galveston	62	61	46	169	76	58	181
West Coast	76	59	46	181	91	72	227
Totals	844	739	709	2,292	688	676	1,997

IN THE WAKE

In the days of the Vikings or even a century or two later, the right side of the vessel was known as the steer board (starboard), for the side where the helmsman stood with his paddle. There was no wheel or tiller then, as tiller was actually Old French for a weaver's tool and was originally derived from the word for cloth itself. Some of the experts say that the word bilge is merely an alteration of bulge. This could quite possibly be the idea behind the word for the place where a ship widened out in the hull and where foul water naturally collected.

Seamen played a vital part in an historical incident which many authorities regard as the opening fight in the struggle between Great Britain and the American colonies eventually leading to the Revolutionary War in 1776. Crispus Attucks, who had spent most of his life as a sailor on whaling ships, was the first person shot down in the Boston Massacre (1770), when a mob of 50-60 men, chiefly sailors, attacked a detachment of British troops in a demonstration of popular resentment against arbitrary tax laws and other abuses. Attucks, the first to fall, became somewhat of a martyr as a result.

Nothing in nature seems more unending or plentiful than the ocean, so our language has borrowed, as our term for overflowing wealth or supply, a Latin word-picture of the waves. Abundance literally means like the waves. Portunus was the old protecting god of harbors and gave us the word opportune meaning timely. Today, whatever is opportune—occurring or coming at an appropriate time—is considered in the same sense as what would have been pleasing to the god who used to look after happy landings.

Nobody knows what finally happened to the Pilgrim ship, the Mayflower, as some say she wound up in the slave trade, while at least a dozen farms on both sides of the English Channel each claim use of the original timbers. Elaborate pains have been taken, for exam-

ple, to prove that the timbers were used in a barn built at a place near London in 1625, a year after the ship was supposed to have been broken up, and that one of its original owners also owned that farm. A leader of the eventful voyage in 1620 did write how a cracked beam was strengthened with an iron rod, and villagers still point out just such a beam and rod in the old barn.

It's interesting to note that even the explanatory phrase "derived from," used to trace word origins, takes its own origin from the water. It literally means from the river, in the sense of leading a current of water from its source to another part. Its use today parallels this in the sense of tracing a word to the source from which it flows.

The Eastern Hemisphere is called the Orient because that's where the sun rises—in the east—and Orient comes from the Latin oriri, to rise. In the same way, the Occident stems from a verb meaning to fall—for the west, the place where the sun sets. Orientation is from the French, and means to take one's bearings, or literally, to turn oneself to the East. Strictly speaking, of course, since oriental merely means eastern, according to the original European view, the Western peoples are the orientals to the Asian nations, who have to look eastward to see them.

Like the whale and the dolphin, the porpoise is not a fish but an aquatic, warm-blooded, air-breathing mammal that gives birth to living young and nourishes them with milk from its own body. The name is derived from the French porc poisson and, strictly applied, means pig fish, referring to the snouts of these animals. Modern French and German names for the porpoise likewise signify sea-pig. These animals are covered with a black substance as thin as tissue paper and have no true skin or hide. The so-called porpoise leather sometimes used in making shoes is really the tanned skin of the white whale.

THE INQUIRING SEAFARER

Question: If you could arrange it, what ports would you choose for an ideal trip?

William Thornton, FWT: One of my favorites is Belfast, Northern Ireland. US ships very seldom hit there, and when they do, the town will always make sure a sailor has a good time.



Yokohama and Kobe are the only two ports worth naming.

Cliff Wilson, steward: Copenhagen, Denmark, is the best port I've been to, and I'd like to go back there one of these days.



It's a nice clean city and the people treat you well. Cyprus and Turkey are pretty good too. There's a lot to see and you can always find a good time there if you know the spots.

Charles Johnson, AB: My idea of a good trip is a good long stay in Hamburg.



Everytime you get in there you only have a day or two to spend there and you have to pass up a lot of things. I haven't been there for three years, but I'll be going back pretty soon and make up for all that lost time.

Vince Stefanick, OS: Most any European port you can name is alright with me, and I've been to most of them.



In my book, Hamburg, Marseilles, Rotterdam and Trieste are pretty good places to be any time. Europe beats out all the other runs. I can't see all the hullabaloo about the Far East anyhow.

Ejvind Sorenson, -cook: You can't go wrong in Copenhagen.



I was born there and my family is still there. Conditions are good, the same as pre-war. Barcelona, Spain, is a good port too when the weather is right, but I'm hoping to go back to Copenhagen and see the folks.

Martin Larsen, oiler: There's two places rate with me, Copenhagen, Denmark, and Lisbon, Portugal.



Copenhagen is a fine city. It's always clean, the food is wonderful and people treat you right. I remember getting along for 12 days in Lisbon on 20 bucks once.

MEET THE SEAFARER



JOSEPH PALSAT, AB

What would you do if you had the choice of settling down on a Canadian farm, the gift of your father, or of going to sea? Joseph Palsat took the latter, and after 13 years of sailing round the world, he's not sorry for it either. For, he looks back with pride and satisfaction on an exciting life well spent at sea, and he values the home-town celebrity reputation he has made for himself.

The son of a railroader from Edmonton, Alberta, on the Canadian West Coast, Joe started sailing in 1939. For three years, he sailed between Frisco and Vancouver, working as a deckhand and learning the ropes. In 1942, he landed a berth as 2nd mate on a suction dredge trying to expand the waterflow of a 12-mile creek near Niagara Falls. He remembers now that his wages in those days with the non-union outfit amounted to about 80 cents an hour. After a while, he was stepped up to first mate. Now, 10 years later after traveling all over the world, he is bucking for a mate's license which he hopes to get next Spring.

In Canadian Army

The outbreak of World War II interrupted Joe's maritime career, and he enlisted in the Canadian Army for a three-year hitch in Europe. On returning in 1945, he joined up with the British Columbia Seamen's Union, an SIU affiliate, and worked on steamships as an AB on runs from Vancouver to Alaska and round the Panama Canal. While working on these Canadian ships, he became infected with the spirit of unionism and soon got to be active because he realized that it was "the only way to improve depressed working and living conditions" of his unorganized shipmates.

When the SIU started its successful fight in 1949 to oust the Communist-dominated Canadian Seamen's Union, he got into the thick of the battle. "I wanted to get the same square deal for my Canadian brothers as I had enjoyed," he says. He helped in organizing drives and manned

picket lines at Montreal. Despite the hot battles, "I was lucky enough to get out with my head still on," he adds. This was merely a follow-up of the lucky streak he had before and during the war when he escaped unscratched from the danger of Nazi subs and guns.

After the SIU got a pact, Joe was appointed ship's delegate of a Canadian ship and had to clean out a big mess bequeathed by the CSU. Looking back, he recalls that the ship "was not run anywhere near the SIU style. There was a lot of green men on board, the ship was dirty and neglected."

Set Mate Straight

With no family obligations, Joe left soon afterwards to make some money, and made several trips to Europe and the Far East. On his last trip with the Steel Chemist (Isthmian), he stopped off in Singapore, Java, Calcutta, Bombay and Jeddah. "We had an upset," he says, "in the chief mate who wanted to be mate, master and bosun. Before the SIU came to the rescue and won his removal from the Chemist, he insisted that he knew it all, and ordered us to unload in his sloppy way a beautiful trailer, bound for King Ibn Saud of Arabia. As a result, the trailer was pretty near wrecked. Quick union action straightened out the mate on overtime too."

Because there are no other Seafarers in the family, he has become somewhat of a hero in Edmonton. "I send home my Thanksgiving and Christmas menus as well as souvenirs and letters. Everybody envies me for the great chow and all the excitement." He now lives in New York while waiting to ship out. He is delaying marriage—at least until he can build up a nest egg.

After 13 years on all kinds of vessels, Joe says he prefers to sail on Libertys because they are "slower and have less gear than C-3's. On the basis of personal experience, I also appreciate the benefit of sailing with the SIU because I can go anywhere I want, I have the best conditions and I have strong backing in beefs."

The Seafarers Puzzle

- ACROSS
- 1. Hobbies
- 5. Rocky peak
- 6. Union home
- 12. Charles Lamb's pen name
- 13. Period of time
- 14. Cry of Bacchants
- 15. Mightiest bomb
- 16. Waterman ship
- 18. Orion ship
- 20. "— boy!"
- 21. Weights: Abbr.
- 22. Bursting forth
- 25. Boy
- 27. Billiard stick
- 28. Where Honolulu is
- 29. SIU disability payments
- 34. Members of the SIU
- 36. Job
- 37. American Petroleum institute: Abbr.
- 38. Sooner than
- 39. A sailor
- 43. What we follow
- 46. Noted Russian play
- 47. Best part
- 50. Second largest ocean
- 53. Sulphuric or nitric
- 54. Was aware of
- 55. A radio company: initials
- 56. Salty smell, as the sea
- 57. Comfort
- 58. Island in the Carolines
- 60. Arrow poison: Var.

- DOWN
- 1. Skillful trick
- 2. Alberta: Abbr.
- 3. Islands in Bering Strait
- 4. Island below Luzon
- 5. A beverage
- 6. Ornamented
- 7. Pope Pius XI's name
- 8. Chicken
- 9. Sweer to
- 10. Clown
- 11. Smaller than
- 17. Scotsman's name

- 19. The common herd
- 23. Sign of infection
- 24. District 250 m. S of Bombay
- 25. Wartime landing ship
- 26. An exclamation
- 29. Best ships to sail on
- 30. Pronoun
- 31. One: Fr.
- 33. Checks: Abbr.
- 34. Mineral spring
- 35. Where Cobb is
- 37. Where Durban is
- 40. Sea eagle
- 41. A singing cowboy
- 42. Make happy
- 43. Japanese drink
- 44. Volcano on Sicily
- 45. Strong brews
- 48. Fork prong
- 49. Border
- 51. Religious fear
- 52. Le —, Hatt

Answer on Page 25

1	2	3	4	5	6	7	8	9	10	11
12				13				14		
15				16			17			
18			19		20			21		
		22			23			24		
25	26			27				28	29	30
32			33			34	35			
36					37			38		
			39	40	41			42		
43	44	45		46			47		48	49
50		51				52		53		
54					55			56		
57					58			59		

TEN YEARS AGO

Some 179 ships were either launched or begun during Labor Day ceremonies. Of these, 150 were naval vessels and the rest merchantmen. . . . A Jap cruiser and four support vessels were sunk during fighting in the Solomon Islands. . . . The SIU paid tribute to over 400 Seafarers who had been lost at sea since the beginning of the war. . . . The OPA announced that it would license all meat wholesalers as the first step in rationing meat. . . . US tanks and planes joined the British in the battle for the desert as Rommel began to fall back.

The British blew up the desert palace of Pir of Pagara at Pirjogorth, India, and evacuated the town after taking the leader captive. . . . Morgenthau demanded a tax on spending. . . . Seafarers voted to put two referendums on the SIU A&G District ballot, one designed to streamline the Union's administration and another to set up a strike fund in preparation for the end of the war. . . . The Cardinals caught up with Brooklyn, tied for first place, and then began to pull ahead of the Dodgers. . . . Two Flying Fortresses were lost in raids over Europe, the first

lost by the US Air Force in Europe.

An unidentified seaplane, presumed to be from a Jap submarine, was sighted over Oregon, and later a Japanese incendiary bomb exploded in the heavy forests of southern Oregon. It did not succeed, however, in starting a major forest fire. . . . Good Chance took the Harbor Hill Steeplechase at Aqueduct by a head. . . . The Coast Guard formulated new safety regulations pertaining to lifeboat equipment, many of them suggestions that had been made by the SIU. . . . Top level military meetings began in London.

The aqueduct, 167 miles long and connecting Key West with a fresh water supply from the Florida mainland, went into test operation. . . . The US forces in Britain staged their first formal parade through London. . . . Tojo resigned from the Japanese cabinet. . . . Seafarers in the SIU A&G District prepared to make nominations for Union office. . . . In Northern Ireland, a policeman and constable were killed and another policeman wounded as a police patrol was ambushed.

SEAFARERS LOG

September 19, 1952

Vol. XIV No. 19

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

PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVAK, ART VERFAILL, ARTHUR KUSHNER; Gulf Area Reporter, BILL MOODY.



Scuttling Jobless Pay

In a thinly-disguised attack on state unemployment insurance systems that will fool no one, the National Association of Manufacturers has charged that the system is shot through with "fraud" and "abuses" including payment of benefits to strikers. The NAM announces that a so-called two-year study raises "serious doubt" that the program can fill its purpose of softening the effects of unemployment.

A quick reading of the NAM's news release is enough to show that the association has begun another one of its numerous back-door attacks on protective legislation for working men. What it really wants is abolition of the entire system but it dares not say so openly. Instead it shouts "fraud" in the hope that it will be able to strangle unemployment insurance through restrictive laws.

As it stands now, it's tough enough for a Seafarer to collect a few dollars in benefits when he's not working, with stacks of red tape and restrictions to overcome. It takes a pretty selfish and shortsighted outfit to try to deprive an unemployed worker of the insurance that stands between him and the breadline.

Constructive Program

A review of the Maritime Trades Department convention shows that the delegates came up with a constructive and forward-looking program. The decisions taken at this convention will be of great benefit to the affiliated AFL waterfront unions and their members.

Much of the delegates' attention was concentrated on the problems faced by MTD affiliates on the Great Lakes. Here the MTD has taken steps to bolster organizing efforts by AFL seamen and longshoremen and to fight the growing influx of foreign-flag shipping in what is essentially a coastwise type of operation.

The MTD's insistence on representation on the AFL Executive Council may not bear immediate fruit, but in the long run it will mean high level representation for maritime workers and bigger concern for their problems.

Nor was the MTD standing still at convention time. Just before the convention opened, the Philadelphia Port Council, won an important contract victory for sugar workers in that city, proving once more the value of combining all maritime unions in one organization, for the common good.

The LOG Awards

Having set their sights on making the SEAFARERS LOG the best labor newspaper in the country, the editors and the staff of the SIU newspaper are very happy over the outcome of the labor press news contest. The jury of judges, all of them faculty members of the University of California's School of Journalism, rated the LOG number one in all-around editorial excellence and awarded it two other prizes as well.

While justly proud of the results, the editors and staff are fully aware that this could never have happened without the unceasing support and interest of all Seafarers. If the LOG is an alert, lively and colorful newspaper it's only because the SIU has an alert and enthusiastic membership that wants the best and is willing to put out to make it so. The LOG, in the last analysis, can be no better than the Union it represents.

That being the case we think that every Seafarer rightfully shares in this award which belongs not to the LOG but to all men sailing with the SIU.

The SIU Night Club

The opening of a night club in New York headquarters as an annex of the Port O' Call has met with an enthusiastic response. Besides providing a more spacious place of entertainment and relaxation for Seafarers, the new establishment has won a good deal of praise in the press and focused a lot of favorable attention on the Union and on the unusual facilities in SIU headquarters.

As a result, the public has again been shown that Seafarers can do a job in a constructive and tasteful fashion. The new night club then, is helping win friends for you and your Union, and providing the man on the beach with a first class cafe where he can buy good food, drink and entertainment at moderate prices.

LETTER of the WEEK

Thanks Buddies For Helping Him

To the Editor:

This is just a few lines to let everyone know how the SIU takes care of its own, and how Seafarers stick together to help out their Union brothers. I was taken sick in Aden, Arabia, and want to express my thanks to the guys on the Bluestar and the Greenstar (Triton) for what they did for me.

I was night cook and baker on the Bluestar when I was taken off the ship in Aden and sent to the RAF hospital with a 103-degree fever. I guess Captain Leo Burger really thought he had a jinx on the ship. On Friday, a stevedore fell into No. 5 hatch and was killed. On Saturday, the 2nd asst. engineer died of a heart attack in his cabin, and then on Sunday, I was taken sick. The doctors said I had tropical fever.

My special thanks go to Captain Burger, John Conroy, chief steward, and John Lopez, chief cook, for everything they did for me, although the whole crew was wonderful. While the ship was in, they kept coming to the hospital with fresh fruits and cigarettes and generally cheering me up. They were really great.

I spent 26 days in the hospital, and then 15 days in the Crescent Hotel there, and then went aboard the Greenstar to be taken home. The hospital wasn't too bad. I guess they did the best they could under the circumstances, but they just didn't have the modern equipment and facilities that the USPHS hospitals have back in the States.

Greenstar Helps Too

Well, when I went aboard the Greenstar, the Seafarers aboard her were swell, especially V. Wilkensen, the ship's delegate. They helped me out with cigarettes and other things I needed, and helped me out every way that they possibly could.

When the Greenstar got back to Baltimore, the crew got together and even gave me enough dough so that I could get up to New York. Since I was pretty well broke by the time I got back, the help I received from the brothers on the Greenstar was badly needed and very welcome.

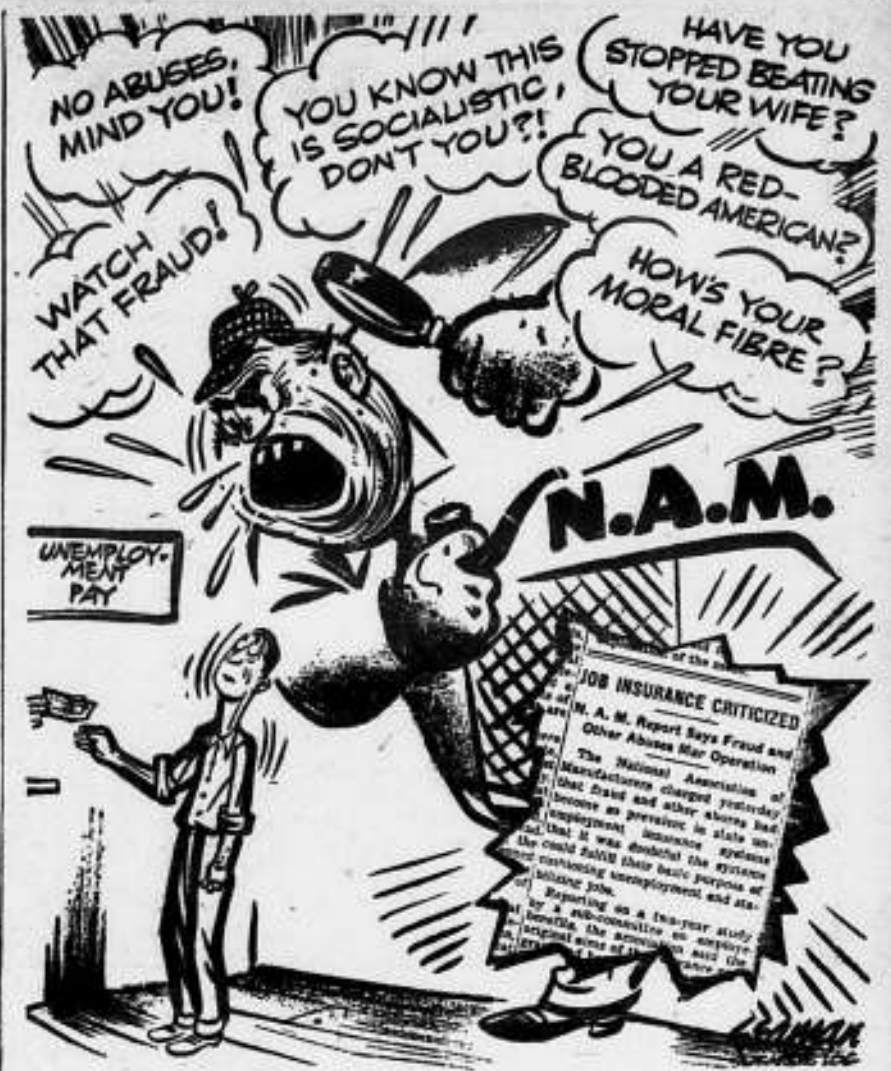
While I'm at it, this was the first time I had seen the new headquarters, and I can still hardly believe it. I've been sailing SIU for 11 years now, and it's hard to believe that our great Union has been able to come as far as it has.

It's great to be a part of such a great Union, and it's wonderful to be sailing with Seafarers because then you know that you've got a Union that's the best in the industry, and you've got the finest shipmates in the world.

W. R. McIlveen



McIlveen



As I See It

By PAUL HALL



THE NEWS THAT YOUR UNION newspaper has taken the big prizes in competition with other union newspapers from all over the country should be very welcome to all hands. Because Seafarers are out on ships most of the time and only get in touch with the Union between trips, your Union has always felt the SEAFARERS LOG was a very necessary and important part of the Union's operations.

It appears that one of the main reasons that the LOG won these awards is the fact that it is truly a membership newspaper. No other Union newspaper in the country pays as much attention in its columns to the doings of the members themselves. Besides, your Union has always been proud of the fact that Seafarers are a militant and wide-awake bunch that know the score. With a membership of that kind the Union newspaper was bound to be good.

We've always believed that the strength and effectiveness of this Union depended very heavily on membership that was well-informed and was consulted at every turn on Union problems and policies.

Your newspaper also performs an important function outside the Union proper. Just as it keeps the membership informed on Union developments, it informs the public about the accomplishments and problems of the Seafarers.

Since the LOG came out in its new style it has drawn a great deal of favorable comment from all quarters—from newspaper people, Congressmen, university professors, business men, lawyers and all sections of the maritime industry.

AS CAN BE SEEN IN THIS issue, the TB patients at the Fort Stanton Hospital no longer have to worry about the place being closed down on them. Assurances have been given by the people in charge down in Washington that the hospital will stay open. For that we owe a good deal of thanks to Senator Dennis Chavez who stepped into the picture on

behalf of the seamen-patients at the hospital.

The SIU is happy that it had a hand in keeping this hospital going, for it was on our request that Senator Chavez took the matter up with the authorities. Here again, your Union's reputation for fair-dealing and responsibility won it a sympathetic audience in Congress. Many Senators and Representatives respect your Union accordingly, and are willing to lend a hand when it involves the welfare of seamen. It wasn't always so in Washington.

We would like to point out too, that while Senator Chavez comes from an inland state, he has shown on several occasions that he is concerned with the well-being of working people everywhere, in and out of maritime. Actually, while Seafarers work out of the ports, they live all over the country and face problems that confront shoreside workers as well as their own.

That's why it is encouraging to your Union to know that a considerable number of the Congressmen in Washington are interested in the well-being of your Union's members.

PRETTY SOON NOW, WE hope to get started on putting up a new hall in Baltimore that will be very much like our headquarters in New York. It appears that the Baltimore branch will be able to decide on buying a building very shortly. Once that happens the Union can get to work on plans to remodel the place.

Your Union promised that it would give the outports the same kind of modern, up-to-date rig that has drawn so much praise here at headquarters. The steps now underway in Baltimore are only the beginning. Men sailing out of the other major ports can rest assured that they are next in line.

All this takes a little time, but the pace is being stepped up all along the line. It took the Union eight years to get a new headquarters, but in a little less than a year we are going ahead with Baltimore.



Standing along the rail on the afterdeck of the Del Mar, crewmembers take a long last look at the New Orleans waterfront and prepare to wave goodbye to families and friends before the ship leaves for South America. En route they will stop at Rio de Janeiro, Santos, Montevideo, Buenos Aires and Curacao.



Bosun Sam Marinello and Joe Blanchard, AB, fasten awning as two crewmen watch.



Bob Garn, DM, pauses while splicing cable to pose with four other deck gang members.



The Mar's stewards department signs on, completing formalities for the voyage.



Buck Madera, bedroom steward, straightens up cabins for oncoming passengers.



Mrs. Walter Souby visits her husband dockside with Junior before he sails.



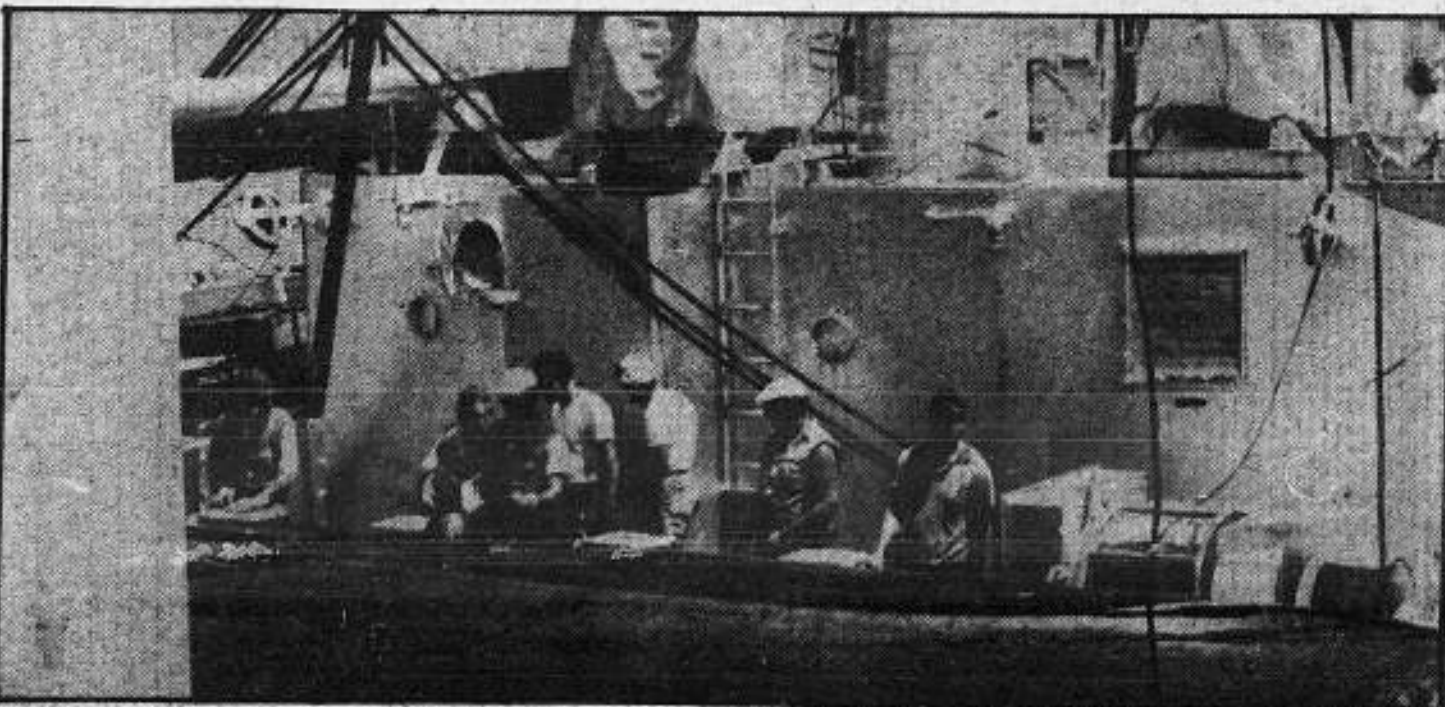
Chief Baker Henry L. Gillet shows off tasty French pastries he prepared.



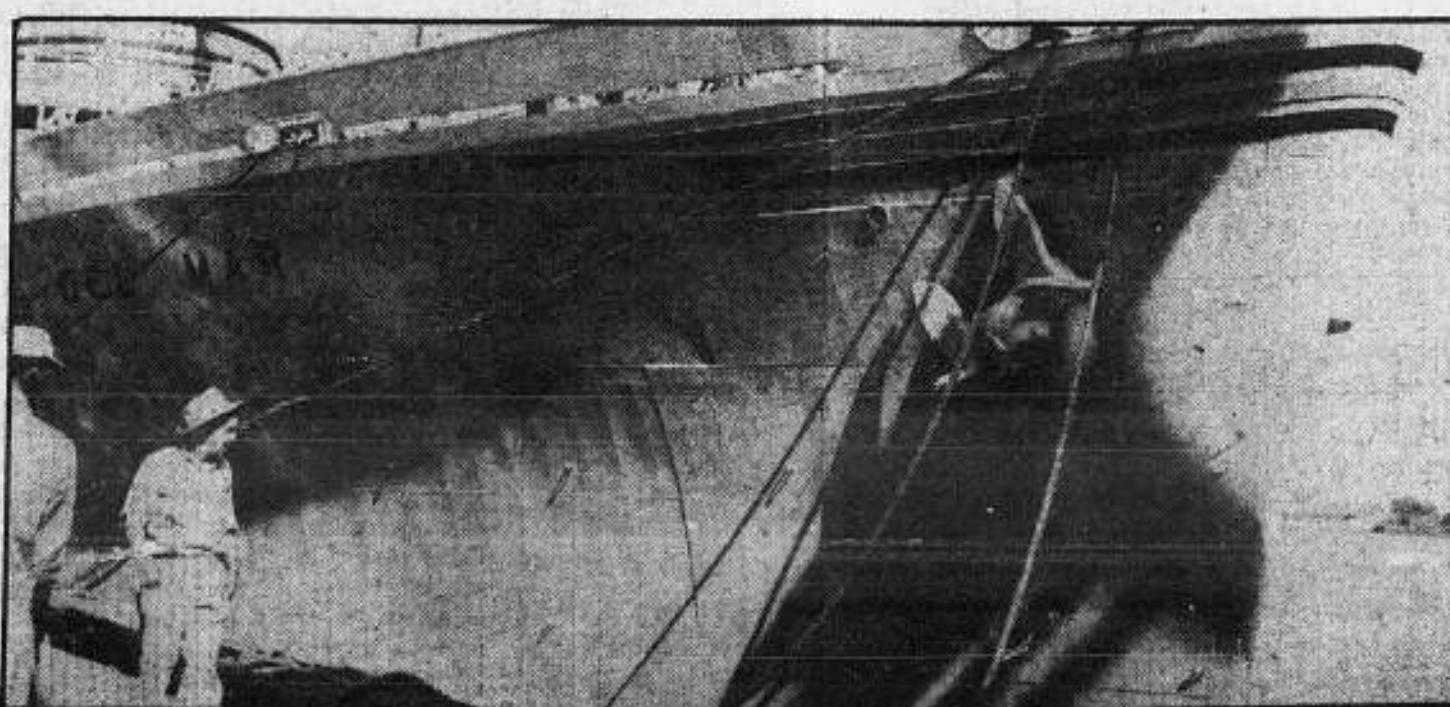
Deck and engine crewmen collect their port pay and sign on for voyage.



Part of the black gang takes a break to pose for the LOG photographer.



Members of the Del Mar's deck gang get to work securing a hatch cover after the ship completes loading a variety of cargo consigned to buyers at the various South American stops. All of the passenger ships carry a small amount of general cargo as well as travelers.



With passengers, crew and cargo all aboard and steam up in the engine room, dockside workers start casting off the Mar's bow lines. In a few minutes it will pull away from the Harmony Street wharf and start downriver on the long voyage through the Gulf and South Atlantic.

'Bon Voyage' —Hurry Home

Among the most popular runs out of New Orleans are those on the luxury cruise ships of the Delta Line, the Del Mar, Del Norte and Del Sud. These are leisurely voyages as cruises go, lasting 48 to 54 days with stops at several South American ports, such as Rio de Janeiro, Buenos Aires, and Santos.

These cities have always ranked high as the favorite foreign ports of call for Seafarers, where prices are right, recreational facilities are excellent and crewmembers are welcomed as old acquaintances. The friendly rivalry between Delta Line baseball teams and South American nines has done much to promote good will for Seafarers.

Still it's a long time to be away from home and family in New Orleans and there's nostalgia and sadness about saying goodbye, mingled with the anticipation of a pleasant run and a fat payoff when back in the Crescent City again.



Diana Plunkett, 2, is held up high by mother to get a last look at daddy, Thomas Plunkett, MM. Other children are Gail, 4, and Tommy 6.



While preparations are underway to get the ship ready for sailing, passengers, crew and onlookers are entertained in traditional New Orleans fashion by Poppa Celestin's jazz band. The veteran musicians dish out "Way Down Yonder in New Orleans" and other jazz tunes from the foot of Harmony Street.

MARITIME

The freighter Admiral Hardy, operated by a Hong Kong shipping company, has been reported detained at the mouth of the Foochow River by a Nationalist Chinese gunboat. According to the reports, the Nationalist gunboat fired on the freighter and intercepted her between Shanghai and Foochow . . . Five American cruise ships have begun their annual repairs and are expected to be out of service for periods ranging from three weeks to two months. The vessels are the Puerto Rico, the Queen of Bermuda, Santa Paula, Santa Rosa, and Ocean Monarch.

The Government has promised the shipbuilding industry that it will try to speed up deliveries of steel to shipyards so that ship construction will not be held up . . . Grain exports from the Port of Baltimore have dropped, while coal exports picked up slightly. During the first seven months of 1952, grain exports dropped about 6.5 million tons. July was lowest, with 1,621,101 tons exported as against 4,098,902 tons in July of 1951. Meanwhile, coal exports for the first seven months totaled about 2 million tons as compared with 1,184,008 tons during the same period of 1951.

The New York Port Authority has announced that Eastern rail carriers have agreed to make a large reduction on lighterage charges on machinery and other heavy lift freight. The reduction, said the Port Authority, means that more cargoes will be brought into New York. It expects that at least 200,000 tons of heavy lift cargoes a year will be handled by New York. The action will save exporters more than \$200,000 a year, and since it will attract more cargoes, said the Port Authority, it will probably result in about \$5.5 million in new business for the railroads. The reduction in the charges is something that the Port Authority has been working toward for the last few years.

The Norwegian whaling factory ship Thorshvedi pulled into Copenhagen with the biggest "leak" maritime experts claimed they had ever seen. The "leak" was a hole 32½ feet long by 16¼ feet wide that it got in a collision with a Swedish ship . . . The Port of Karachi is slowly filling with silt, according to shipping interests there, and unless something is done about it, the port will be high and dry within 100 years. Two vessels have already gone aground near the mouth of the harbor . . . The third Mariner Class vessel, the Hoosier Mariner, is scheduled to be launched late this month.

The Directors of the Panama Canal are considering ship service between New York, Port au Prince, Haiti and Panama. The Panama Line ships used to stop at Port au Prince on both legs of their New York-Panama trip before the war . . . The Norwegian polar exploration ship Tottan limped home with a leak in No. 1 hold after she was damaged by ice. The 541-ton ship had been caught by an ice pack off Greenland and reported over six feet of water in the hold . . . Panama's economy was boosted during the past year, according to reports, by over \$2 million that was spent by the Canal authorities in Panama for supplies.

The Federal Maritime Board has reported that an operating subsidy is called for on the American President Line's trans-Pacific route. The board has been investigating whether to continue the subsidy the line has been getting . . . The Interstate Commerce Commission has approved a freight rate increase for cargoes carried by water from Sacramento, Calif., through San Francisco and the Panama Canal to Atlantic ports. The rates, for example, for 100 pounds of canned goods have been raised from \$1.30 to \$1.51.

Navy and Coast Guard vessels are still busy checking buoys, lights, and other navigational aids to make sure that they have not been damaged or moved from their proper stations by the recent hurricanes . . . The Paul H. Townsend left Bethlehem Steel's shipyard in Hoboken, NJ, after three months conversion work, and looked less like a finished ship than when she went into the yards. She went in as an ordinary freighter, CI-M-AVI, and was converted to a Great Lakes bulk-cement carrier. The vessel has been fitted with the most efficient self-unloading equipment yet developed, but most of her superstructure is missing. The yard explained that the superstructure was left off so she could get under the bridges on her way to the Lakes, but that all the material is aboard her and the work will be completed when she gets to the Lakes.

Army engineers will survey the 700-mile stretch of the Gulf intra-coastal waterway from the Mississippi River to New Orleans to the Mexican Border. However, the Army's plan for replacing the old railroad swing bridge over Arthur Kill between Staten Island and Elizabeth, N. J., has been put off because of the lack of steel and no Congressional appropriation . . . The New Jersey oyster fleet has started its new season, expected to bring about \$3 million.

THE LABOR ROUND-UP

The heads of western and south-eastern railroads have been warned not to maintain a stubborn stand that may break 30 years of labor peace. Some 17 non-operating railroad unions, representing over 600,000 workers, have served the notice while demanding that the railroads negotiate a union shop, which has already been won by the non-ops from the eastern railroads.

The International Association of Machinists has charged that Lockheed Aircraft Corp. in Burbank Calif., is trying to force its 23,000 union employees to strike so that the company can renegotiate its government contracts and better its profit position. The company, at present, refuses to consider any more than a two-cents-per-hour wage increase.

Some 35,000 members of the AFL Teamsters in metropolitan New York have won wage increases of up to 23 cents an hour in an agreement intended to achieve uniformity of wage rates and working conditions throughout the city . . . The Teamsters' Armored Car Chauffeurs Local 820 in New York has also won wage increases of 17 cents an hour for its members.

The CIO Industrial Union of Marine and Shipbuilding Workers has won a new contract with a 20-cent pay boost on the eve of a scheduled strike against Bethlehem Steel's eight Atlantic Coast shipyards by its 20,000 members . . . The AFL United Textile Workers won a six-cent wage boost and a pension plan for its members from the North American Rayon Corp. and the American Bemberg Corp. in Elizabethtown, Tenn.

The strong organizing campaign of the International Ladies Garment Workers Union, AFL, against New York's non-union shops has finally cracked through the defenses of the unorganized operators. Of the 34 operators who banded together in a newly organized employers' association, 19 have now signed contracts with the ILGWU individually. The association had offered to negotiate with the union for all its members, but the ILGWU, doubting its good faith, refused the offer and warned the members to sign up individually or else join one of the established employers' groups. The 15 remaining operators are expected to crack before very long.

The CIO Electrical Workers returned to work in three Bendix Aviation Corp. plants after winning a 13-day strike. The workers won increases ranging from 4 to 17 cents an hour.

On the Job

It's no secret to anybody that working aboard that apply to all departments. However, each particular dangers arising out of the nature of the ment used. Working with moving machinery, electrically charged equipment in the engine room cautions not in use in other sections of the ship.

For one thing extra care has to be taken in the tect eyesight. Colored glasses should be worn with oil burner flame or at an electrical welding arc. to sight or even blindness can result for failure to rule if even for only a few moments. Another da substances will get into the eyes while chipping emery wheel or power drills, mixing acid substances. Protective goggles that shield the eyes from all to this problem. The goggles themselves should both for better vision and to remove dirt and grit on them.

Stuff Up the Ears

The ears too, need a little protection against especially when working inside a boiler or any other with a lot of hammering and other racket going. a person walking around deaf who worked in a r near a printing press or other noisy machinery. The engine room. A little cotton stuffed in the ears can You can't hear anybody talking anyway under su will have to rely on hand signals. Most black gar rough and ready system of signaling so that they c amid all the noise of an engine room.

The floor plates are another source of danger. R be avoided as they won't hold on oily steel plate necessary to remove part of the floor plates to do this is done it is advisable to rope off the opening, keep a bright light shining in the opening so that Where any repairs have to be done the floors shou and dry as possible and tools placed where they wor

It's a good idea to make use of the hand rails ev don't need them. Down in the engine room, nobody ship will suddenly pitch and roll and at the le sprawling. If he's unlucky he might wind up in machinery which would mean a funeral at sea the

Missing Fingers

A lot of engineers and unlicensed men in the b spotted by missing finger and finger joints. This u cause the man used them as a substitute for tools the time out to get screwdriver, pliers or wrench to ing gloves helps too, although it's no guarantee. tools, it pays to check on their condition and suit at hand. A wrench that is too large may slip of pressure is applied. A loose hammerhead may These and similar mishaps may cause a lot of da person using a tool br to anybody around him. It's brace yourself while using a tool so as not to lose f draped on a hot, jagged, or electrically-charged su

A common accident suffered by firemen in the severe burn from a squirt of hot fuel oil. Usual cause the fireman removed a hot burner without inlet valve. The fuel oil, heated to 180 degrees c considerable amount of damage to face and body. squirt can result while changing the discharge s strainer is fully drained before the fireman starts

Boiler Repairs

In the event some of the gang is working inside sign to that effect should be placed on the boiler valve between the boiler and the steam manifold on the manifolds should be closed and chained of member of the gang should be stationed outside th of an emergency. Before the men go inside the boiler, all the manhole covers should be removed to supply of fresh air. Similarly, the steam side of have been thoroughly ventilated and such ventilati any of the crew are inside.

The last steps taken after all men have left the warning signs and the chains and locks on the stop ing to make sure that nobody is left behind.

In the long run work in the engine room involv precautions as working in a machine shop or fa machinery. The big difference of course, is the a ship's erratic motion particularly in rough seas wh carried on under trying conditions.

Burly

Follow Burly Every Issue In The Seafarers Log



MARITIME

The freighter Admiral Hardy, operated by a Hong Kong shipping company, has been reported detained at the mouth of the Foochow River by a Nationalist Chinese gunboat. According to the reports, the Nationalist gunboat fired on the freighter and intercepted her between Shanghai and Foochow . . . Five American cruise ships have begun their annual repairs and are expected to be out of service for periods ranging from three weeks to two months. The vessels are the Puerto Rico, the Queen of Bermuda, Santa Paula, Santa Rosa, and Ocean Monarch.

The Government has promised the shipbuilding industry that it will try to speed up deliveries of steel to shipyards so that ship construction will not be held up . . . Grain exports from the Port of Baltimore have dropped, while coal exports picked up slightly. During the first seven months of 1952, grain exports dropped about 6.5 million tons. July was lowest, with 1,621,101 tons exported as against 4,098,902 tons in July of 1951. Meanwhile, coal exports for the first seven months totaled about 2 million tons as compared with 1,184,008 tons during the same period of 1951.

The New York Port Authority has announced that Eastern rail carriers have agreed to make a large reduction on lighterage charges on machinery and other heavy lift freight. The reduction, said the Port Authority, means that more cargoes will be brought into New York. It expects that at least 200,000 tons of heavy lift cargoes a year will be handled by New York. The action will save exporters more than \$200,000 a year, and since it will attract more cargoes, said the Port Authority, it will probably result in about \$5.5 million in new business for the railroads. The reduction in the charges is something that the Port Authority has been working toward for the last few years.

The Norwegian whaling factory ship Thorshvedi pulled into Copenhagen with the biggest "leak" maritime experts claimed they had ever seen. The "leak" was a hole 32½ feet long by 16¼ feet wide that it got in a collision with a Swedish ship . . . The Port of Karachi is slowly filling with silt, according to shipping interests there, and unless something is done about it, the port will be high and dry within 100 years. Two vessels have already gone aground near the mouth of the harbor . . . The third Mariner Class vessel, the Hoosier Mariner, is scheduled to be launched late this month.

The Directors of the Panama Canal are considering ship service between New York, Port au Prince, Haiti and Panama. The Panama Line ships used to stop at Port au Prince on both legs of their New York-Panama trip before the war . . . The Norwegian polar exploration ship Tottan limped home with a leak in No. 1 hole after she was damaged by ice. The 541-ton ship had been caught by an ice pack off Greenland and reported over six feet of water in the hold . . . Panama's economy was boosted during the past year, according to reports, by over \$2 million that was spent by the Canal authorities in Panama for supplies.

The Federal Maritime Board has reported that an operating subsidy is called for on the American President Line's trans-Pacific route. The board has been investigating whether to continue the subsidy the line has been getting . . . The Interstate Commerce Commission has approved a freight rate increase for cargoes carried by water from Sacramento, Calif., through San Francisco and the Panama Canal to Atlantic ports. The rates, for example, for 100 pounds of canned goods have been raised from \$1.30 to \$1.51.

Navy and Coast Guard vessels are still busy checking buoys, lights, and other navigational aids to make sure that they have not been damaged or moved from their proper stations by the recent hurricanes . . . The Paul H. Townsend left Bethlehem Steel's shipyard in Hoboken, N.J. after three months conversion work, and looked less like a finished ship than when she went into the yards. She went in as an ordinary freighter, CI-M-AVI, and was converted to a Great Lakes bulk-cement carrier. The vessel has been fitted with the most efficient self-unloading equipment yet developed, but most of her superstructure is missing. The yard explained that the superstructure was left off so she could get under the bridges on her way to the Lakes, but that all the material is aboard her and the work will be completed when she gets to the Lakes.

Army engineers will survey the 700-mile stretch of the Gulf intra-coastal waterway from the Mississippi River to New Orleans to the Mexican Border. However, the Army's plan for replacing the old railroad swing bridge over Arthur Kill between Staten Island and Elizabeth, N. J., has been put off because of the lack of steel and no Congressional appropriation . . . The New Jersey oyster fleet has started its new season, expected to bring about \$3 million.

THE LABOR ROUND-UP

The heads of western and south-eastern railroads have been warned not to maintain a stubborn stand that may break 30 years of labor peace. Some 17 non-operating railroad unions, representing over 600,000 workers, have served the notice while demanding that the railroads negotiate a union shop, which has already been won by the non-ops from the eastern railroads.

The International Association of Machinists has charged that Lockheed Aircraft Corp. in Burbank Calif., is trying to force its 23,000 union employees to strike so that the company can renegotiate its government contracts and better its profit position. The company, at present, refuses to consider any more than a two-cents-per-hour wage increase.

Some 35,000 members of the AFL Teamsters in metropolitan New York have won wage increases of up to 23 cents an hour in an agreement intended to achieve uniformity of wage rates and working conditions throughout the city . . . The Teamsters' Armored Car Chauffeurs Local 820 in New York has also won wage increases of 17 cents an hour for its members.

The CIO Industrial Union of Marine and Shipbuilding Workers has won a new contract with a 20-cent pay boost on the eve of a scheduled strike against Bethlehem Steel's eight Atlantic Coast shipyards by its 20,000 members . . . The AFL United Textile Workers won a six-cent wage boost and a pension plan for its members from the North American Rayon Corp. and the American Bemberg Corp. in Elizabethtown, Tenn.

The strong organizing campaign of the International Ladies Garment Workers Union, AFL, against New York's non-union shops has finally cracked through the defenses of the unorganized operators. Of the 34 operators who banded together in a newly organized employers' association, 19 have now signed contracts with the ILGWU individually. The association had offered to negotiate with the union for all its members, but the ILGWU, doubting its good faith, refused the offer and warned the members to sign up individually or else join one of the established employers' groups. The 15 remaining operators are expected to crack before very long.

The CIO Electrical Workers returned to work in three Bendix Aviation Corp. plants after winning a 13-day strike. The workers won increases ranging from 4 to 17 cents an hour.

• On the Job •

It's no secret to anybody that working aboard ship has its hazards that apply to all departments. However, each department has its own particular dangers arising out of the nature of the work and the equipment used. Working with moving machinery, boilers, hot oil and electrically charged equipment in the engine room requires certain precautions not in use in other sections of the ship.

For one thing extra care has to be taken in the engine room to protect eyesight. Colored glasses should be worn when looking into an oil burner flame or at an electrical welding arc. Permanent damage to sight or even blindness can result for failure to observe this simple rule if even for only a few moments. Another danger is that foreign substances will get into the eyes while chipping or scaling, using an emery wheel or power drills, mixing acid substances or cleaning boilers. Protective goggles that shield the eyes from all sides are the answer to this problem. The goggles themselves should always be kept clean both for better vision and to remove dirt and grit that will accumulate on them.

Stuff Up the Ears

The ears too, need a little protection against repeated loud noises especially when working inside a boiler or any other restricted chamber with a lot of hammering and other racket going on. There's many a person walking around deaf who worked in a railroad roundhouse, near a printing press or other noisy machinery. The same goes for the engine room. A little cotton stuffed in the ears can save a lot of grief. You can't hear anybody talking anyway under such conditions and will have to rely on hand signals. Most black gangs will work out a rough and ready system of signaling so that they can get things done amid all the noise of an engine room.

The floor plates are another source of danger. Rubber heels should be avoided as they won't hold on oily steel plates. Sometimes it's necessary to remove part of the floor plates to do repair work. When this is done it is advisable to rope off the opening, or at the least, to keep a bright light shining in the opening so that nobody can miss it. Where any repairs have to be done the floors should be kept as clean and dry as possible and tools placed where they won't trip anybody up.

It's a good idea to make use of the hand rails even if you think you don't need them. Down in the engine room, nobody can tell when the ship will suddenly pitch and roll and at the least, send someone sprawling. If he's unlucky he might wind up in a piece of moving machinery which would mean a funeral at sea the next morning.

Missing Fingers

A lot of engineers and unlicensed men in the black gang can be spotted by missing finger and finger joints. This usually happens because the man used them as a substitute for tools instead of taking the time out to get screwdriver, pliers or wrench to do the job. Wearing gloves helps too, although it's no guarantee. Even when using tools, it pays to check on their condition and suitability for the job at hand. A wrench that is too large may slip off just when heavy pressure is applied. A loose hammerhead may part under strain. These and similar mishaps may cause a lot of damage either to the person using a tool or to anybody around him. It's also important to brace yourself while using a tool so as not to lose footing and wind up draped on a hot, jagged, or electrically-charged surface.

A common accident suffered by firemen in the engine room is a severe burn from a squirt of hot fuel oil. Usually this happens because the fireman removed a hot burner without first shutting the inlet valve. The fuel oil, heated to 180 degrees or better, can do a considerable amount of damage to face and body. A similar fuel oil squirt can result while changing the discharge strainer unless the strainer is fully drained before the fireman starts to remove it.

Boiler Repairs

In the event some of the gang is working inside a boiler, a warning sign to that effect should be placed on the boiler and on the main valve between the boiler and the steam manifold. The stop valves on the manifolds should be closed and chained or tied down. One member of the gang should be stationed outside the manhole in case of an emergency. Before the men go inside the water side of the boiler, all the manhole covers should be removed to assure a sufficient supply of fresh air. Similarly, the steam side of the boiler should have been thoroughly ventilated and such ventilation continued while any of the crew are inside.

The last steps taken after all men have left the boiler is to remove warning signs and the chains and locks on the stop valves, after checking to make sure that nobody is left behind.

In the long run work in the engine room involves the same type of precautions as working in a machine shop or factory with moving machinery. The big difference of course, is the added hazard of the ship's erratic motion particularly in rough seas where work has to be carried on under trying conditions.

Burly

Follow Burly Every Issue In The Seafarers Log



They Robbed Us Of Youth!

By FRENCHY MICHELET

At about three in the afternoon of the fourteenth day of July, I was leisurely examining the wares of that gentleman who conducts the little second-hand book store just around the corner from the SIU hall in New Orleans. I was idly leafing through a beautifully bound volume of the collected works of Henry Thoreau offered for sale at the ridiculous price of \$1.

I chose the volume at the price and I knew instinctively that the bookseller had never read a line of it in all his born days.

This is Thoreau speaking in the opening pages of that exquisite little gem *Walden Pond*.

"I have no doubt that some of you who read this book are unable to pay for all the dinners you have actually eaten, or for the coats or shoes which are fast wearing or have already worn out, and have come to this page to spend borrowed or stolen time, robbing your creditors of an hour."

Stolen Hours

When I first read these words some twenty-odd years ago I came to them as prophesied—on stolen time. Time that I had stolen from the landlord and the grocer, for we were deeply indebted to them both in those unlamented days. I should have been working at my profession as a seaman to pay these gentlemen because they had fed and sheltered us in good faith: my widowed mother, my two young sisters and myself, but I couldn't find a job.

It wasn't that I was lazy. I had a burning desire to work and pay our obligations, for I was a sensitive lad in those days and I never met the grocer or the landlord without a feeling of something akin to shame for imposing on their generosity. We got by, we four, because my mother worked for a department store as a seamstress while her big strong boy stayed at home and read Thoreau, which was a situation that didn't exactly add to my peace of mind as you can well imagine.

In checking back over my discharges I find that I worked exactly two months in that memorable year. Do you want to know how I got the job—you who can now go to the Union hall and get one for at least seven times the pay and under immeasurably better working conditions anytime you are so inclined—do you know how I got my job that year? I went to a rooming house in the three hundred block of Royal Street in New Orleans conducted by a Mrs. Barr and paid her one week's room rent—borrowed from I forget where now—and she shipped me out that same night as a mess-boy on a tramp oil tanker called the *Trinidadian*.

I worked hard to try to keep that job, I put in my field days with never a murmur. I painted the messroom and galley on my own time and did everything possible to conciliate the old chief steward. But he finally ran me off anyway to make room for one of his buddies who was waiting on the dock for the job when we pulled into Port Arthur.

I tried every way I know to get a job. I followed those thousands of wondering lads of my own lost generation to the West Coast, because rumor had it that shipping was better out there. I worked in town along the way as a painter or laborer or anything that turned up to earn a few bucks to send home on all too rare occasions. Frequently the railroad dicks got my money by shaking me down whenever they caught me stealing a ride in a boxcar. Finally, a roadwise 'bo showed me how to roll it up in my

wanted to do was work as a seaman.

I was a little too proud to be a successful beggar and much too stupid to be a successful thief, so I just muddled along earning a dollar here and a dollar there until the New Deal came along and made it possible to earn a decent living

sleeve and I fared better after that.

Pulled In As Vagrant

Once in a great sovereign state of my own South the local cops pulled a dozen of us off a freight train and brought us before a tobacco chewing justice who sentenced us to thirty days on a bean farm for vagrancy. They put me in a cage by night and by day I was rented out to the local farmers to hoe their beans for fifty cents a day. I never saw any of the dough, of course, because the sheriff or the state or somebody collected it. I don't know why they turned me loose because I was just as much a vagrant as when they booked me. Maybe it was because the bean season was over.

Then, another day in Nacogoches, Texas, a buddy and I were picked up for having the temerity to ask the local merchants for any kind of work. We weren't charged with vagrancy that time. Instead two big Texas cops took us to the local jail and beat us pretty badly with leather straps and defied us to fight back, which we didn't do, of course, for we were only two frightened boys.

I'm leveling with you when I tell you of my experiences in those days. All these things actually happened to me when all I



Frenchy Michelet

and support my family, which I've managed to do ever since.

I suppose that you are wondering why I didn't put in for my unemployment benefits or go to the SIU for a job. Well, there weren't any unemployment benefits then because that didn't come until a few years later when the New Deal enacted the legislation. The same

thing was true of the SIU. Good, clean labor outfits like the SIU weren't possible in those days of the much vaunted free enterprise.

The successful organization of the SIU was made possible by the attitude of those far-seeing New Dealers who enacted legislation like the Wagner Act. Had the crew of a ship got together in those days and demanded to be represented by an organization like the SIU, shipowners would simply have called the cops and chased everybody off the scow and shipped another crew. The Wagner Act changed all that. It made it mandatory to hold an election whenever enough of the crewmembers desired one.

Free to Starve

All this, I say again was in those great days of the free enterprise system that some of these politicians who are urging you to vote 'em into office are forever yelling about. This was in those good old days when simple seamen like myself were free to make a million without any restraint from a paternal government if they possessed the initiative and the enterprise necessary to do so.

Unfortunately, most of us were thick-headed lugs like myself who were singularly lacking in both qualities and we found instead that we were free to starve while the crimps peddled the few stinking jobs that were around to whoever could beg, borrow or steal enough to buy them.

Most of you who read this are too young to remember these con-

ditions I'm talking about. You are young men for the most part who were recruited into this industry by a young union—the SIU is barely 14 years old—and you have only a vague idea of what these politicians are planning to do to you. Let me tell you that when they talk about free enterprise they really mean like it was in the good old days when the boss got 99 cents of every dollar and if you were a good little stooge you got the other penny.

You can believe them when they tell you they will reduce taxes. Hell, they never charged me any—they never let me make enough in any one year to pay any tax at all!

Gotta Pay to Live

I've got sense enough to know that I'm living in a dangerous world that's gone stark raving mad and that I must pay considerable taxes if I'm to live in it at all. I'm happy that I can pay big taxes and still have enough left to support my family in comparative comfort. If you think you are being taxed out of proportion to the benefits you receive just check into the conditions of the rest of the world. But that is always the way with free-loaders, fellows, they are always willing to ride, they just squawk like hell when the conductor comes around for the fare.

It's easy enough to stand on the sidelines and criticize this Government. I'll admit that our present Government is sick in spots. But believe you me there ain't nothing in the sickness that's going to respond to the remedy that these quacks have in mind.

Great Lakes Cruise Ships Are Dying Out

With the summer season rapidly drawing to a close, two SIU-manned Great Lakes cruise ships, last of a vanishing breed, are completing their 39th season. The two vessels, the *North American* and *South American*, symbolize the gaily and frolic-ing of days gone by since they first started the passenger runs back in 1914.

The "sister queens of the Great Lakes" were the brainchildren of the late Robert C. Davis who first decided that the Lakes needed some cruise ships devoted entirely to passengers.

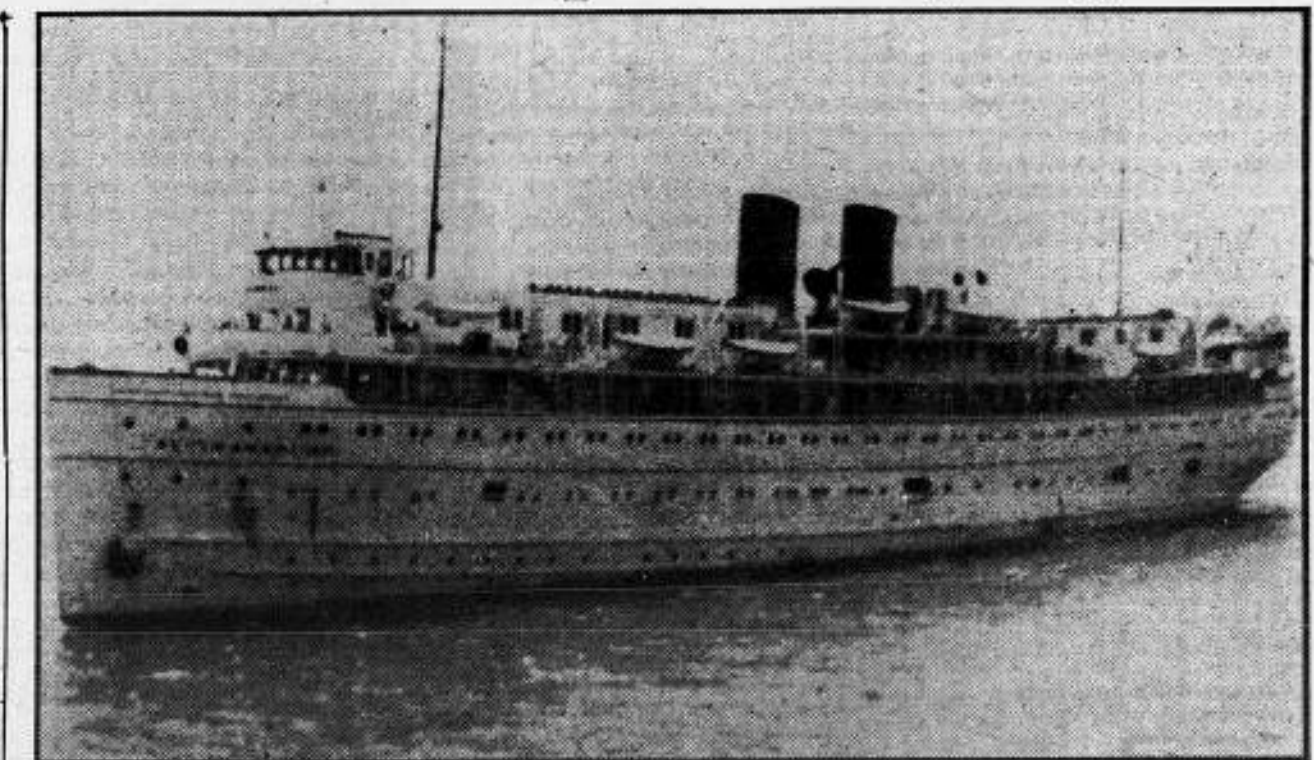
In effect, they were the first, just as they are the last now. In the years that have passed since then, other large cruise ship operators have come, and have gone. These two queens, however, have withstood the terrific competition given by other forms of transportation as well as the short sailing seasons that would make a salt-water operator shudder.

While the Great Lakes cargo carriers usually get a sailing season of about 8 months a year, the warm weather that brings out the cruise passengers only allows the two queens a sailing season of about 18 weeks from mid-May to the end of September.

Tight Schedule

During these few weeks, each of the queens covers better than 2,000 miles a week. The only thing that makes possible their continued operation is the unbelievably tight schedule, where a breakdown that ties up one of the ships for a few hours can do as much damage financially as a breakdown that ties up a deepwater ship for a few weeks.

The Seafarers usually go aboard the two queens about the beginning of April. The next six weeks



One of the last two cruise ships active on the Great Lakes, the *South American* has been carrying passengers since 1914. She is currently on the Buffalo-Duluth run.

are spent in a frenzied effort to get them out of "mothballs" and ready to begin another season.

After that, comes the "convention" round of the vessels. Perhaps 400 or 500 bankers will charter one of the vessels and hold their convention aboard while cruising from Holland, Mich., to Mackinac Island, or Escanaba, Mich., will be visited by 400 members of a fraternal order which is holding its convention on board one of the ships.

In the beginning of June, both the Americans settle down to their regular scheduled cruise runs. They both make regular seven-day cruises, sometimes in conjunction with railroad cruise trains. The main routes, started in 1913, are

still covered by the two ships.

The *South American* handles the Buffalo-Duluth circuit while the *North American* is apparently set in the Buffalo-Chicago route.

Fleet Diminishes

The years haven't been easy for the Lakes passenger lines. The D&C Lake Lines rose quickly to become one of the leading passenger services on the Lakes, but in 1950, four of their ships were laid up and are still in Detroit waiting for their fate to be decided. The *City of Cleveland III*, another D&C vessel collided with a foreign freighter in 1950 and is still lying, badly damaged, in a slip on the Canadian shore.

The D&C lines sold the *Alabama* to the Georgian Bay Line, opera-

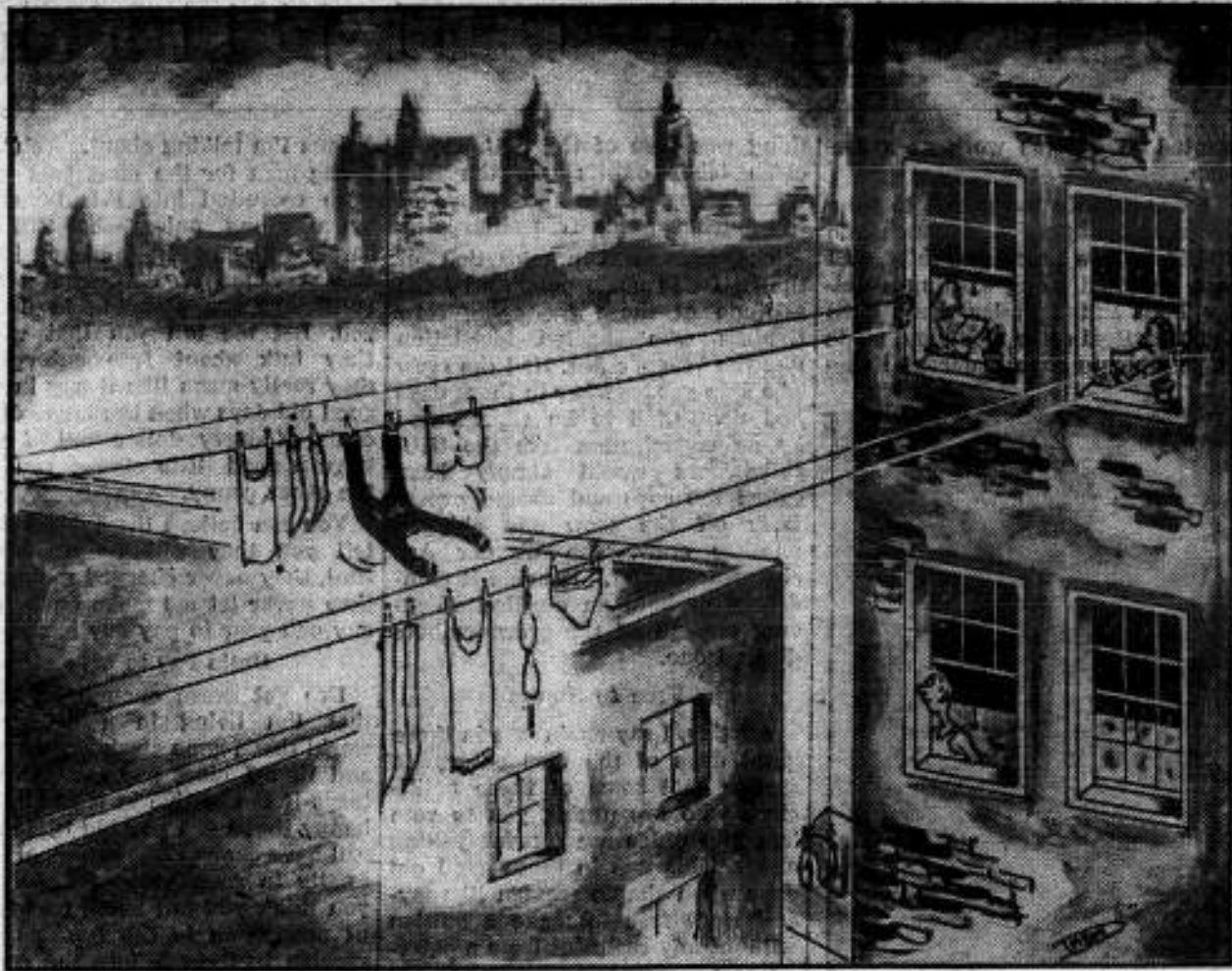
tors of the two Americans, in 1939. The *Alabama*, with a passenger capacity of only 296 soon proved a financial liability and is now in Holland, Mich., where she'll be sold for scrap.

The two "sister queens" are the only active survivors, but they are no longer truly sisters. The *South American* was gutted by fire in 1922. She was completely refitted, with a 30-foot section midships. This boosted her passenger capacity to 510, as compared with the *North American's* 450.

But today, these two vessels churn through a schedule that would probably bring grey hairs to anybody but their crews so that they can remain the last of the Great Lakes cruise ships.

Clothesline Capers

—Contributed by Joseph Tremblay



Crew Studying 'Girl San' Talk

The crew of the Liberty ship *Shinnecock Bay* (Mar Trade) wish to report a very pleasant trip to and from Japan with a payoff in San Francisco. Contributing to the interest of the return voyage was our passenger, a young Japanese student who is going to attend Sacramento College.

During the trip he became quite friendly with the entire crew. His name is Kunihiko Fukuda, better known as Kenny. He is 20 years of age and has just won a four year scholarship. Because of his scholastic ability he will be financed and aided by an American citizen.

Study US Methods

Kenny was ping pong champ at his university in Kiota, Japan. He intends to study our language, customs and politics and on his return to Japan, he hopes to help his own people with the knowledge

and education he acquired in the States.

The boys on the ship showed him all over the entire layout here, and in return he conducted classes in Japanese. Most of his pupils were some of the more warm-hearted, ardent lads who hope that while they're pitching woo to the Japanese lassies they'll know what they're doing or saying. However, it seems Kenny learned more English than the boys learned Japanese.

Kenny was invited to our meeting to see the democratic way that the SIU operates. He was amazed, to put it mildly. It seems many Japanese labor unions are under Communist control and don't operate the way we do.

Dockside Explosion

While the trip was a good one it was not without its troubles. The night before our departure from Yokohama, there was a terrific explosion on the docks where Japanese longshoremen were loading toys destined for No. 5 hold. One longshoreman was killed outright and one had his legs blown off at the knees. There were many others injured, resulting in two more deaths and five amputations.

It seems they were loading pellets about the thickness of the lead in a pencil and 1/8 of an inch long. They are for use in kids' toy guns and are supposed to be safe. Judging from the explosion it would be best if kids stayed away from them.

43-Ton Crash

We also had a slight accident in Guam, where the Navy's floating crane attempted to lift a 43-ton caterpillar crane off the deck. The cables sheared and dropped the cat.

Otherwise things ran very smoothly all during the trip. We started out from San Francisco and touched at Honolulu, Guam, Wakamatsu, Tabato, Yawata, Nagoya, Kobe and Yokohama before returning. All along there was a harmonious feeling of friendship and mutual respect between officers and crew. Captain Badeau, Chief Engineer Bertran and all the other officers are fine shipmates.

Maybe because of this the *Shinnecock Bay* felt good too, logging better than 300 miles per day on

several occasions. This must be close to a record run for Liberty's, less than 16 days running time from Yokohama to Frisco.

Paul E. Huggins
Ship's delegate

Did You Know . . .

That the largest bell in the world is in the Kremlin at Moscow? The bell is 65 feet in circumference and weighs 400,000 pounds, but apparently never was used except as a chapel. A huge fragment was once broken from the side and served as the entry-way.

That when an SIU ship lays up and calls for a crew again within ten days, members of the former crew have preference for the jobs, providing they have registered on the shipping list?

That Seafarers in a marine hospital can collect their vacation money right from their beds by securing applications from a representative of the SIU Welfare Services Department, when he comes around each week? You must have your discharges with you to support your application, however.

That there are no polar bears in the Antarctic? The spectacled bear, a rare South American species found in the Andes, of Peru, Ecuador and Colombia, is believed to be the only true bear whose habitat is south of the equator. It resembles a small American black bear in size and color.

That you can use an ordinary wrist watch as a compass? To do this, turn the watch so that the hour hand points to the sun. Half way between the hour hand and 12 o'clock is then south. If you are

below the equator, this half way point is naturally north.

That common cold germs can be propelled by a sneeze to hunt new victims at a speed of more than 100 miles an hour? Scientists have found that an unstified sneeze sprays the air with thousands of droplets, some of which travel 12 feet and at a rate as high as 150 feet a second.

That bunches of bananas are not cut from the plants when green with the idea of preserving them during shipment and storage, but rather for the simple reason that they will not ripen satisfactorily on the plants? Only when they are picked green will the starch in bananas turn to sugar and the fruit become desirable for food.

That Seafarers must have their rating certifications stamped into their books in order to register and ship on that rating? If you do not have your rating stamped onto your card or book and have the required time in, make sure you have it stamped on to avoid difficulty later on.

That the death of one former US President passed without any official notice on the part of the Federal Government? John Tyler, our tenth President, received this official "snub" on the occasion of his death in 1862 because at the time he was a member-elect of the Confederate House of Representatives, and President Lincoln took no official notice of the event.

Ship's Cook An Artist At Range

When chief cook George Liebers, the sparkling personality of the *Royal Oak* sits down to read, whatever it is he is reading must be of some importance to him. On one of those rare occasions he was making weird noises so we wondered if they were due to some of his own cooking that he ate, money matters or loose bridgework getting in his way.

On closer observation, it was noticed that he was merely clucking his tongue. When asked why, he blurted out, "It's always the wiper, the messman, the captain, but never the chief cook. Never does anyone say what they think about a chief cook. He works hard all day and is responsible for a bunch of hungry men getting fed right, and is not even noticed."

But George is noticed. He is one of those rare cooks who would not serve anything that he would not eat himself, and when cooking he works with the deliberation of a gourmet serving royalty.

Unlike a "can-opener" cook, he

attended a cooking school in Leipzig, Germany, for three years. He paid 100 marks a year for the instruction. That was a huge sum back in 1912, but he knew that in Germany and other European countries a man without a trade was a lost soul.

His father wanted him to become a musician, and a tutor was hired to instruct him. He showed great promise musically and could sit at a piano and play the world's classics with authority and ease. But when the fascination of cooking overtook him, that fine art of music seemed to boil away.

George can talk a good deal about his travels all around the world and his adventures in Ven-

ice, Paris, Madrid and a dozen other famous cities. His adventures are like the one he had in Morocco where he took his camera ashore and photographed a veiled lady. She came over to him with a friendly attitude but grabbed the camera when she got close and broke it over his head.

European cookery instruction that George underwent is most methodical. The first year entailed learning all about vegetables, the second year about meat, fish and poultry and the third year about general cooking. Maybe that accounts for the distinctive flavor of foreign cooking and for the fact that the best hotels, restaurants and steamship companies will hire a cook from "over there."

Started Early

Learning a trade or profession in Europe meant starting early in youth. When George entered school it involved three years of discipline and hard work. Many times he went home to complain to his father that the teacher had slapped him. Upon investigation the teacher explained that when pupils didn't pay attention, or made mistakes, they got slapped or expelled. So George's father shrugged and walked away, leaving his son to get an education slapped into him.

When Liebers produces something as fine and unique as beef boulettes and anyone dares to ridicule him even in fun, the rest of the crew leaps to his defense. They know he spends many long hours over the hot ranges, whose heat combines with the tropic warmth of the Gulf of Mexico.

That's George Liebers—a cook who is chief.

William Calefate

Ex-Seafarer Korea Victim

Word has been received by the LOG that Corporal Joseph C. Mikronis, a member of the SIU since November 1944 was killed in action in Korea on August 2. Mikronis was a paratrooper with the 11th Airborne Division.

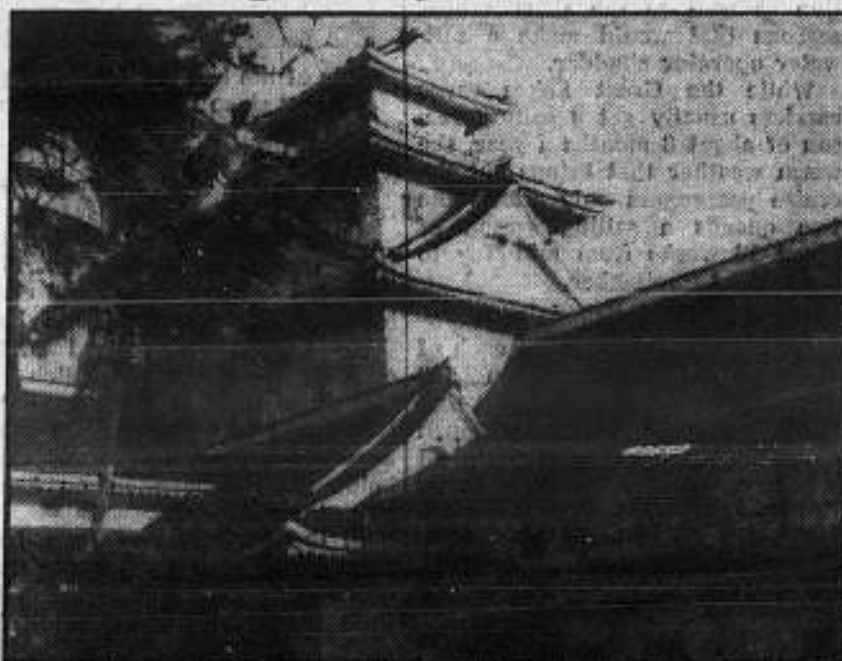
According to Seafarer Donald "Speed" Kissel, close friend and former shipmate of Mikronis, the latter retired his book on September 1, 1950, and enlisted in the Army after they had made a six months' trip together on the *Taddel*. He sailed regularly in the deck department.

Mikronis is survived by his mother, Mrs. L. R. Lindsley of Baton Rouge, La.



The late Corporal Joseph C. Mikronis shown while in training at Ft. Dix, N.J.

Pagoda-Style Church



This piece of oriental architecture is a Japanese Christian church in the Hawaiian Islands. Photo by Seafarer Joseph Heckl.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

After the headquarters membership meeting last week, I was button-holed by one of our members and shown two photos. One was a contact print and the other an enlargement of something he had photographed. He was very happy with the blow-up, but rather disappointed with the contact print made for his wallet. This column is an attempt to answer why the enlargement was so much better than the contact print. The answer lies in the control that one has when making an enlargement by manipulating the light during printing. Let's examine some of these controls.

1. **Dodging and Printing-in** is the technique of controlling the amount of light that reaches particular portions of the printing paper. Areas that are too dark are dodged by means of blocking the printing light so that they receive less exposure and come out lighter. Printing-in is just the opposite. More light is poured on areas which are too faint, to make them darker in the finished photo. Some photogs use odd shaped pieces of cardboard for dodging and pieces of cardboard with odd-shaped holes for burning in. Probably most photogs use their hands since "they never get misplaced around the darkroom." Whether you use your hands or pieces of cardboard, they must be in constant motion so that tone changes at the edges of the areas being worked on will be gradual.

2. **Flashing** is printing with bright, raw light. The negative is removed from the enlarger, the lens opened wide, and certain areas of the print darkened with the light coming through the lens; often a negative is so dense in places that it is impossible to print through, and if a darker tone is required in this area, flashing must be used. The most common use of flashing is in darkening the corners of prints, printing light backgrounds darker, and toning down hot spots in a photo.

3. **Diffusion** is a deliberate fuzzing of a picture by printing through a thin piece of material which passes the rays of light but prints a slightly blurred image. The purpose of this technique is to produce pictures that are pleasingly soft and diffused. Diffusion is used primarily for portraits when you want to soften wrinkles and minor blemishes. Diffusion can be done with crumpled cellophane or a piece of a woman's stocking.

4. **Vignetting** is another version of dodging. Vignetting was once very popular but seems to be used less and less today. It was used primarily to eliminate backgrounds from a portrait, making it seem to fade into the white paper. This is accomplished by printing the portrait through a large opening in a card. The tone graduation from the portrait to the background is a gradual fade-out as the card is kept in constant motion throughout the printing exposure.

SIU Girls' Baseball Team Wallops Boys' Club, 17-9

The SIU Chicks, all-girl baseball team from Jackson Heights, LI, showed no respect for the so-called stronger sex when they scalped a boys' team, 17-9.

The Chicks' star pitcher, Marcy Boucakis added insult to injury by fanning 15 enemy batsmen. Captain Rita McWilliams, daughter of Seafarer Richard McWilliams, further reported that the Chicks committed only one error during the course of the game. Another boys' team is being taken on this week.

Sponsored By SIU Crew

The Chicks, a baseball squad of teen age girls in the 12-15 age group, are sponsored by the crew

of the cruise ship Puerto Rico on which McWilliams sails as BR. The crew held a tarpaulin muster to buy uniforms, baseballs, bats and gloves for the squad. Presentation of the gifts was made at an SIU headquarters membership meeting on June 4.

The girls' uniforms carry the SIU wheel on the sleeve, making them unofficial representatives of the Union when they tangle with neighborhood clubs in the Jackson Heights area.



After uniforms were presented to "SIU Chicks" in Union headquarters, Seafarer Richard McWilliams (right) chats with team's coach, Bernard Greene. His daughter Rita (left) and pitcher Marcy Boucakis make up the foursome.

Ship Transfers Injured Seaman



Members of the deck gang carefully lower away stretcher carrying Seafarer Ramon M. Seano to a waiting Coast Guard vessel.

We had an accident on board the George A. Lawson when Brother Ramon M. Seano fell from the 'tween decks into No. 1 hold. He had been climbing down to clean the hold when he lost his grip and fell to the bottom, suffering an injured back.

Seeing how severely injured Brother Seano was, his shipmates picked him up and started caring for him. At the same time, we asked the Captain to help get him to a hospital as quickly as possible.

When the accident occurred the ship was already past Miami, but Captain O'Donnell immediately ordered the ship turned around and radioed the Coast Guard. We were met by a Coast Guard launch and through the efficient handling of the deck department Brother Seano was lowered by a basket stretcher onto the Coast Guard vessel with a minimum of jarring. From there he was taken to a hospital in Miami.

All hands aboard the ship wish Brother Seano a speedy recovery and hope that some of his friends will get a chance to visit him while he is in the hospital.

Curt Borman

Luck Rode With This Skipper

"Anything can happen to a seaman" is an old saying in many places in the world and sometimes things happen that make you believe it. I recall something unusual that took place on a trip I made to Murmansk, almost at the end of World War II.

The Nicholas Biddle was the ship I was on, and it had the reputation of having the strictest skipper I ever saw.

During the whole trip from New York to Murmansk we enjoyed what could be called good weather for that time of the year.

Submarine Weather

Having good weather did not necessarily mean good luck, for it was always on good days that the submarines attacked.

As many of us know, the Nazis changed submarine fighting tactics in the last days of the war. No attacking was done in mid-ocean anymore, or at least that was what we gathered from one rumor and another. Instead of going after the ships on the high seas, they developed a pet idea of staying down at the bottom at a spot where heavy traffic would be at hand.

Such a spot would most likely be as near as possible to the entrances to key ports. With no engines running so as not to be detected, the subs used to spring up occasionally in the early or late hours to try a few killings and then go back to the bottom to wait and sweat out their chances against the depth charges.

Boat Drill Speech

Getting back to our skipper, everytime we had a fire and boat drill we would hear a speech from him which lasted for a few minutes, no matter the conditions or the weather. Whatever he said always used to wind-up with something like this. "He who doesn't come up here within two minutes from the time I sound the alarm will be logged."

Somehow in his last speech just before getting into Murmansk, he added something unusual. "This is my last alarm before getting into port," he said. "We will be there early tomorrow. If I happen to sound another alarm, that's because it is going to be the right one. Dismiss."

Near Miss

So far we were doing all right with no one even complaining of a little headache, except for some grumbling about the captain. Everything was as if there was no war going on. But just a few hours from port and about one hour or so before breakfast a submarine came to the surface and let go one of its torpedoes. It missed our pro-

pellor by inches and hit another Liberty across from us on the port side.

You can imagine how fast everyone headed for the lifeboats when the alarm was sounded. No one took more than a minute to get there, but about half the crew had to

spend a few days straightening out and nursing a lot of minor bumps and bruises from the rush to the boats.

As for the other ship we learned in Murmansk later that they had lost four of our brothers.

Luis A. Ramirez

LOG-A-RHYTHM:

The Tattooed Sailor

By M. Dwyer

There was a young sailor, the pride of his crew,
Who had so many women, he never knew what to do.
He tattooed their names all over his chest,
As he couldn't decide which one he liked best.
The one with the dimples and gleam in her eye.
The blond, the brunette or the one who was shy.

To keep them all happy, each name he displayed,
But the more ports he hit, the more friends he made.
When his skipper would see him, he'd rage and he'd roar,
'Cause he drew more attraction than a ship blown ashore,
But he didn't care if his skipper would shout,
His problem was hoping his wife didn't find out.

Quiz Corner

- (1) An artillery battery which divided its fire between two targets recorded four times as many hits on target one as on target two. If 300 shells were fired and ten percent failed to hit either target, how many hit the second one?
- (2) A degree of latitude is roughly the same distance as a degree of longitude (at the equator), (at the poles), (at the Tropic of Cancer), (midway between the equator and the poles)?
- (3) The journalist who traveled to Africa to find Doctor Livingston was (Greeley), (Pulitzer), (Stanley), (Bennett)?
- (4) As westbound ships cross the international date line at 12 noon on Wednesday, they change their (clocks to 12 midnight), (clocks to 1 PM), (calenders to Tuesday), (calenders to Thursday)?
- (5) How far from the base of a building will a 50-foot ladder have to be placed if it has to rest on the building 40 feet above the ground? Will it be (20), (30), (40) or (50) feet?
- (6) The animal which most legends say had most to do with the start of the great Chicago fire of 1871 was Mrs. O'Leary's (mare), (prize hen), (cow), (Siamese cat)?
- (7) Only one team in both major baseball leagues has won only one pennant since 1901. Can you name the team and the year they won it in?
- (8) A person who lucubrates would most likely be a (student), (engineer), (farmer), (mechanic)?
- (9) All of the following minerals are important minerals except (diamond), (tale), (garnet), (quartz)?
- (10) A man has \$7.45 in quarters, nickels and dimes. If he has one and a half times as many nickels as dimes, and one less quarter than he has nickels, how many of each coin does he have?

(Quiz Answers on Page 25)

Robin Hood Rides 'Hospital Run'

I took this trip on the Robin Hood to Capetown because I figured on taking it easy. But it seems that every time I take a short trip, there's more excitement aboard than on a long run.

Our 17 days out to Capetown were smooth and our stay was only a few hours. Most of the boys went ashore as usual. When I got back, the gangway watch told me that "Spud" the fireman had gotten burned and the doctor was with him.

Hot Oil Bath

I went into his room, sure enough the doctor was just putting away his needle. When I saw "Spud" I knew what happened. His face and the upper part of his body were covered with fuel oil.

To look at the man you could see that he was suffering much pain. I asked the doctor how he was, and the doctor told me that he gave him a shot of morphine and that he would be all right when we got out to sea.

That's when I flipped my lid. I told the doctor, "Get him all goofed up now and when we're at sea and the dope wears off he'll be in fine shape. With that pressure and hot fuel oil that hit him in the eyes it may be a chance of him losing his eyesight. This man is going to a hospital for treat-



In a lighter moment Robin Hood crewmembers F. Paskowski, M. Jones and W. Tefner examine some crabs caught in Norfolk harbor.

ment, so we'd better see the captain."

We went up to the old man and the doctor told the captain that "Spud" had to be hospitalized. The Captain arranged to have an ambulance come and take him ashore. While waiting for the ambulance the doctor changed his mind and agreed that I was right in insisting that he go to the hospital.

I've been pretty lucky in the engine room. I never got a fuel oil burn. But I've seen a good shipmate of mine almost go blind because of fuel oil and lack of proper hospital treatment.

Two More Cases

But that wasn't all the hospital cases we had. In Lourenco Marques, Portuguese East Africa, a messman was taken sick and had to be left behind for an operation. Then when we hit Capetown another man was taken off for an operation. By this time the crew nicknamed the Robin Hood the "Hospital Ship," because someone was always in the sack sick, or someone just got hurt.

After leaving Capetown for Boston we still had the jinx with us because a few days out our starboard boiler sprung a few leaks. We had to shut her down and work on it 3½ days to complete repairs.

Now we're sailing along with

full speed ahead. The only thing that has working hours to be put into it is the refrigeration system. We may have cold water before we get in. We all hope so, because hot water and hot weather don't mix.

All in all, she isn't a bad ship. She's painted beautifully on the outside. The inside could stand about two coats though. But they may paint it before we get in.

F. Paskowski
Ship's delegate

LOG Welcomes Stories, Pics

With the LOG now containing 28 pages, the biggest ever, there is more room now than ever before for stories, photos and letters sent in by the Seafarers. Several pages of each issue are devoted to the experiences of Seafarers and the ships they sail as they describe it themselves.

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

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

Seafarer Sam Says

GET ON YOUR BANDWAGON!

NOMINATIONS ARE NOW OPEN FOR ELECTIVE POSTS IN THE SIU ATLANTIC & GULF DISTRICT. EVERY SEAFARER HAVING THE NECESSARY QUALIFICATIONS CAN NOMINATE HIMSELF FOR

OFFICE. THROW IN FOR THE POST IN WHICH YOU FEEL YOU CAN BEST SERVE YOUR BROTHER MEMBERS!

NOMINATIONS CLOSE OCT. 15



Shipmates Aid Stricken Brother

When Ernest Lopez, FWT aboard the Del Norte was seriously injured by a swinging cargo boom in Santos, Brazil, things didn't look too promising for him. But with the cooperation of his Union brothers who went out of their way to help him he is now back home in New Orleans receiving necessary care and treatment to put him back on his feet.

Crew Contributed

As a result of his accident, Lopez suffered internal injuries and had to be taken to a shoreside hospital in Santos and left behind. The crew of the Del Norte gave him \$50 from the ship's fund, the usual amount given to all members of this crew who have to be left behind in a foreign port.

Meanwhile, his sister, Mrs. Chopin, who is a stewardess aboard the Norte made arrangements through Captain Morgan, the Mississippi Company port captain in Santos, to have him taken home on the next trip.

Visited in Hospital

While Lopez was in the hospital, Mrs. Mike Ducusin, wife of one of the Norte's crewmembers and a native of Brazil visited him regularly at the hospital and saw to it that he was taken care of. Lopez was very grateful for the assistance he received. "If it wasn't for Mrs. Ducusin," he said,



Injured Seafarer Ernest Lopez is comforted by his sister, Mrs. Chopin, a Del Norte stewardess.

The SPORTS LINE

By Spike Marlin

Barring a thunderous collapse in the last days of the 1952 season, Brooklyn's Dodgers are fairly well established as the National League world series entry. Since it has often been proclaimed by the greayer heads of the sports writing trade that pitching is anywhere from 60 to 90 percent of a world series, we wonder whether that doesn't leave the Dodgers at the post.

Judging it from the pitching standpoint alone, Brooklyn has one genuine professional, Preacher Roe; one genuine relief pitcher, Joe Black; and a fascinating assortment of will-be's, could-be's, has-beens and never-wills. When stacked up against New York's impressive trio of Raschi, Reynolds and Lopat, or Cleveland's equally formidable threesome—Garcia, Wynn and Lemon, the Brooklyn pitching staff looks tattered and torn.

First Division Troubles

As everybody knows, Brooklyn pitching hasn't frightened the wits out of any of the other first division clubs in the League. Conversely, Dodger bats have been strangely silent when they've had to face some of the better pitchers on these clubs, Roberts and Maglie for two, and even some of the route-goers on second division outfits. The only good pitcher they've manhandled with any consistency has been Warren Spahn of the Braves.

There's little question as to which of the three clubs has a bet-

ter team in the field. Brooklyn's infield has been steadier all year than the Yankee's quartet and can play rings around Cleveland's jitter-boys. Behind the plate they have the best catcher in baseball, outranking two very good receivers for the opposition. Their outfield is fast, dependable and strong-armed.

No Dead Spots

At the plate, the Dodgers pack slightly more power than their rivals and have one distinct edge in that there are no dead spots in their batting order. Still there's nobody in the Brooklyn lineup who can give any competent pitcher nightmares. Gil Hodges looks like he might sometimes, but he quickly destroys the effect by waving at all sorts of pitches that are nowhere near the dish.

One important point in a series that doesn't show up in the figures is the condition of the club at the end of the season. A team that finishes strongly with all its players in good shape can usually be counted on to take the title. Ball games in September are seldom won with July's batting averages.

Assuming that the Dodgers are in good shape at season's end, their big advantage lies in a tight defense which can count for a great deal in a close ball game. For Brooklyn's infield it will have to be "Jack be nimble, Jack be quick." Otherwise the 1952 championship banner will fly from an American League flagpole for the fifth straight year.

"I don't know that I could have survived. She did a lot for me and I'll never forget it."

He also had high praise for the doctors and staff of the hospital as well as for Captain Morgan who did everything possible for him.

Transfer Arranged

When the time came to transfer Lopez back to the ship for the long voyage home, Seafarer Tony Amaral, who speaks Portuguese fluently helped arrange the trans-

fer. Aboard the ship Amaral attended to the patient and a constant stream of visitors to the sick bay helped keep up his spirits.

"Now that I'm going to be in the marine hospital in New Orleans for a while," Lopez said, "it's good to know that the SIU will take care of me. That \$15 every week will be a big help and having our organization right behind you is a comfort in itself."

"Salty" Dick

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 are some general ideas on soups from Chief Steward Joseph Malone.

Although summer, and particularly the hot weather it brings with it, is over for most folks, Seafarers find it following them around the globe all the year round, as they travel from one tropic country to another.

You can take the word of Chief Steward Joseph Malone, an old-timer with about 40 years' sea-time behind him that there's nothing that comes in handier when the mercury is climbing than a good soup. Many times you never have to serve anything else, because a tasty, nourishing soup has enough in it to stand alone and satisfy any appetite, especially in hot weather.

No Excuses

He noted, too that there's absolutely no excuse aboard ship for not having good soup all the time, as there's always plenty of bones

and a pot full of stock in the galley. "Any cook who thinks he can make soup in 15 minutes can go back to peggin' shoes or selling shoelaces," Malone says, "because it can't be done."

Vegetable soup, he's found, is the all-round favorite when it comes to soups, and when you have a good rich stock available, it's never a problem to make it.

With consomme you use the same stock, except that you strain it through a cloth bag to make it clear. Malone has found that eggshells come in handy to get a clear consomme, the same as they do when you drop them into a pot of coffee to make the grounds settle.

And while you're at it, take 4-5 eggs and mix up a large hard omelet. (Give it an extra turn on the stove and it'll get hard soon enough.) Then shoestring the omelet like noodles, and you can serve it in your consomme instead of those same noodles all the time. You wind up with "Consomme A La Royal."



Malone

Seabees Praise Merchant Marine

To the Editor:
The SEAFARERS LOG is always read from stem to stern by the members of the 86th Naval Construction Battalion Association, the "Seabees." It is really a very interesting paper and it does your members justice.

Everyone who served in our armed forces fully realized how well the merchant marine did their duty. In a recent issue of the LOG, it states that there are some copies of the "Seafarers in World War II" available. I know that this illustrated booklet is something worth having. If it's possible to have this booklet I would appreciate your kindness in sending me a copy.

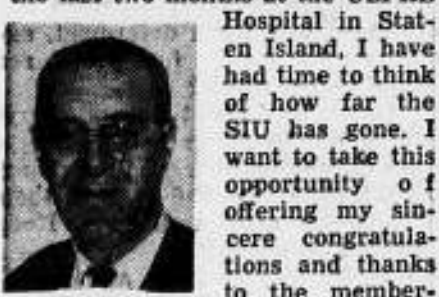
Thanking you in advance and wishing your organization every success.

W. J. Sheeran
Commander

(Ed. Note: A copy of the booklet has gone out in the mails.)

Union Thanked For Hospital Aid

To the Editor:
While I have been drydocked for the last two months at the USPHS



Hospital in Staten Island, I have had time to think of how far the SIU has gone. I want to take this opportunity of offering my sincere congratulations and thanks to the membership and officials

for their successful fights to improve labor conditions and benefits for us. As a recipient of the weekly hospital benefit, I'm now in a position to appreciate from first-hand experience what it means. For hospitalized seamen, this benefit is of great help.

At the present, I'm on my way to recovery from a thyroidectomy, and if everything goes off on schedule, I hope to be back in circulation in a very short time.

Again my many thanks to Paul Hall and all the brothers at Headquarters for what they are doing for us, and hoping to ship out again soon.

Victor N. Litardi

Be Sure To Have Injury Recorded

To the Editor:
I ran into a little trouble on my last trip, which probably cost me quite a bit of dough, and I'd like to warn other Seafarers against making the same mistake that I did.

I was an oller aboard the Seamagic (Colonial) when I hurt my leg a couple of days out of St. Vincent in the Cape Verd Islands. I didn't bother to have a report of the accident recorded by the captain, and that's where I made my mistake. If any Seafarer gets hurt on the job, he should make sure a record is made. It only takes a couple of minutes, and it can save you a lot of grief later.

Went to Hospital

We left St. Vincent and the leg kept getting worse all the time. It got so bad that I just couldn't work or get around, and so when we got into Cardon, Venezuela, about two weeks later, I went to the captain and he sent me to a hospital. The doctor couldn't speak English, however, and I couldn't make him understand what was wrong.

So, the agent there said I was fit for duty and would have to keep on working. I couldn't do that, so I made my second mistake by signing off under mutual consent. If anything like this happens to another

• L E T T E R S •

Seafarer he should stay aboard the ship anyway.

Faid Off

When I signed off under mutual consent, I had to pay my transportation back, and lost out all the way around. I guess I made another mistake by not contacting the Union as soon as I got back, but instead, I waited too long.

So, if any Seafarer gets injured aboard a ship, make darned sure that you have the captain make a record of it, and if you run into any trouble like that in a foreign port, and the skipper or agent won't hospitalize you, then stay on the ship and don't sign off under mutual consent.

E. T. "Humphrey" O'Mara

TB Victim Hails SIU Aid To Men

To the Editor:
I am a patient here at the Manhattan Beach TB Hospital, Brooklyn, NY, and I would like to express my sincere appreciation for the wonderful benefits of the SIU. When I first learned that I had TB and would be hospitalized for 18 months or more, I was completely bewildered.

A few days after I arrived here, Bruno, who was the hospital delegate, came around to see me and brought me a copy of the latest issue of the LOG. He took my record and told me I would get my checks soon. I cannot emphasize enough how much easier my hospitalization has been with the knowledge that the Union has not forgotten me or any of us here and that I would have no financial worries.

Visits Welcome

Another "shot in the arm" was when Walter Siekmann started his weekly visits to the hospital. There are many of us here who have no family, and few or no friends around New York. His visits to the hospital have been, at least for me, a wonderful tonic. The genuine interest shown in our problems and in keeping us informed on the Union doings has been of great help to me, and I believe, the others here.

In concluding it is my belief that the SIU with its ever-growing humane Welfare Plan and its far-sighted leaders cannot help but produce better seamen for a greater Brotherhood of the Sea.

John R. Murdoch

Grateful For Union Service

To the Editor:
I am very grateful for receiving my vacation check which was brought up to me at the Staten Island Hospital by the patrolman. It is an honor to belong to the SIU when they do so much for their members. I am getting along fine in the hospital and am looking forward to getting out.

Carroll Harper

New Edition



NY Mirror's Brooklyn columnist Eddie Zeitner proudly dandles newly-arrived son.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of September 17, 1952, 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.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 20.75 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: 52.68 cents per peso.
- Venezuela: 29.85 cents per bolivar.

McHenry Coming Home From East

To the Editor:

At this writing our ship is to take on 12,000 barrels of fuel oil at Sasebo for the return haul to Seattle. Although seven months of shuttling on the James McHenry and with much material to write up a good yarn, yours truly does not have enough time to concentrate on it due to illness in the galley force.

This ship is slightly undermanned and Captain Newman has been tough on medical attention. Two men were injured, one suffering a broken shoulder and the other an ankle. Later on, through topside maladministration, a number of men paid off during our shuttles to and fro about Korea. A replacement from Yokohama blew his top and had to be constantly watched, then was hospitalized in Pusan.



Korean mountains frame Seafarers Gonzales, FWT; and Paul Whitlow, AB and ship's delegate, on James McHenry.

With the master waging a psychological war against the crew (officers exempt a little) anything that hasn't happened yet certainly can happen aboard our bucket.

Captain's 'Bargains'

With the chow things have been rough. There were 1,200 pounds of meat condemned in Pusan by naval inspectors on the request of the crew. The captain has to bargain for low cost, low grade meats you see. He is a terror on butchering food requisitions and carrying ill crewmembers to the hospitals via a "base on balls" (no transportation if it can be withheld), and a card at explaining and buckpassing to the crew while facing the wrath of American consular officials.

I'll sign off on the beefs and know they shall be squared away justly at the payoff. What a happy day!

Union News Helps

We have received all LOGs and communications, which all goes to show our Union is tops on benefits.

The news to the membership out on a trip like this one steadies the mind and helps all hands cooperate. Knowing the score now is terrific and the Army and Navy are interested in the SIU and the vast improvements for civilian labor. When a GI pins us down we steam up for the SIU's new maternity benefit, the welfare fund and insurance, etc.

Shipboard meetings are held once a month, on the shuttle, and the ship is to be scrubbed up and painted for the payoff.

All the best regards to our hard-working negotiating team and the patrolmen who watch over us.

Just a note of appreciation for a job well done under rough circumstances to Paul L. Whitlow, our ship's delegate. Lots of thanks for his endeavors.

James B. Elliott

Houston Is Up The Road Apiece

To the Editor:

Many of the men who were here at the Todd Shipyard in Houston will surely sympathize with the crew of the Winter Hill. Houston Yards? What a joke. Houston is some 20 odd miles away from here. The closest town, Green Bayou, is more than four miles and there is nothing of interest there.

It's a half hour bus trip from Green Bayou to Houston, that's if you catch the bus on time. Miss one and you wait an hour and a half.

Borrow Car

Fortunately, this crew was able to obtain the use of an automobile to carry them four or five miles to Green Bayou. The car was loaned to us by one of the shipyard workers whom we thank sincerely.

There is no bus service to town from the yards so the use of the car was a big help, what with cab fare a buck and a half one way.

Theodore Gradjelick

Liberty Flagmen At Bat In Japan

To the Editor:

In our last meeting aboard the Liberty Flag (Dover) it was finally decided to use some of ship's funds to get some soft ball equipment to play ball on docks and use up some of the shore leave not granted in Korea. The crew deemed it wise to buy something to while away the time, and some of the boys are good. Altogether, we bought three bats, four gloves and three balls.

We were allowed to go swimming until one of the officers reported to the captain that a giant ray fish was swimming near the ship. Swimming was convenient because most of the time we are at anchor discharging cargoes.

Cargo Moved

We are having some tough luck as the winches have never been used for general cargo on orders from the chief. No one knew what they would do, but the deck engineer kept the cargo moving with only minor repairs and hot rods.

Everyone is doing his job well. In our spare hours we have some hot games of checkers, chess and pinochle.

Wonderful Benefits

In all of my sailing days, never have I heard of a paid vacation, maternity benefit, our future planned hotel and acceptance of suggestions from crews for a better working contract, to name just a few of the wonderful benefits. Since I am familiar with the crimp and boarding house shipping days, it is such a big thing that has happened to our industry that it is breath-taking to us oldtimers.

Hoping that the SIU continues its first-class work.

Stanley J. Smith

Sea Cloud Sails In Dust Cloud

To the Editor:

On this unusual relic misnamed a ship, the Sea Cloud, leather bottoms should be provided for crewmembers' pants as to sit anywhere means coal dust or ore dust on the pants.

As for the food shortage, the crew has not lost hope, as a multitude of rather thin gills have been with us for several days and there's always a chance of catching a couple.

What the gulls are living on is a mystery as garbage is a rarity on this ship. Anyhow, Rickenbacker once ate a gull. Maybe we will have to do the same before Frisco.

Captain Bligh had nothing on our skipper. We don't believe he knows what a patent log is. We think once he hears the word "log" he considers it means only two for one or four for one and so on.

We know the SIU will give this wreck a good going over before the next crew takes her out.

J. H. Smith

Asks Uniform Weekend Pay

To the Editor:

I have been a passenger utility for one and a half years. When the passengers get off I lose the weekend pay on some ships and other ships pay for the weekend.

I would like to have it made uniform for all ships to pay the passenger utility for weekends when the passengers get off, since the passenger utility makes less overtime than any other man on the ship.

Oliver Servis

Thanks Friends For Their Aid

To the Editor:

Words cannot express my thanks for the kindness and help extended to me while I was on the beach and had to go home to my mother's funeral. I want to thank my shipmates and brother members of the SIU especially my friends at Beulah's Bar in Baltimore, for they are truly a seaman's friends.

Floyd (Butch) Hillier

Brings Mistake To Our Attention

To the Editors:

In the September 5, 1952 issue of The LOG, the picture you ran with the article, "Sub Plays Nasty Trick on the Edith," is not the Andy Anderson who deserves the credit. You can correct this and also make sports fishermen drool by printing the enclosed picture of Andy with a recent catch. The fish is a king mackerel and weighed 43 pounds.

Louis S. Rizzo.



Andy Anderson, of the Edith (Bull Line), shown with his most recent conquest, a giant mackerel.

He Okays Prices In Port O' Call

To the Editor:

I arrived in Antwerp, Belgium, and received the August 22 issue of the LOG. To my surprise I noticed where the crew on this ship, the Gateway City, last trip went on record at their shipboard meeting questioning of the prices in our Union bar, the Port O' Call.

My personal opinion is that this is one of the most ridiculous things I ever heard of. The prices for beer while the band plays on are 30 and 35 cents per bottle. Now that can't be beat anywhere around the globe.

I've visited several bars all around New York and the price is never lower than 40 or 50 cents per bottle. Furthermore, some of the joints haven't even got a juke box, much less a wonderful band and singers. (By the way I just got back to New York and heard about the new entertainment, we're having, including Henry Youngman and a swell show.)

Wake up fellows and don't bite the hand that feeds you.

Percy Boyer

~ ~ ~

Crew Suggests Rules Change

To the Editor:

The proposed new Union constitution states that a Seafarer shall be exempt from paying Union dues while he is an in-patient in a hospital. The crew of the Lone Jack (Cities Service) was discussing the constitution and it was suggested that this provision should be extended to any Seafarers who cannot work or ship out because he is an out-patient.

In lots of instances an out-patient might be unable to ship for months as in the case of a man with a cast. Therefore the crew feels that the dues exemption should continue until the out-patient is fit for sea duty.

M. B. Davis
Ship's delegate

(Ed. note: The proposed constitution provides machinery where in "additional circumstances" the membership can vote a waiver of dues.)

~ ~ ~

Watch Out For German Customs

To the Editor:

As we all know, the wireless operator is now classified as an officer and the bedroom steward will clean and maintain his quarters. It is generally agreed among crewmembers on the Margaret Brown (Bloomfield) that the word "quarters" does not include the radio shack, for if it did, the BR would be obliged to clean and maintain the engineer's workshop (machine shop). On some ships, persons other than the master and wireless operator are forbidden to enter the radio shack at any time.

Please clarify the meaning of the word "quarters" as applied to the wireless operator.

Customs Tough

Another thing we ran across is customs problems in Germany. All oldtimers will recall how tough the German customs officers were before the war. Well brothers, they are gittin' back in the groove again. Two of our crewmembers while in the port of Nordenham were fined \$40 and \$15 each, the first for taking eight, the second for taking four packages of cigarettes ashore.

We'd advise any Seafarers going ashore to have only one package of cigarettes on their person. If you

LETTERS

Man In Hospital Requests Info

To the Editor:

I have always planned to write to the LOG but I'm not so hot when it comes to slinging a pen. I can handle a paint brush much better. I guess if I didn't need information I would still put it off.

Let me add my name to the long list that would rather sail with the SIU than have a full book in any other union. I first sailed on an SIU ship last October on the Steelore (Ore). Even on that bucket I found out that there was only one Union. Just look at the benefits. That's all you need to, brother, just one quick look. Of course, I could list pages of reasons why I'm for the SIU, but we all know it's the best.

Several Operations

Now for the information I need. I've been in the Savannah USPHS hospital since May with one major operation and five minor ones. Now the question is, will the company doctors pass me for deck department work? If not will they pass me for some other department? Dr. Kunstling, the chief surgeon here, says that I should be able to do deck work okay in another two or three months. I've always sailed deck and had planned to sit for a green ticket this trip. I'd sure hate to register deck and after sweating out a job find out the only way I could ship would be as BR or something.

This hospital is tops for treatment. The doctors and nurses are the best, but the steward should be shot. I've never ate worse, even in the Army.

The LOG is tops, keep up the good work.

Terrell D. Adams

(Ed. note: A USPHS doctor's "fit for duty" slip qualifies you to ship deck.)

~ ~ ~

Seek Fare, Meal Pay Settlement

To the Editor:

While the Seatiger (Colonial) was docked at Hess Terminal in Houston, the ship's plant was killed for a day in order to load a cargo of casing lead. No water, light or food were available on the vessel during this shut-down period.

The nearest restaurant was three miles away and the crewmembers were compelled to pay the fare of \$1.50 each way to obtain meals and return to keep their watches. We learned that it is customary for all vessels—US and foreign, union and non-union—to furnish transport when loading at the terminal. We intend to give this matter fur-

ther attention and to collect compensation for the men. A list of transportation and subsistence expenses has already been drawn up and will be referred to the patrolman at payoff for settlement.

Washing Machine

The washing machine, which we requested earlier, was supplied at Portland, Ore. A motion was seconded and carried at a recent ship meeting that the delegate demand immediate examination and repair of the foc'sle ventilator system. At present, it is working quite unsatisfactorily. It was also decided to build extra benches on the fantail. Any further attempts of the master to install a permanent system of Saturday afternoon boat drills will be referred to the patrolman at payoff.

Oscar Kalep
Ship's delegate

~ ~ ~

Husband, Wife Agree On LOG

To the Editor:

My wife and I would very much appreciate having the regular editions of the LOG sent to our home. As I am a fullbook member of SIU and consequently away from home

most of the time, my wife naturally welcomes and enjoys the opportunity made possible by Union policy of mailing the LOG to members' homes, to keep us informed of all things relating to the maritime industry.

We both are of the opinion that in contents and diversity of subject matter, it is unexcelled and worthy of support by all organized labor. We also feel privileged to unqualifiedly recommend it to our friends, neighbors and acquaintances.

Thanking you kindly for honoring our request, we join the other multitude of brothers and friends in wishing you and your staff a long and continued success.

Herbert R. Kreutz

~ ~ ~

SIU Veteran In Bay State Home

To the Editor:

Would you please send me the LOG. My last ship was the Bertram G. Goodhue. After paying off from this trip in June, 1949, I spent four months in the Marine Hospital in Brighton because of poor blood circulation in my legs.

I now have a retiring card and have been in the Commonwealth of Massachusetts Soldiers' Home at Chelsea since December 23, 1949.

I started going to sea in 1912 and was a member of the old ISU. I was in the Army for two years from 1917-19. After the war, I went back to sea again. I have belonged to SIU since August 16, 1941. Thanking you and the SIU for everything.

William J. Sullivan

(Ed. note: The LOG's on its way.)

~ ~ ~

Watch Out For Gyp Washwomen

To the Editor:

Just a little advice to future crewmembers of ships stopping at Beirut, Lebanon. Steer clear of any women who come aboard asking to do your laundry.

The Steel Scientist stopped there recently and two women came on the ship, collected quite a bit of laundry and disappeared. They never returned with it.

R. Hunt
Ship's delegate

Bluestar Sees Long Japan Stay

To the Editor:

The Bluestar's trip so far has been running smoothly thanks to the cooperation of Captain L. Berger, Chief Mate J. Cook and Chief Engineer J. Storrow. We have been out five months now and as things look it will be twelve before returning to the States. We are on the Japanese-Korean shuttle run.

All the crew wants to thank the editor and other people involved for seeing to it that the company sent all LOGs and other mail. We just received six back issues here which the company must have been saving up for us.

Constitution Proposal

We haven't had time to discuss the proposed revised constitution as yet, but just by reading it through it sounds okay, and will be brought up in our next shipboard meeting for discussion. Another point we would like to bring up is about these LSTs manned by Japanese and Korean crews. It's a shame to see these ships come in flying the American flag.

Johnny Gallagher, the boson on this tub, wishes to send his regards to Ed Mooney and is looking forward to seeing him soon at the Port O'Call bar.

Another question that has come up is this draft setup. Is there any outlined way for a deferment, say if you have over five years' sea time and a rating?

Guess this about covers everything for the time being. Everyone is looking forward to exchanging their books and express their thanks for a job well done. Keep the LOGs coming.

Jack D. Anderson
Ship's delegate

(Ed. note: There's no hard and fast rule on draft exemptions although general policy is to defer experienced seamen. It's still up to the local draft board to decide.)

~ ~ ~

SIU Hospital Aid Keeps Up Spirit

To the Editor:

Fourteen months ago I was admitted to the Manhattan Beach, Brooklyn, hospital suffering with tuberculosis. A more depressed person than I was at that time would be hard to imagine. To be told you would be hospitalized for one or two years, or even longer, is hard to take.

But the interest the Union has shown in me, and others like me, is something that can only be appreciated by a person that has discovered someone is interested and cares what happens to him, just when his spirits are at lowest ebb.

That Secure Feeling

For one thing, the hospital benefits paid to us each week gives one a feeling of security. You know that each week you will have money for smokes and little luxuries to supplement the hospital fare. There are many things a guy needs that are not furnished by the hospital.

After many months in here you are allowed a pass for a day or two. Without the benefit payments from the Union, many of us would be unable to plan on such a holiday. A show, a good meal, and a couple of drinks is something to look forward to after several months in a hospital bed.

And you know, your Union hasn't forgotten guys like me when the Union representative makes his weekly visit. He is never too busy to give a guy a cheerful word. And he keeps us informed of the various Union activities and shipping in general. Important to me, and to all of us here, is the fact that he's anxious to aid us in any way possible.

So I'm no longer depressed, for I know that I am a member of a Union that looks out for its own.

Robert E. Gilbert

wish to carry more than one package it will behoove you to declare them and pay the duty on them, which doesn't amount to much. After paying the duty, you will still be paying less than if you bought in the States.

If you don't declare all cigarettes and tobaccos and have the mate put same under seal you will probably be fined and the ship will also be subject to a fine. They're getting spunky again so let's play it safe. Declare all contraband and lock it up.

Ship's delegates

(Ed. Note: The BR is not supposed to clean the radio shack, only the wireless operator's foc'sle. The operator takes care of the shack himself.)

~ ~ ~

All's Fine On Alcoa Pointer

To the Editor:

I would like to take a few minutes to tell you that we really have Painter. Some of the oldtimers had a wonderful trip on the Alcoa

have Bubba Biehl from Mobile as bosun, John Schupstik and Sammie Mangold, ABs. Blackie Russell is firing for Johnnie Malcam, oiler. What a pair! A. C. (Big Hutch) Hutchinson, electrician and ship's delegate makes this a great team. Willie Reynolds says he is getting off this trip as there is too much rum.

A Georgia boy, whom we call "Rebel" Oetgen, tries to out-talk Blackie Russell and almost does sometimes.

I see Bubba Biehl out here trying to give John Rihn a bad time, but I don't think he can. Oh, by the way, we have Pattie Driscoll with us. His radio plays good. Because of the high spirit prevailing throughout the voyage, the entire deck department is staying for another trip.

Butch Wright

~ ~ ~

Purser Thanks Crew For Gift

To the Editor:

I would like to take this opportunity, through the SEAFARERS LOG, to express my sincere thanks to members of the crew of the Robin Goodfellow, voyage No. 18, for their very kind remembrance in presenting me with a beautiful briefcase.

It certainly is most gratifying to know that one's efforts are so well appreciated.

E. H. Callahan
Purser

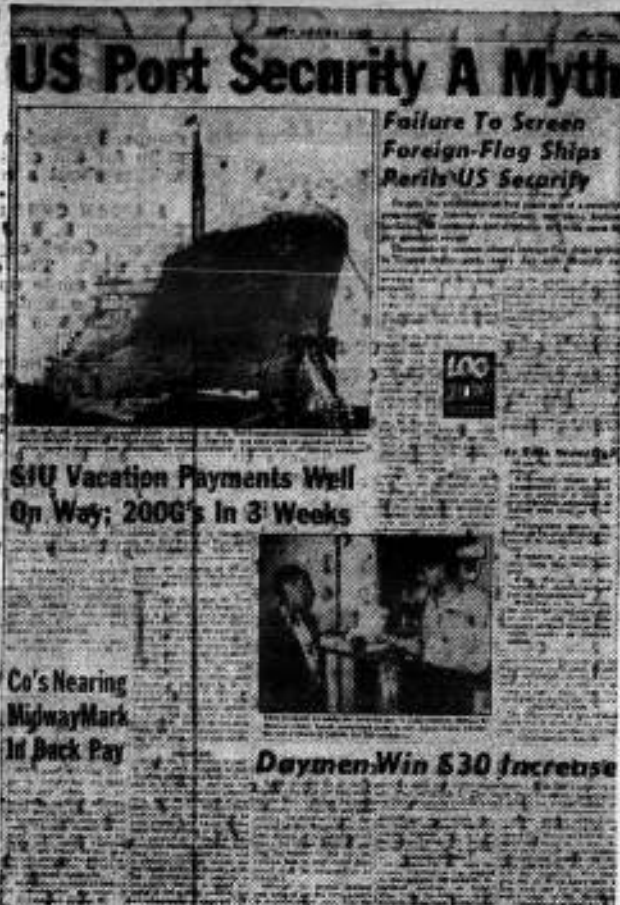
Making The Most Of Cool Air



Cooler man at the last shipboard meeting of the Alcoa Roamer was Slim Hodkins, shown (upper right) with his head stuck right in the porthole and a fan blowing full on him. Other crewmembers (L-R) were: (seated), D. Mack, utility; S. Ayler, MM; J. King, bosun; C. Movoudis, oiler; O. Thompson, BR; R. Muysantsson, AB; A. Ohlson, AB; N. Kruram, FWT; (standing), J. Houston, MM; O. Vasquez, wiper; R. Buckley, OS; J. Sutcliffe, DM; J. Griggens, OS; T. Kenny, AB; F. Sanchez, wiper. Photo by Joseph J. McAndrew, DM.



Two of the LOG entries that won prizes in the Labor Press contest are shown above. At left is the front page of the Nov. 30, 1951 issue; at right, the story on port security, March 7, 1952.



MTD Convention Maps '52 Drive

(Continued from page 3)
SIU put it, the vastly inferior wages, hours and working conditions on these ships are a direct threat to the conditions prevailing on US-flag shipping.

Consequently the convention went on record for the MTD and AFL to take all necessary steps to combat this influx of foreign-flag ships on the Lakes. The resolution was amended from the floor to add an additional proviso that in the event these steps failed, a meeting should be held with the International Transportworkers Federation, with a view toward taking economic action against these ships.

Lakes Organizing

Delegates also discussed the need for a stronger organizing effort among Great Lakes seamen and shoreside workers. In this connection, it was pointed out that the National Maritime Union had abandoned efforts to organize the ore-carrying fleets and had turned over their jurisdiction to the CIO United Steelworkers Union. The Steelworkers, well represented in the mills and ore mines, are making a determined effort to take over the freshwater fleets, with the long-run intention of turning them back to the NMU.

Consequently, plans were made to assist the SIU Great Lakes District, the ILA and other unions in their organizing efforts among Great Lakes maritime workers.

Delegates reelected Joseph P. Ryan, ILA president, as president of the MTD, and Gardner as executive secretary.

They also chose John McDonald, a vice-president of the International Union of Operating Engineers from the West Coast, as vice-president of the MTD, and three trustees; Captain C. T. Atkins of the MM&P, Morris Weisberger, SIU vice-president; and Patrick J. Connelly, executive vice-president of the ILA.

Friendly Greetings



Frank Diaz, president of the Cigarmakers Union of Tampa, Florida, and long a staunch friend of Seafarers, addressed the Sept. 10 membership meeting during his New York visit. In the 1946 general strike the Tampa cigarworkers turned out by the thousands to help the SIU fight an attempt to break our strike on the Tampa waterfront.

Seafarers Log Cops 3 News Awards

(Continued from page 3)
port it needed to become a first class newspaper. With their help and continued interest in the LOG, we hope to be able to keep up the same high level of performance."

The "General Editorial Excellence" category, the HPA announced, was "the most important award, covering general journalistic merit and is to be judged in: quality of writing, general presentation of material, balance of subjects used, headings, symmetry of make-up, use of art and pictures, readability of type and general arrangement of content, reader appeal—visual, editorial, inspirational and educational."

The judges in their report on the "General Editorial Excellence" category said of the LOG, "This excellent publication scored not less than 90 points in any one of the seven categories by which it was judged, and scored 100 points in four of these. The judges think

the editorial staff, and the labor press, are to be congratulated on this and other entries."

The LOG won the first prize for "Best Front Page, news format," for its issues of Nov. 30, 1951, and Feb. 8, March 7, March 21, and April 18, 1952. The judges said, "These front pages are excellent examples of tabloid newspaper style, with extensive use of large illustrations and brief, large type heads. The issue of Nov. 30, with the dedication of the new headquarters of the Seafarers International Union, is especially

effective for this edition and occasion."

The second prize for "Best Feature Article" went to the LOG for its port security expose in the March 7, 1952 issue, "which," said the judges, "represents resourcefulness in gathering information and craftsmanship in presentation of sound commentary on a vital and timely subject."

'Oilboat Olga' Finds Europe Yards Costly

One of the leading figures in a Congressional inquiry into some intricate surplus ship deals indicated on her return from Europe this week that it would probably be just as cheap to build ships here in the US as in European yards.

Mrs. Olga Konow, who acquired the nickname "Oilboat Olga" because of her participation in a ship resale transaction involving surplus tankers, reported that she had been trying to arrange for the construction of a 30,000-gross-ton tanker in England but now she wasn't "so certain that we couldn't do as well here."

Commenting on a four-month business trip to Europe, she said she had found European shipyards overcrowded with construction and would probably be faced with a long wait if she placed any orders for ships there. She hinted that the notoriety given her for her part in the complex ship deals didn't help her business, "but it certainly didn't hurt it."

New Ambrose Lightship Set For NY Port

New York's famous channel landmark, the Ambrose lightship will be moved to Portland, Maine, and replaced by a newer, more modern ship sometime around October 15. The old ship will be renamed the Portland while on her new station.

The new lightship was commissioned in Baltimore last week at the Coast Guard yard in that city. It will leave for New York the end of this month. It is the second of its type, a steel hull vessel of 540 tons and 128 feet in length. The first ship is now serving in San Francisco Bay and others will be built to modernize the entire lightship service.

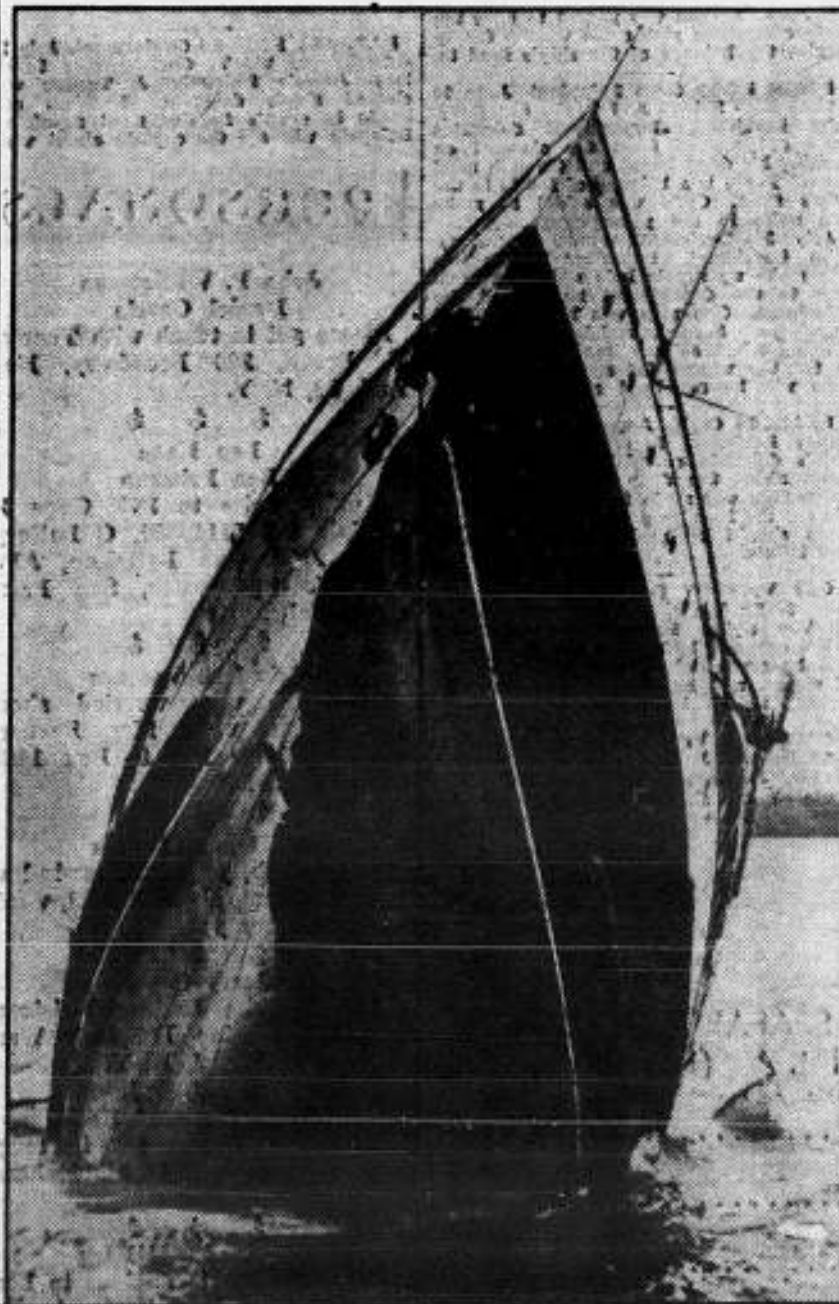
New Radar

Compared to the old lightship, which was built in 1926 in Bath, Maine, the new ship features improved living quarters and improved navigational aids including raymark. This is a radar system which identifies objects at a distance in addition to picking them up on a radar screen.

The ship's light was developed in England and is supposed to be of extra high intensity, more powerful than any light now existing in the US.

While sitting out the long periods at sea, the crew of the Ambrose will have the comforts of television, and more modern refrigeration facilities enabling the ship to stock a greater variety of food.

Down To Davy Jones



Her crumpled bow pointed skyward as if in one last despairing gesture, the Canadian Pacific passenger liner Princess Kathleen slides to the bottom of the sea a few miles off the port of Juneau, Alaska. The ship ran aground on a reef at Lena Point, Alaska leaving 300 passengers and a crew of 115 to be rescued from the stranded ship. A few hours after the ship ran aground, rising tides lifted her off the rocks and sent her to the bottom.

Nominating Opens For 49 Offices

(Continued from page 2)
patrolman handled the port previously.

HQ Force Increased

The force of patrolmen in New York headquarters will be increased with three patrolmen to be elected in each department as well as six joint patrolmen. Six assistant secretary-treasurer posts will be on the ballot, eliminating the old classification of headquarters representative.

Qualifications For Office

Any member of the Union desiring to run for one of the elective offices can nominate himself by sending a letter to headquarters signifying his intentions. With this letter he must include his qualifications for office. As specified in the constitution, they are:

The candidate must be a US citizen.

He must have full book membership in the SIU for a minimum of two years.

He must have three or more years' actual sea time aboard ship in any unlicensed capacity, four months of which must be in the current year. Service as Union official in the current year is equivalent of this last requirement.

Each candidate is required to send in a recent regulation-size passport photo of himself in addition to a statement summarizing his union record in 100 words or less.

... DIGEST of SHIPS' MEETINGS ...

IBERVILLE (Waterman), July 20— Chairman, R. Martin; Secretary, A. Sawyer. Each crewman was asked to make up his sack when arising. Ship's delegate explained what the ship's fund is for and how the money is spent.

August 3—Chairman, R. O'Rourke; Secretary, A. Sawyer. Fans and windchutes are all here. R. O'Rourke was elected ship's delegate. There is \$17.90 in the ship's fund. Poopdeck should be kept clean as many men are sleeping there during this hot season. Fans should be turned off when no one is in the fore'sle. Recreation room and fo'c'sles should be souped soon. Messboy will try to give better service.

CATAHOULA (National Nav.), August 9— Chairman, B. Varn; Secretary, E. Phillips. Foul-ups will be reported to the patrolman. Engine delegate will work on pumps in the washing machine. Motion was passed to assess each member \$1 for incidental expenses, with the fund to be used as the crew sees fit. Brother Ogelsky was elected treasurer of the ship's fund, with one man from each department also elected to supervise disbursement of the funds. Suggestion was made that the steward attempt to secure deck chairs and an electric mixer.



JULESBURG (Mathiasen), August 5— Chairman, Jimmy Corcoran; Secretary, S. F. Schuyler. Jimmy Corcoran was elected ship's delegate by acclamation; T. J. Constantine was elected engine delegate. Delegates will report any necessary repairs to the ship's delegate. Discussion was held on the ship's library.

REPUBLIC (US Petroleum Carriers), August 10— Chairman, Slick Story; Secretary, Charles W. Gann. \$6.50 was collected from the crew for a wire to Lake Charles to board the ship in Port Arthur for pay-off and signon. There is \$2.09 left in the ship's fund. Due to change of orders we have run out of practically everything in stewards stores. There is no blame and it must be tolerated to the next port. Engineers doing wiper work. Motion was passed that the chief cook check and verify that stores are sufficient for the voyage. All medical supplies and the slopchest should be checked by the patrolman and delegates. Wiper beef will be referred to the patrolman. Fireman has seen the third engine painting. All agreed that the matter is to be put in for overtime and the matter will be referred to the patrolman. Patrolman will check on the new awning for the fan fall, in case it slips the chief mate's mind. All decks are dry and dusty and cannot be cleaned properly. Painting is needed very badly. Steward should insist on fresh milk as it goes bad too fast. Steward should try to obtain an iron and ironing board there.

ALICE BROWN (Bloomfield), July 10— Chairman, S. Garcia; Secretary, J. Rielly. Steward asked that the ship's delegate check the requisition for milk and fresh fruit and vegetables and get the backing of the crew to get the same.

SIMMONS VICTORY (Bull), August 10— Chairman, P. Robertson; Secretary, W. Howard. Ship's delegate asked delegates to turn in repairs. Steward delegate was hospitalized in Japan. All gear he left behind will be taken to his mother in San Francisco. Motion was passed that stores and food be put aboard the ship as close to ship's articles before sign on as possible, since the members do not want to eat Japanese food like other ships have been doing. Motion was passed that stores and food be of better quality than they are now. Crew was asked to keep their quarters clean at all times. All fo'c'sles, heads, showers, pantries, messrooms, galleys be painted out next trip.

ALCOA CAVALIER (Alcoa), August 3— Chairman, P. J. Meloch; Secretary, F. D. Padgett. P. J. Meloch was elected ship's delegate. All men who do not attend meetings will be reported to the patrolman. New movie committee was elected by acclamation. Members agreed to abide by this committee's decisions.

POTRERO HILLS (Mar-Trade), August 16— Chairman, H. T. Nungeler; Secretary, H. C. Johnson. Men who jumped ship in Corpus Christi will be reported to the

patrolman. Ship is one man short on the return trip. If the two toilets cannot be repaired at sea they will be put on the repair list. Fans have been ordered as well as wind chutes. Washing machine will be replaced if it is out of order on arrival. Lockers have not been repaired for three trips. If this is not done this time, it will be reported to the patrolman. One wash basin is broken.

STEEL RECORDER (Isthmian), August 10— Chairman, William O'Connor; Secretary, S. B. Czeslowski. Steward was elected treasurer by acclamation and reported \$28.02 on hand. Company should be contacted about installing a new washing machine on the ship. John Henchey was elected ship's delegate by acclamation. Icebox should be repaired before the ship leaves port for the Far East. Delegates are to see the captain and chief engineer about all equipment. Delegates will collect contributions for recreation equipment. Members should cooperate in keeping the pantry and messhall clean.

STEEL TRAVELER (Isthmian), July 24— Chairman, Wallace Lowther; Secretary, F. A. Delapenna. Delegates reported no beefs and a spirit of good SIU unionism. Agreement was reached between the departments that each department would take care of its painting. Stewards department got a vote of thanks for their cooperation.

CAMAS MEADOWS (Petroleum Carriers), July 25— Chairman, Warren Neilson; Secretary, Tom Carmichael. Ship's delegate conveyed the compliments of the master regarding the exceptionally good conduct of the crew in recent ports. Steward was advised not to keep any cooked food longer than 36 hours.

COUNCIL GROVE (Cities Service), May 23— Chairman, W. J. Carney; Secretary, E. McGurk. There is \$39.91 in the ship's fund. \$20 was spent for a steam iron for the crew. Chief engineer okayed the repair list drawn up by the crew and promised that repairs will be made next trip. Motion was passed to have the galley stove fired before winter. Magazines should be bought from the ship's fund.



PUERTO RICO (Bull), August 24— Chairman, Frank Douglas; Secretary, Jim Murphy. Ship's delegate will try to negotiate extra pay for the deck messman at the hall, due to his extra work, or a better set-up for the job. Motion was passed to donate \$50 to the SIU man coming back with the ship, for carfare. Motion was passed to radio a \$50 wreath for Mr. Miguel Suche, Vice President of Bull, in San Juan. Motion was passed to have the party committee pick some worthy family to give the balance of the ship's fund to.

ROBIN HOOD (Seas Shipping), June 29— Chairman, Robert A. Barrett; Secretary, John Burchinal. Department delegates more cooperation from the steward on running his department and through meal hours. There is a balance of \$60.12 in the ship's fund. Crew was asked to make less noise in the passageways.

July 27—Chairman, Jones; Secretary, John Burchinal. Department delegates will make up repair lists and turn them over to the department heads and the patrolman. One man was hospitalized at Capetown. Second assistant has been blowing tubes, so overtime is being turned in for the wipers for such work. Overtime will be equalized among the men.

FRANCES (Bull), August 17— Chairman, Henry Robinson; Secretary, R. Buckley. Ship's delegate complained to the crew again about the dirty washing machine. Suggestion was made that cleaning schedule for the laundry room be rearranged. Keys should be made for the laundry and toilets.

COE VICTORY (Victory Carriers), August 3— Chairman, J. Annal; Secretary, A. Van Dyke. Sokolowski was elected ship's delegate by acclamation. Patrolman will be consulted about a better variety of stores, and headquarters will also be written to about this.

GOLDEN CITY (Waterman), August 10— Chairman, J. Calahan; Secretary, J. Singer. J. Singer was elected ship's delegate. Doors should not be banged Re-

'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.

pair list will be made out. If possible, washing machine will be fixed by a crewmember. Patrolman will be asked who is going to fix the washing machine. Patrolman will be told that the hospital is still being used for cargo.

AFONDRIA (Waterman), July 20— Chairman, W. Banks; Secretary, W. L. Hammock. Deck delegate wants the patrolman to find out why high men are turned to instead of low men, who are willing to work. Steward reported why we are short of stores. Meats and fresh stores spoiled because the refrigerator does not stay at the right temperature. Patrolman will be contacted in New York for a special meeting about stewards department beefs.

August 17—Chairman, N. J. Wuchina; Secretary, V. Carnecis. Wuchina was elected ship's delegate by acclamation. Repair list will be made up and turned in to the hall. Laundry should be cleaned after use. Garbage should be placed in cans on after deck.

CHICKASAW (Waterman), August 4— Chairman, McInis; Secretary, L. Tefft. \$28 from the ship's fund was donated to the injured shipmate put off at Miami. Motion was passed to forward a letter to headquarters suggesting that an effort be made to have the company authorize the removing of the bulkhead between the baker and second cook's fo'c'sle and the chief cook's fo'c'sle, or that the second cook and baker be given different quarters. Motion was passed to sell the old washing machine to the chief cook for \$15. Money will go to the ship's fund. Andy Johns was elected ship's delegate by acclamation.

RAPHAEL SEAMES (Waterman), July 27— Chairman, W. T. Christianson; Secretary, Jimmie Sistrunk. J. Turner was elected ship's delegate. Showers and heads in crew's fo'c'sles need repairing. Delegate will see the captain about wind

PERSONALS

**John P. Williamson
Daniel Garcia**
Please get in touch with Thomas M. Breen, 220 Broadway, New York 38, N. Y.

↓ ↓ ↓
**Leo Kane
Ben Pritiken**
Kindly write to Pvt. Gene R. Sinclair US 51146380, C Battery, 773rd AAA Gun Battalion, APO 660, c/o -Postmaster, San Francisco, Calif.

↓ ↓ ↓
Telesforo Vazquez
"We are very worried about you. Please write Mrs. Bernard Vazquez, RFD No. 5, Box 1562, Miami 43, Fla."

↓ ↓ ↓
Edison R. Brown
Alton Web, your brother-in-law, Bristol, Conn., phone 2-6122, wants to hear from you.

↓ ↓ ↓
Jerry Corey
Please write Ludvag Kristeensan, US Marine Hospital, Ward 6F, Staten Island, N. Y.

↓ ↓ ↓
George Raymond Koseh
Urgent that you get in touch with your mother at Marblehead, O.

↓ ↓ ↓
George Elliot King
Your mother is anxious to hear from you. Call collect, day or night, Mrs. Richard C. Stubbs, Fairdale 3986, Dallas, Tex.

↓ ↓ ↓
Eddie Pitts
Get in touch with landlady at Johns Tavern, River Road, Edgewater, N.J.

scoops. Discussion was held on buying a radio for the crew. Headquarters will be written about a rest period for daymen.

MAIDEN CREEK (Waterman), July 12— Chairman, D. E. Jones; Secretary, Barney Kinter. Chief engineer is doing carpenter's work. The captain insists that all bunks be made up. Motion was passed to contact the mate about catwalk repairs. Discussion was held on a member who was logged.

August 3—Chairman, M. J. Danzey; Secretary, Barney Kinter. Suggestion was made that the pantry be kept neater at night. Plenty of disputed overtime, mostly electrician's. No one is to pay off until all beefs are settled to the crew's satisfaction. Discussion was held on various repairs, and passenger utility serving officers. Delegates should contact the patrolman about the attitude of the captain during this past voyage.



SEATRAN GEORGIA (Seatrains), July 20— Chairman, W. Renny; Secretary, S. I. Wartelesky. Delegates reported no new business.

August 17—Chairman, Vincenzo Di Giacomo; Secretary, Norman Kirk. Discussion was held on constitutional changes. Discussion was held on the engineers complaining. It was agreed to pay no attention to this beef.

SEAMAR (Calmar), June 24— Chairman, J. Marshall; Secretary, J. Sampson. N. Paine was elected ship's delegate. Discussion was held as to why the repair list was not made up. Old washing machine will be used as long as it is in good working order.

August 3—Chairman, J. Marshall; Secretary, N. Paine. Repair list has been made up. Steward praised the crew for being on the ball. Boston and the rest of the crew gave the stewards department a vote of thanks.

IBERVILLE (Waterman), August 17— Chairman, S. Kasimirsky; Secretary, W. E. Murphy. Departments are cooperating; there are no major beefs at this time. Deck delegate quoted beefs about deck men sleeping and being annoyed by loud talk on the after deck. Galley crew got a vote of thanks for better food and the crew messman also, for service in the messhall. Steward thanked the crew for order and cleanliness in the messhall.

STEEL EXECUTIVE (Isthmian), August 3— Chairman, Bennis Whitely; Secretary, Alexander Bredis. Delegates reported no beefs. Ship's delegate told department delegates to have repair list ready for the next meeting. Discussion was held on the second electrician, who missed the ship in the last Indian port.

ALCOA PURITAN (Alcoa), August 17— Chairman, J. Mahalov; Secretary, J. Arnold. Delegates reported no beefs and all in good standing. Repair list will be made out in triplicate at the end of the trip. Compliments went to the stewards department for the improvements in quality and preparation of food.

HURRICANE (Waterman), August 17— Chairman, William Harrell; Secretary, M. Sterne. Ship's radio broke down and will be repaired in port. Ship's delegate will present beefs against the steward, who reported the third cook to the captain without consulting the delegates and allowed fresh fruit and vegetables to spoil after being warned during special meetings and by the patrolman at the beginning of this voyage. Vote was taken on whether the steward should be permitted to ride the ship to New York or be voted off in Norfolk, which is the port of pay-off. Majority voted to let him ride to New York.

DEL CAMPO (Mississippi), August 10— Chairman, L. S. Brown; Secretary, John Young. Recreational equipment was bought with the ship's fund (\$46.70). Steward and his wife got a vote of thanks for making the purchase. Brother Davis will take care of the library and recreational equipment. Suggestion was made to fix the washing machine drain. Each watch should clean up in the pantry.

ALCOA CORSAIR (Alcoa), August 17— Chairman, O. Stevens; Secretary, Major T. Costello. C. E. Hemby was elected

NOTICES

Anyone who knows the identity of two seamen, who hired and paid Daniel Regan of Tampa, Fla., to drive and deliver their car to Savannah, Ga., in either May or June of last year, please contact Herbert R. Kreutz, P.O. Box 730, Tampa, Fla., for important information.

↓ ↓ ↓
John Lipari
You gave us the wrong address for our LOG mailing list.

↓ ↓ ↓
Weldon Smith
Strathmore Shipping Company, Inc., 52 Broadway, is holding a check due you for the pay increase. Other day workers on the checks. All must apply in person. Strathbay are also eligible for

ship's delegate for the next three trips, as it is the black gang's turn to hold the post. Motion was passed to have the Union officials contact the company and do something about officials in foreign ports who come aboard the ship and confiscate personal property which is in the crewmembers' lockers.

STONEWALL JACKSON (Waterman), July 24— Chairman, J. B. Morton; Secretary, J. Johnson. J. B. Morton was elected ship's delegate. Laundry room should be kept clean after use. Ship's delegate will contact the captain and check the slopchest.

IRENESTAR (Triton), August 14— Chairman, Jack Olson; Secretary, K. P. Cole. Discussion was held on the captain's disregard of the needed complete fumigation of the ship while in port. Crew of previous voyage agreed that fumigation was necessary. Stewards department and all members will cooperate in ridding the messrooms, pantry, living quarters in general of flies. Vote of thanks went to the chief cook for a fine

(Continued on page 25)

Photos Faded In New Books

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible: Further lists will be carried in following issues of the SEAFARERS LOG.

Charles Henry, H-121; Charles Hawley, H-122; Charles Henry, H-124; Leon Hall, H-125; Halvor Holt, H-127; Peter Heulu, H-129; William Hernandez, H-128; Roy Hawes, H-130.

Earling Hansen, H-132; James Hamilton, H-133; William Howland, H-134; Karl Hagstrom, H-155; Louis Hopkins, H-156; Homer Hardin, H-157; Walter Hartmann, H-158; Alexander Hoag, H-160.

John Iglebekk, I-2; Adolf Iversen, I-4; Chester Jannell, I-7; Emilio Isaac, I-8; Antonio Irtarry, I-9; Antonio Ibarra, I-10; Luige Iovino, I-11; Calvin James, J-3.

Philip Jordan, J-4; William Janisch, J-6; Charles Johnson, J-8; Edward Johnston, J-10; Melvin Jones, J-27; James Johnston, J-29; Bernard Jurkowski, J-30; August Jensen, J-31.

Evartito Jimenez, J-32; William Jimenez, J-33; Elmer Johnson, J-34; Casimir Jurawicz, J-35; Chester Just, J-36; Roy Johnson, J-37; Sam Jonas, J-38; George Johnson, J-39.

Walter Jastrzebski, J-40; Roman Jopski, J-42; Stanley Johns, J-43; Frederick Johnson, J-44; Leonard Jones, J-45; William Jones, J-46; Pedro Jimenez, J-48; August Jeckel, J-72.

Ronert Joy, J-75; Charlie Johnson, J-77; William Jenkins, J-78; Alexander James, J-79; Larry Jones, J-80; Charles Jacques, J-81; Joe Justus, J-82; Edward Jacobsen, J-84.

Edward Kaznowsky, K-10; Leo Karttunen, K-29; Robert Krug, K-34; Kermit Knutson, K-35; Stefan Kadziola, K-36; Anthony Klavins, K-37; Herman Killstrom, K-41; Haywood Kelly, K-42.

Joseph Keelan, K-43; Joseph Kowalski, K-56; Adolph Kubacki, K-69; Norman Kirk, K-70; Vladislav Kelpas, K-71; Perry Klauber, K-72; Arnold Krotenberg, K-73; James Kelly, K-75.

Stanislaw Kwiatkowski, K-76; James Kouvardas, K-77; Herbert Kreutz, K-78; Arthur Kavel, K-79; Harry Kilmon, K-80; Henry Kowalski, K-81; Florian Kazukiwicz, K-82; Eric Klingvall, K-83.

George Kasprzyk, K-84; Paul Kent, K-85; Frederick Kleiber, K-86; John Kruszynski, K-87; Laurentius Kotselis, K-107; George Kitchen, K-108; Comas Knight, K-109; Joseph Kriz, K-112.

Voldemar Koel, K-113; Gerald Kersey, K-114; Michael Katrasuky, K-115; Steve Kliderman, K-116; James Kirchner, K-117; Per Karman, K-118; Stanley Kurtish, K-119; Leon Kane, K-121.

Robert La Gasse, L-7; Juan Lopez, L-8; Marion Luksa, L-11; Mario Lopez, L-29; Santo Lanza, L-33; John Logan, L-34; Sidney Lipschitz, L-35; Edmund Larkin, L-36.

Dary Letourneau, L-37; William Lewis, L-38; Earl Larson, L-39; Kenneth Lewis, L-40; Mateo Lorenzo, L-42; Thurston Lewis, L-43; Jesse C. Laeseler, L-45; Bobby Lynn, L-46.

Moses Lucas, L-48; Santiago Laurenti, L-70; William Lieberman, L-71; Martin Larsen, L-72; Felipe Lugo, L-73; B. F. Lowe, L-74; Salvador Leyayada, L-75; Arthur Longuet, L-76.

Fred Lynum, L-77; Gust Liakos, L-78; John Lawton, L-79; Francisco Lucerna, L-80; John Lane, L-81; Cyril Loides, L-82; Michael La Soya, L-83; Martin Lynch, L-89.

Herbert Loge, L-168; Pablo Lopez, L-90; T. B. Lawson, L-91; William Liston, L-92; William Luth, L-97; Howard Le Compte, L-98; George Ledson, L-113; Herbert Laundry, L-117.

Juan Leiba, L-118; Genaro Lopez, L-119; Frank Lijo, L-120; Walter Lopez, L-122; Stanley Lesko, L-124; John Lasky, L-125; Walter La Clair, L-129; Philip Livingston, L-130.

Julius Luksewich, L-131; Chans Chea Lal, L-132; Fidel Lukban, L-133; Nicholas Leone, L-134; Alexander Letter, L-159; Alfonso Lopez, L-160; Eligio La Soya, L-161; Frederick Lewis, L-162.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24)
job of frying the fresh fish that was caught by the crew while in port.

STEEL VOYAGER (Isthmian), August 3—Chairman, William B. Henscott; Secretary, Gilbert M. Wright. Money could not be sent to the American Seaman's Friends' Society for books because there were no post offices. It will be sent when we arrive home. George Baker was elected ship's delegate.

JULESBURG (Mathieson), August 17—Chairman, Jimmy Corcoran; Secretary, Stanley F. Schuyler. Ship's delegate will send a wire to the Galveston hall requesting a patrolman to meet the ship at Deer Park to collect dues and settle minor beefs.

ABIQUA (Cities Service), August 10—Chairman, Harry Utratil; Secretary, R. M. Lafferty. Two men left the ship because of sickness and the ship is one man short. Three men missed the ship in Swansea, Wales, and a list has been made of their gear. Harry Utratil was elected ship's delegate by acclamation. Thanks were extended to the former ship's delegate who unfortunately had to leave the ship because of illness.



SOUTHLAND (South Atlantic), August 10—Chairman, James H. Hanner; Secretary, J. B. Sellers. Discussions were held on the crew pantry sink; on the drain in the laundry; on the incomplete slopchest and on the recreation room.

YORKMAR (Calmar), August 21—Chairman, Luis Torres; Secretary, Art Baker. Steward should put out more fruit. Brother Louis was elected ship's delegate by acclamation. Fans and screens on the bottom of the doors should be repaired. Repair list will be made out by each delegate. Patrolman will be contacted to check stores.

STEEL FABRICATOR (Isthmian), June 17—Chairman, Charles Bush; Secretary, Thomas Collins. There is \$17.13 in the ship's fund. Chief steward will type a list for the cleaning of the laundry. Chief steward asked for approval of one to two cold meals per week in this hot weather. All accepted.

EVELYN (Bull), August 21—Chairman, N. Keyes; Secretary, E. C. Dacey. Fred Bruggner was elected ship's delegate. Suggestion was made that each brother donate \$2 to the ship's fund. Members were asked not to run the washing machine more than 20 minutes. Ship's delegate will see about the hot water in the laundry.

SEATHUNDER (Orion), August 3—Chairman, R. G. Cowdry; Secretary, M. Grunwald. Repair list will be made up. Situation aboard the ship will be taken up with the patrolman. Pier head jump will be taken up with the patrolman. Steward department was commended for doing a good job.

August 16—Chairman, R. Morrison; Secretary, P. G. Audrey. Man sick will go to the marine hospital. Motion was passed to ask the patrolman about milk and extra meals. Mail isn't being forwarded by the company. Discussion was held on the repair list and the deck showers.

SEA CLOUD (Sea Traders), July 25—Chairman, J. H. Smith; Secretary, John A. Menville. Delegate talked to the captain about a general cleaning of the ship. Captain said that each department will clean the ship without overtime. Chief

cook and second cook paid off without replacements. Motion was passed to have the entire ship fumigated as it is in an unhealthy and unsanitary condition and is overrun by roaches.

STEEL DIRECTOR (Isthmian), August 3—Chairman, Ralph Hayes; Secretary, B. Payne. Bosun complains that the chief mate is butting in too much in deck work. Steward recommended that the second cook and baker be brought before the patrolman.

MOBILIAN (Waterman), August 17—Chairman, Edward Zebrowski; Secretary, W. B. Andrews. Messhall should be kept clean during the evening. Electricians will install a new washer at the first opportunity and repair the old one if possible. Sanitary men will rotate the cleaning of the laundry. Draw list will be made up before arrival in Bremerhaven. Delegate will see the chief engineer about the necessary repairs. Delegate will ask the chief mate to put a life line forward, due to deck cargo. Steward will get fresh milk at Bremerhaven.

AMEROCEAN (Blackhester), August 1—Chairman, M. Coffy; Secretary, R. D. Tapman. Ship's fund has a balance of \$18. Motion was passed to have the chief engineer procure some Sushing valves for the heads.

SEA CLOUD (Sea Traders), August 9—Chairman, J. H. Smith; Secretary, A. H. Gottrell. Stewards department stores are very low, due to captain curtailing and modifying steward's requisitions for supplies. Leftovers must be used from one meal to the next.

SEA MONITOR (Orion), June 22—Chairman, Barkham; Secretary, John McKarek. OS will clean laundry; wiper will clean recreation room. C. A. Welch was elected ship's delegate by acclamation. There is \$3 in the ship's fund. Suggestion was made that each man contribute \$1 to the fund in port. All hands should wash their own coffee cups.

STEELMAKER (Isthmian), July 27—Chairman, T. Kuhn; Secretary, G. Haggerty. With reference to the incident in Honolulu, the membership was advised not to insult company watchmen on the piers. Crew was requested to refrain from unnecessary noise for the benefit of one of the members who is ill. Stewards department was complimented on the good service and the 4-8 watch for their excellent care of the messroom at night. Repair list was discussed.



WINTER HILL (Cities Service), August 11—Chairman, Dan McMillen; Secretary, Theodore Gradjelick. Ship's delegate will check with the captain to see that all items on the repair list have been or will be taken care of before leaving the shipyard. Details regarding the payment of room allowance for members of the crew sleeping ashore are being taken care of. Delegates reported no pertinent beefs.

STEEL FABRICATOR (Isthmian), August 10—Chairman, H. D. Higginbotham; Secretary, Edmund Erdksen. Two brothers failed to join the ship in Manila. There is \$11.13 in the ship's fund after a \$6 expenditure in Singapore. Engine room fountain will be repaired in Honolulu. Record player and records which were bought with ship's fund money will be left on board for the next crew. Both washing machines need repairing. Steward will get fresh stores in Honolulu.

IMARVEN (International Nav.), July 27—Chairman, Herman R. Whisman; Secretary, Frank Van Oustin. Board of Health and patrolman will be called to inspect the meat bought in Argentina. Company should put an adequate supply of butter, flour, vinegar, mayonnaise and sugar from the States on these ships, as these are supplies that we Americans eat daily and we cannot stomach the stuff.

STEEL NAVIGATOR (Isthmian), May 15—Chairman, not listed; Secretary, not listed. \$7 was collected for the library. Some men are leaving the washing machine dirty. Messroom is being left in bad shape in port. No clothing should be hung in the engine room hatch. Wind scoops and port screens should be procured in San Francisco.

June 7—Chairman, Joe Corriveau; Secretary, James Larsen. Washing machine is being left dirty and clothes are left in it too long; sinks are left dirty, too. Beefs about the leaks in the shower rooms and sinks will be brought to the attention of the captain.

August 13—Chairman, Joe Corriveau; Secretary, Joseph M. P. Barone. Captain said that if the boys that have been logged behave themselves in Halifax and Boston the logs will be dropped. Added to the repair list were: installation of fireman's wash basin; repair of engine showers. Painting of foc'sles will be brought up to the patrolman. Patrolman should mediate beef on the steward being stingy on food. Better balanced diet is needed. More night lunch should be put out.

BENTS FORT (Cities Service), August 11—Chairman, D. Dawney; Secretary, James A. Phillips. Motion was passed to have the patrolman request that no more pepper rolls, ham rolls or synthetic black pepper be sent to this company's ships. The real cannot be prepared properly so that it doesn't fall apart, cannot be grilled or fried, and the pepper doesn't taste like pepper. Fresh milk supply should be increased. Ship's delegate will see the captain about repairs.

FRENCH CREEK (Cities Service), August 13—Chairman, J. Shiber; Secretary, M. Magosh. New fans will be ordered in New York. Water cooling system of the water fountain in the crew's mess needs

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.

repairing. Recreation room should be fixed up in New York. Captain will try and get a seat for the settee. Ship's delegate will see the first assistant about fixing the deck showers. Black gang foc'sles need painting.

SANTORE (Ore), August 1—Chairman, Vincent Walrath; Secretary, William Dowley. One man shipped off. Department delegates will make out repair lists and hand them over to the ship's delegate and to the patrolman. Motion was passed to have the patrolman discuss shore leave in Puerto de Hilerro, Venezuela, with the company, since the crew wasn't allowed ashore. PO pantry will be used by all hands until the other night pantry ice box is fixed. There is \$28 in the ship's fund.

STEEL DIRECTOR (Isthmian), August 1—Chairman, Raare G. Sivertin; Secretary, John Johnson. Bosun claims that the chief mate is giving orders to all hands and that he doesn't know what goes on most of the time. Mate is complaining that he does not get enough work done.

OCEAN LOTTE (Ocean Trans.), August 25—Chairman, Babyak; Secretary, Max Lipkin. Repairs and painting were discussed with the mate and chief engineer and will be taken care of. E. Rosa was elected ship's delegate by acclamation. Weekly roster will be posted listing the order in which different departments will be responsible for cleaning the recreation room and the laundry. After discussion on a ship's fund, it was decided that should the need for finances arise, a tarpaulin muster will take care of the need.

SEATRAN LOUISIANA (Seatrains), August 24—Chairman, Walter E. Beyer; Secretary, Edward Hill. Ship's fund of \$15.27 was turned over to the new ship's delegate. Herman S. Ricci. Ship's delegate will see the port engineer about having an amplifier installed in the galley to facilitate orders from the crew messhall. Vote of thanks was given to Bernard Feely, night cook and baker, for delectable cakes and rolls baked aboard. Ship's delegate will pay from the ship's fund a reasonable amount to the Library Association.

FORT HOSKINS (Cities Service), August 14—Chairman, not listed; Secretary, Ralph Anderson. Radio should not be played at meal times. All men are to have at least shirts on at meals. Fan is needed for the pantry.

SHINNECOCK BAY (Mar Trade), August 18—Chairman, Cecil Gates; Secretary, Paul E. Huggins. Three men will be turned in to the patrolman. New automatic four-slice toaster will be ordered. Clothes are to be worn in the messhall. There should be a change of diet for breakfast.



HASTINGS (Waterman), August 10—Chairman, Ray Brown; Secretary, T. Lezevetob. Frank Gonzalez was elected ship's delegate by acclamation. Drains are in poor condition and will be reported to chief engineer. Mess room should be provided for the library. Extra linen should be turned in.

August 24—Chairman, Ray Brown; Secretary, J. M. O'Neill. One man was hospitalized and replaced. Bosun's sink drain needs clearing. Pantry should be left clean. Library shelves aft should be put on the repair list. New life belts are needed; bad mattresses should be replaced. Linen should be returned more promptly. Department delegates should make up repair lists.

FELTORE (Ore), August 24—Chairman, R. L. Barbot; Secretary, Ray Koa. Ray Nipe was elected ship's delegate. More bread should be put in night lunch pantry. Leak in coffee urn will be fixed by machinist. Cooperation was asked in keeping laundry and washing machine clean.

BETHORE (Ore), August 24—Chairman, E. Brandelob; Secretary, Ivan E. Wilkinson. Deck engineer was elected ship's delegate by acclamation. Wiper was instructed to put in his full time on sanitary work in the future. Discussion was held on general condition of messrooms and equipment. Mess cots are needed for the crew. Messrooms should be sanded. Fire hazards in the fire room should be repaired.

YARMOUTH (Eastern), August 27—Chairman, Al Forgye; Secretary, Bill

Prince. There is a shortage of cigarettes. Food and baking is poor. Delegate will see the chief steward on this. There is noise in the passageways and messhalls at night.

SHINNECOCK BAY (Mar Trade), June 22—Chairman, Cecil Gates; Secretary, Paul E. Huggins. Patrolman squared away the key situation, and pots and pans repaired in the galley. All hands should cooperate in keeping laundry in good shape. Last standby should clean messroom. Necessary cleaning materials will be placed in the laundry.

KYSKA (Waterman), August 16—Chairman, Edward S. Cannon; Secretary, Reed S. Griffith. Delegates reported no beefs. Stewards department got a vote of thanks for the variety of menus and preparation of food and service. Department delegates will make up repair lists for the ship's delegate.

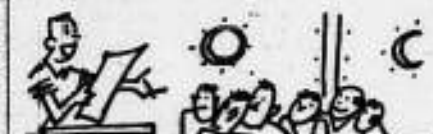
SEATIGER (Colonial), April 12—Chairman, Les Ames; Secretary, Vic Harding. Oskar Kaalep was elected ship's delegate unanimously.

July 5—Chairman, Les Ames; Secretary, Vic Harding. There is continual difficulty in negotiating with the master who considers any requests as personal insults. Ventilating system repaired and put in operation after being out of order for a considerable length of time when most needed. Meat grinder needs repairing as well as cook's foc'sle door.

August 10—Chairman, Les Ames; Secretary, Vic Harding. Before the usual order of business there was one minute's silence for Brother Otto Stefanon, lost at sea July 23. Deck delegate says he detects a new note of friendliness in the master, but as he is not sure if the new attitude is better than the old he is treating it with reserve. First assistant will not supply paint for the black gang foc'sle before arrival at San Pedro. Ship's fund stands at \$8.76. Quality of food has gone down.

August 24—Chairman, Leslie Ames; Secretary, Vic Harding. There is plenty of disputed overtime. Master says he will charge overmembers for missing cots. Steward asked all members to strip their beds and hand over dirty linen before leaving. Crew's good record for sobriety should continue until after the payoff.

CLAIBORNE (Waterman), August 30—Chairman, Bernard Turk; Secretary, R. E. La Casa. New mattresses were received last trip. One man from each department should clean up the library once a week. Foc'sle should be left clean at the payoff. Seats in crew's messroom should be adjusted nearer to the tables for more room clearance.



KATHRYN (Bull), August 31—Chairman, George Burke; Secretary, S. G. Nelson. Delegates reported no beefs. Motion was passed unanimously to paint crew's quarters. Robert Beach was elected ship's delegate.

TRINITY (Carrisa), September 1—Chairman, Stevenson; Secretary, E. Anderson. Delegates reported no beefs. Lester Larkin was elected ship's delegate. Stewards department head and shower should be kept clean. Drinking should be done ashore and not on board. All hands should cooperate on keeping the messhall clean.

ALCOA POINTEE (Alcoa), August 23—Chairman, John D. Newman; Secretary, C. Butch Wright. Motion was passed to have the ship's delegate take all beefs on the fans needed to the Union hall. Stewards department got a vote of thanks. More cigarettes should be issued for the next voyage. Door will be put back on the laundry room before the ship reaches port.

STEEL FABRICATOR (Isthmian), September 4—Chairman, H. D. Higginbotham; Secretary, Thomas Collins. Repair list was submitted. There is \$11.13 in the ship's fund. Water fountain was repaired, engine department rooms sanded and decks painted. Ship should be fumigated. Fruits and vegetables will come aboard in Houston.

May 18—Chairman, Les Ames; Secretary, Vic Harding—New washing machine came aboard in Portland. Foc'sle ventilator system should be examined and put in order, as the present arrangement is unsatisfactory.

GEORGE A. LAWSON (Pan Oceanic), August 10—Chairman, James Stogaltis; Secretary, Curt Borman. Delegates reported no beefs. Discussion was held on the care and cleanliness of the washing machine. There is \$2 left in the ship's fund after the purchase of an electric iron (company furnished the ironing board).

WAR HAWK (Waterman), July 20—Chairman, Joe Fernandez; Secretary, J. Beck. There is \$19.35 left in the ship's fund. No brother should be in the messroom during meal hours in underwear. Sanitary should keep the laundry in better condition. Soiled linen should be returned no later than Saturday. Suggestion was made that all hands contribute 25 cents to buy an iron at San Pedro.

SEATRAN GEORGIA (Seatrains), September 10—Chairman, A. J. Menendez; Secretary, M. A. Kike. It is hoped that food will improve with the new cook. Brother Correll was elected treasurer; there is \$26 in the ship's fund. Voluntary contributions will be accepted. Someone is drinking up all the milk at night; this practice must stop. Ship has also run out of bread and ice cream.

Chief engineer will be contacted about needed shower and head repairs.

FORT HOSKINS (Cities Service), September 4—Chairman, James Pawitt; Secretary, Robert Anderson. Men should remove cots from the boat deck when they are through with them. Oil-soaked rags should be thrown over the side, so they don't catch on fire. Collection will be taken up at the payoff for a new washing machine. Lights were out about half the time in main deck rooms and passageways as the third assistant has been ill; no one can fix them but him.

CHILORE (Ore), August 17—Chairman, H. Collier; Secretary, E. Bryan. Washing machine should be turned off after use. Patrolman should contact first assistant about overtime work being done on an overtime day.

CAMAS MEADOWS (USPC), August 30—Chairman, Donald Dickson; Secretary, T. W. Carmichael. Motion was passed that the ship carry a full crew while engaged in foreign service. Ship's delegate and steward will see the captain about sougeeing and cleaning rooms prior to painting. Department delegates were advised to begin making up repair lists.



SALEM MARITIME (Cities Service), August 24—Chairman, Robert McNeill; Secretary, E. M. Simoneaux. Investigation should be made of the water. Men should take care of the ship's property in SIU tradition and each man should be on the lookout for offenders.

EVELYN (Bull), September 10—Chairman, N. Keyes; Secretary, E. C. Dacey. Steward thanked the deck department for cooperation in keeping pantry and messhall clean. Suggestion was made that a radio be bought for the messhall. Steward got a vote of thanks for his fine menus and the galley was complimented for its wonderful cooking.

MAE (Bull), September 7—Chairman, E. Hogge; Secretary, F. Bona. Ship's delegate reported \$30 in the ship's fund. Motion was made to get new wash tube as well as one near the meat box. Ship's delegate will see the engineer about fixing the toilets.

ALCOA RUNNER (Alcoa), August 31—Chairman, L. J. Pate; Secretary, H. Starling. One man missed ship in San Juan. Screens should be locked in port. Keys are needed for the rooms. Suggestion was made to have everyone wear pants in messroom.

CITRUS PACKER (Waterman), September 7—Chairman, S. Stockmarr; Secretary, T. Nawrocki. Captain turned down milk in Canal, saying that it was not pure. Ship's delegate will see the captain about inadequate slopchest. If his attitude is unsatisfactory, patrolman will be contacted. Linen will be changed on Friday instead of Monday.

LONE JACK (Cities Service), September 1—Chairman, M. Boyd Davis; Secretary, Morris J. Black. Discussion was held on repairing the radio and washing machine and on the food. Ship's delegate will see the steward about improving the menus. New records and books will be purchased.

IRENESTAR (Trilon), September 5—Chairman, Rex H. Coote; Secretary, Fleischmann. Repair list will be turned in for the new crew.

No date—Chairman, Jack Alison; Secretary, E. P. Cole. Discussion was held on the captain's disregard for necessary fumigation of the ship while in port. Deck standby should clean tables and tidy up messroom and pantry. Chief cook got a vote of thanks for a fine job of fresh fish frying while in port. All stores should be checked before coming aboard. Deck engineer will look into washing machine drain.

ROBIN HOOD (Rotini), September 7—Chairman, Edward G. Teske; Secretary, Henry H. Schwetz. Chief steward missed ship at Cavens Point, New Jersey. There is \$55.12 in the ship's fund. Motion was passed to have the patrolman straighten out the chief engineer for his outrageous and explosive conduct and temperament in engine and fire room. More percolators and additional food stores are needed. More cots should be ordered. Deck showers need repairing. \$1 will be collected for the ship's fund from each man. Washing machine needs fixing.

CUBORE (Ore), August 28—Chairman, Louis Van Evara; Secretary, Francis L. David. George Griswold was elected ship's delegate. Wind shutters are needed in the foc'sles. Washing machine has been ordered and should be on board soon. Attempt will be made to get a library in Baltimore.

SANTORE (Ore), August 30—Chairman, Chuck Hostetter; Secretary, Jerry Logan. Steward who missed ship took with him the \$28 in the ship's fund. Chief cook was voted off ship since he is not much of a cook and is unsanitary in his duties. Ship's delegate will see the captain about sougeeing the messrooms. Minor repair lists will be made up by department delegates.

OMEGA (Pacific), August 28—Chairman, G. W. Hago; Secretary, Arthur Summel. Delegates reported no beefs. Repair list will be turned in before arrival in New Orleans. Ship's delegate should contact the seaman's library for new books. One man from each department will clean the recreation room and the laundry. Passageways and rooms need sougeeing.

Quiz Answers

- (1) 54.
- (2) At the equator.
- (3) Stanley.
- (4) Calendars to Thursday.
- (5) 30 feet.
- (6) Mrs. O'Leary's cow. The legends say the cow kicked over a lantern in her barn.
- (7) St. Louis Browns, 1944. It was an all-St. Louis series, but the Cardinals (National League) won it, four games out of six.
- (8) A student. Lucubrate means to study a great deal, particularly at night.
- (9) Tale.
- (10) 21 nickels, 14 dimes, 20 quarters.

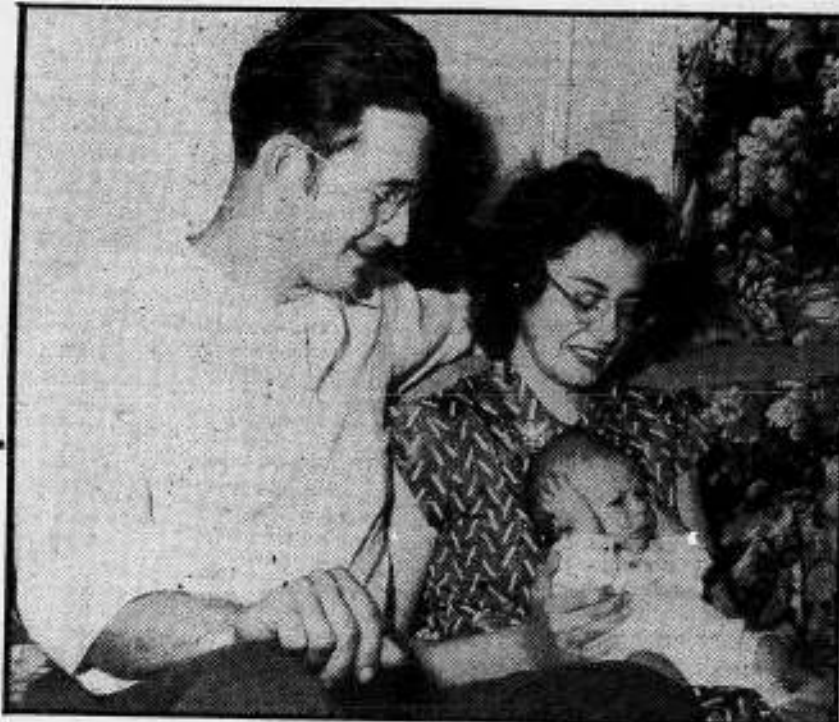
Puzzle Answer

F	A	D	S	T	O	R	H	A	L		
E	L	I	A	E	R	A	E	V	O	E	
A	T	O	M	A	N	T	I	N	O	U	S
T	A	M	A	R	A	T	A	W	T	S	
E	R	U	P	T	I	N	G				
L	A	D	C	U	E	O	A	H	U		
C	H	E	C	K	S	S	E	A	M	E	
T	A	S	K	A	P	I	E	R	E		
S	E	A	F	A	R	E	R				
S	E	A	R	R	E	L	I	T	E		
A	T	L	A	N	T	I	C	A	C	I	D
K	N	E	W	R	C	A	T	A	N	G	
E	A	S	E	Y	A	P	E	N	E		

The Nielsens Get A Welcome Visitor



Over lunchtime coffee cups, Seafarer Niels Nielsen, carpenter, (right) and his wife Louise hear Walter Slekmann, director of Welfare Services, read Union's letter of congratulations to their new-born son Thomas Roger. Nielsens were told that when Tommy grows up, he can ship out via SIU by bringing the letter to any port agent.



Having collected the SIU's \$200 maternity benefit and a \$25 savings bond in his name, Tommy shows off a few newly-learned tricks to proud mom and dad. But in the middle of the exhibition, naptime comes and he drops off to blissful sleep.



in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- | | | |
|--|---|---|
| <p>USPHS HOSPITAL
BALTIMORE, MD.</p> <p>Lonsie Albritton
Cornelius J. Allison
Thom. L. Ankerson
William Bargoone
Louis A. Brown
Henry K. Callan
James W. Cox
Thomas Downie
Robert L. Ecker
John Flynn
John L. Fortune
Gorman T. Glaze
Joseph F. Goude
William C. Hall
Jas. W. Harrelson
James E. Hillary</p> | <p>Raymond E. Keller
Alfred Leishman
Theodore Mastaler
Walter Mitchell
J. Oudshoorn
Milton A. Poole
Morris Prizant
A. S. Reinholdt
John Robinson
Alfred Seeberger
Randolph C. Shedd
Fred C. Shuler
Paul W. Strickland
Jos. E. Townsend
Vyri Williams</p> | <p>USPHS HOSPITAL
MOBILE, ALA.</p> <p>Tim Burke
Darius L. Knapp
Otto McLean</p> <p>Ernest G. Pettis
Lloyd Raynor
Clarence D. Shively</p> |
| <p>USPHS HOSPITAL
SAVANNAH, GA.</p> <p>Terrell D. Adams
Warner W. Allred
H. M. Galphin
Jesus Granado
J. M. Hall
Earl L. Hodges</p> | <p>David Mann
Douglas M. Meeks
J. T. Moore
William J. Morris
Jack D. Morrison
Luther C. Seidle</p> | <p>USPHS HOSPITAL
SEATTLE, WASH.</p> <p>Anafrio DeFilippie
William T. Elwood
John Morrison</p> <p>Joseph L. Somyak
Philip J. StMarie</p> |
| <p>VA HOSPITAL
NEW ORLEANS, LA.</p> <p>Charles F. Kelso</p> | <p>VA HOSPITAL
CORAL GABLES, FLA.</p> <p>Birdie W. Biggs</p> | <p>USPHS HOSPITAL
BRIGHTON, MASS.</p> <p>Richard P. Bowman
Irwin W. Bassett
George N. Clarke
Eugene D. Davis
John J. Flaherty
William Girardeau</p> |
| <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> <p>Anth. A. Alleman
Lloyd T. Bacon
C. R. Brumfield
Franklin N. Cain
John L. Caldwell
Ralph A. Canniff
Antonio Carrano
Oliver Celestine
Jessie A. Clark
Charles Coburn
James T. Corlis
Elroy P. Cox
R. Cruz
Leon Diliberto
Leo Dwyer
Arthur C. Fivick
B. D. Foster
E. E. Gross
John Hane
Leo H. Lang
Clyde H. Lanier
Anth. J. Laperouse</p> | <p>Daniel Marine
Adam McDiarmid
W. L. McLellan
Tom D. McLemore
Henry N. McNabb
M. V. Mobley
John H. Parsons
Harold Peacock
Dallo Perex
Edward Poe
K. Raana
Harold Rosecrans
A. A. Sampson
S. P. Schieffler
Wilbur H. Scott
James Snell
Andrew Stauder
Clyde L. Still
Leo B. Stone
Reino Sundberg
Wil. F. Vaughan
J. E. Ward</p> | <p>USPHS HOSPITAL
MEMPHIS, TENN.</p> <p>J. H. Ashurst
Bomar Cheeley</p> <p>John B. Hegarty
Virgil E. Wilmoth</p> |
| <p>USPHS HOSPITAL
NORFOLK, VA.</p> <p>Dusan DeDuisin
C. M. Gray
Eugene Gardner
Olin J. Harden
John B. Hatchell
Lealie M. Jackson
Thomas J. Kustas</p> | <p>L. T. McGowan
David A. Parris
Arthur Ronning
S. E. Roundtree
Harry S. Sosa
Ernest J. Stanley</p> | <p>USPHS HOSPITAL
FORT STANTON, NM</p> <p>Charles Burton
Adion Cox
John G. Dooley
Francis L. Gibbons
Jack H. Gleason</p> |
| <p>USPHS HOSPITAL
GALVESTON, TEX.</p> <p>Louis L. Bentley
Francis H. Coggins
Henry Harz
Eric W. Johnson
Albert F. Knauft
James R. Mathews
Joseph Neubauer</p> | <p>George B. Parnell
Donald A. Ruddy
Ed. B. Sigouney
Jos. L. Springer
John O. Strickland
Geo. A. Williams</p> | <p>USPHS HOSPITAL
PIKESVILLE, MD.</p> <p>Theodore Kloss</p> |
| <p>USPHS HOSPITAL
SAN FRANCISCO, CAL.</p> <p>Jesse E. Collins
George Crosby
James Hart
A. Lykiardopoulos</p> | <p>B. Parkinson
James Skarvelis
Peter Smith
David Sorensen</p> | <p>USPHS HOSPITAL
STATEN ISLAND, NY</p> <p>Victor Arevalo
Eduardo Balboa
Jack Brest
Maurice Burnstine
Joseph Callahan
Geo. W. Canning
Robert Carey
Antonio Caruso
Walpole Clark
G. W. Cobb
S. Crother
Spero Demolas
Steve Deri
Rufael C. Diaz
John V. Dolan
Edw. F. Dompkowsky
Alvero DasSantos
John Fanoli
John Fitzsimmons
Robert Gribben
Carroll Harper
Robt. Hennekens
Wil. M. Herman
Oskar Kies
John Krewson
Lad. Kristiansen
James R. Lewis
Victor N. Litardi
Joseph Lucas</p> |
| <p>USPHS HOSPITAL
MOBILE, ALA.</p> <p>John J. Kane</p> | <p>PROVIDENCE HOSPITAL
MOBILE, ALA.</p> | <p>USPHS HOSPITAL
FORT WORTH, TEX.</p> <p>Joseph P. Wise</p> |
| <p>VA HOSPITAL
PAYETTEVILLE, NC</p> <p>W. K. Bodenheimer</p> | <p>USPHS HOSPITAL
BROOKLYN, NY</p> <p>John T. Edwards</p> | <p>USPHS HOSPITAL
SAN JUAN, PUERTO RICO</p> <p>Elmer B. Frost
Alfonso Vallejo</p> <p>James L. Wise</p> |
| <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> <p>Chas. Muscarella</p> | <p>USPHS HOSPITAL
NEW ORLEANS, LA.</p> | <p>USPHS HOSPITAL
BROOKLYN, NY</p> <p>James H. Adams</p> |

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.
- | | | |
|--|---|--|
| <p>Michael Joseph Reed, born August 15, 1952. Parents, Mr. and Mrs. Sam Joseph Reed, 3502 Avenue Q, Galveston, Tex.</p> | <p>Harris A. Futch, Route 1, Hinesville, Ga.</p> | <p>Mrs. William Cooper Sellers, 300 Union Avenue, Crichton, Ala.</p> |
| <p>Deborah Ann Harris, born May 17, 1952. Parents, Mr. and Mrs. James M. Harris, 106 Bennett Road, Baltimore 21, Md.</p> | <p>Osmund Storm Hansen, born June 3, 1952. Parents, Mr. and Mrs. Arthur L. Hansen, 148 South Elliott Place, Brooklyn, NY.</p> | <p>Ellen Valrie Previto, born June 12, 1952. Parents, Mr. and Mrs. James J. Previto, Route 1, Theodore, Ala.</p> |
| <p>Richard Joseph Iwen, born July 21, 1952. Parents, Mr. and Mrs. Earl F. Iwen, 200 South Warren Street, Watertown, Wis.</p> | <p>Thomas Roger Nielsen, born July 18, 1952. Parents, Mr. and Mrs. Niels Nielsen, 120-42 181 Street, Queens, NY.</p> | <p>Enemico Jose Martinez, born April 9, 1952. Parents, Mr. and Mrs. Paul Martinez, 1307 Avenue K, Galveston, Tex.</p> |
| <p>Belinda Barbara Diaz, born August 19, 1952. Parents, Mr. and Mrs. Eddie Diaz, 168 22nd Street, Tampa, Fla.</p> | <p>Michael Earl Sanford, born August 9, 1952. Parents, Mr. and Mrs. Benjamin Sanford, 903 B. Walker Street, Chickasaw, Ala.</p> | <p>Charles Edwin Higham, born August 26, 1952. Parents, Mr. and Mrs. Armon Jimmie Higham, 202 North Lafayette Street, Mobile, Ala.</p> |
| <p>Robert Friend, born July 29, 1952. Parents, Mr. and Mrs. John L. Friend, 144-49 177 Street, Queens, NY.</p> | <p>Scarlet Ann Garrett, born August 1, 1952. Parents, Mr. and Mrs. Leonard I. Garrett, 2020 Briar Oaks Lane, Houston 19, Tex.</p> | <p>Joseph Kim Tatum, born August 30, 1952. Parents, Mr. and Mrs. William A. Tatum, 1051 Church Street, Mobile, Ala.</p> |
| <p>Claudia Jean Futch, born July 29, 1952. Parents, Mr. and Mrs.</p> | <p>Ricky Bruce Barnette, born April 5, 1952. Parents, Mr. and Mrs. Floyd G. Barnette, 1502 Boyle Street, Baltimore 30, Md.</p> | <p>Juanita Larson, born August 7, 1952. Parents, Mr. and Mrs. Leroy J. Larson, General Delivery, Pearl River, La.</p> |
| | <p>William Cooper Sellers, Jr., born August 30, 1952. Parents, Mr. and</p> | <p>Wanda Elizabeth Knapp, born July 27, 1952. Parents, Mr. and Mrs. Frank H. Knapp, 658 Seventh Street, Abasco, Santurce, Puerto Rico.</p> |

Losing Eyesight At Forty, He Collects Disability Pay

Last December Seafarer George B. Thurmer came up to SIU headquarters to retire his book after ten years' membership in the SIU. The 40-year-old Seafarer was being compelled to give up his livelihood because he was slowly going blind from a rare eye disease.

Thurmer, known to many on the Robin Line run as the "railroading seaman," left New York for his home in Oliver Springs, Tennessee, where his wife and two young sons awaited him not knowing what the future held for him. Today, he is one of an increasing number of disabled seamen who is being helped out by the SIU's \$15 a week disability benefit.

Optic Nerve Going Bad

At the time he quit the sea, Thurmer had been told by eye specialists that nothing could be done to preserve his diminishing sight since his optic nerve was deteriorating steadily. The doctors confessed that they couldn't explain the reason for his condition.

Now at least, he has the comfort of knowing that the checks will be coming to him regularly, via the SIU Welfare Plan. As Thurmer wrote the plan, "I wish to thank any and all officials who have made it possible for disabled seafarers to have someone to turn to in time of stress and need.

"I am very happy to be a member of this very fine organization and can wish nothing but success in any further undertakings of the SIU."

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.)

Steve Derl says that he wants to express his gratitude to the Seafarers who saved his life while he was on the Ocean Lotta. Steve and some other guys were working way up on the crossbeams, cradling the boom. They were about 40 or more feet above the deck, when Steve was knocked out, and if the guys who were working with him hadn't held onto him, he probably wouldn't be with us now. As it was, Steve was unconscious for two days. He's out of the hospital now, and is convalescing in his home in New Jersey.

Collected That OT

Bob Gribben over in Staten Island Hospital found out that sometimes it pays off to have some time on your hands. Bob was burned on a tanker and is in the hospital for a long haul. Since he had nothing to do, he started doing some figuring, and figured out that on the ship he had been on before, he had not been paid for all the overtime he rated. Bob told the Union, and the Union checked with the company and came up with \$25 in unpaid overtime for Bob. He also collected his Vacation Pay, so he's really flush.



Derl

By the way, whenever any of you fellows are hospitalized or go to a hospital for treatment in a foreign country, be sure that you get a statement from the hospital, or at least get the hospital's correct name and address. Then, if you have any beef later on, you'll be able to check back. It's a good idea to get a complete statement, including a diagnosis and telling what treatment you got, if you can.

It's also a good idea to get somebody who can speak the language to go with you so they can tell the doctors what's bothering you.

"Chips" Erickson's wife just had a baby boy, called Tommy. "Chips" figured that the various benefits he's gotten from the Union have paid for furnishing his apartment, as well as covering the medical bills for the baby. It looks as if Robert J. Burns is going to be collecting that \$200 maternity benefit and \$25 baby bond along about October. Bob's wife and home are out in Portland, Me.

John Falasco is doing pretty well these days. He's taking it easy on the beach right now after being hospitalized off a Calmar ship. John is pretty well known as one of the volunteer organizers in the Cities Service drive in the black gang.

Martin Linsky has been transferred from Manhattan Beach to Staten Island for an operation. Martin's a good Union man, and his wife is a real good union gal. She's been walking a picketline in front of a laundry in Savannah, Ga., for about the last year.



Linsky

Old Friends Very Welcome

Bob Quinn is one of the real oldtimers in the SIU. He joined the Union right at its start. Born 70 years ago in Mississippi, Bob has been going to sea for almost all of his life. He's been in the hospital about two months and figures that he's still got about three or four months to go. He's in a cast right now and can't move his legs or back, so he'd like any of his old friends to stop up to the hospital and visit with him for a while.

Many Seafarers will be glad to hear that oldtime bookmember John Edwards over at Manhattan Beach hospital is figuring on being discharged from there soon. He's been fighting TB for over two years. John will be going home to Cocoa, Fla., where the sun shines all the time, to recuperate from TB.

Mateo H. Lorenzo, who was steward on the Seatrain New Jersey, came up to the hall to collect his \$200 maternity benefit. He and his wife, Elsie, just had a pretty little baby girl who they're calling Rachael.

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.

Luis S. Osma, 55: Brother Osma died on May 3 in the USPHS Hospital in New Orleans. A native of Peru, he joined the SIU in April, 1948, and sailed as a utility man in the stewards department. He is survived by his daughter, Dora Saldarrea of Mango Capa, Callao, Peru.

Clarence R. Beckman, 41: On May 26, Brother Beckman died of exposure and shock in the Wilmington General Hospital, Wilmington, Del., a casualty of the collision between the Tanker Michael and the Tanker A. C. Dodge in the Delaware River the day before. He was serving as an AB in the deck department at the time. His wife, Mildred Beckman,

and two children, of 433 Washington Avenue, Dorchester, Mass., survive him. Burial took place at the Riverview Cemetery, Wilmington, Del.

Marvin D. Bozard, 30: Brother Bozard succumbed to a chronic complaint on July 27, in Mobile, Ala. He sailed in the deck department and had been a member of the SIU for the past ten years. He leaves his mother, Mrs. W. R. Bozard of Orangeburg, S. C.

Judson Clark Palmer, Jr., 35: During a voyage of the Seawind in the North Atlantic, Brother Palmer was lost at sea on July 16. He had been sailing as an oiler in the engine department since 1948, when he joined the SIU in Baltimore. He is survived by his wife, Mrs. J. C. Palmer, El Rancho Cafeteria, West Beach, Biloxi, Miss.

Blind Seafarer Happy In Home

Sightless Joe Germano, the 64-year-old veteran Seafarer whom the Union took out of a New Jersey poorhouse, is getting along fine in a private boarding home. Germano, one of the first Seafarers to receive the SIU disability benefit, was visited recently by Walter Siekmann, director of Welfare Services in the course of his rounds.

Seafarers will recall that Germano was cooped up in the forbidding Hudson County Almshouse, Secaucus, NJ, where he did nothing but sit in a chair from morning to night. There was nobody there to care for a blind man. When the SIU learned of his plight, the Union took him out of the poorhouse and placed him temporarily in a boarding home in Brooklyn where he is getting first rate care and treatment.

A Good Feeder

Siekmann visited Germano during his lunch hour and found him stacking away substantial portions of Italian-style home cooking, in marked contrast to the meager and poorly-prepared fare he received in the poorhouse. Germano was happy to get a visitor and remarked, "Living here is just like being on a good feeding ship."

He said he was completely satisfied with his surroundings. He has a radio at his bedside which is a big help considering he can't get around too much. In addition, he has made fast friends with another boarder who owned a tavern on Mulberry Street, New York, years ago, where Germano used to hang out.

The only fly in the ointment as far as Germano is concerned is the inability of medical science to restore his sight. The Union has seen to it that he is receiving the best of medical care, but doctors are unanimous that there is virtually no hope of seeing again.

"If you could find a doctor to fix me up," Germano said hopefully, "I would ship out again. I can still work if only I could see."



Seafarer Joe Germano listens intently while Mrs. Virginia Tentonico, proprietress of the boarding home, reads him the LOG.

Welfare Got Him \$\$ Fast

How the new SIU Department of Welfare Services aids Seafarers in time of need is shown by the case of Seafarer Anthony Stanton. Now an out-patient at the Staten Island USPHS hospital, Stanton suffered minor burns and scalding when a fuel oil tank overflowed aboard the Potrero Hills (Mar-Trade) on which he had signed on as FWT.

Stanton went to the hospital for treatment and then came up to the SIU hall. "I didn't even know there was such a thing as a Department of Welfare Services," he said, "but I was referred to it by one of the patrolmen when he found out what happened to me."

In short order Stanton was several hundred dollars richer as the Union went to bat for him and collected maintenance and cure due

him under the contract, and a cash settlement for the injury.

See Union Fast

"This accident has taught me one thing," he declared, "and that is to get in touch with the Union right away when something happens. If I hadn't found out about the Welfare Services I might have been out of luck. I not only got my money this way but I got a lot faster service than if I tried chasing after it myself."

"I'd like to tell all the fellows if they get in a fix like mine not to waste any time, but go right to the Union. That way you're sure of getting what's due you."

SIU Babies In Florida And New York



Tampa's latest to receive SIU maternity benefits is little Belinda Diaz who came into this world on August 19. The proud parents are Mr. and Mrs. Eddie Diaz. Eddie, who sails as steward and chief cook, hailed the maternity benefit as "the finest thing any union ever had." The Diaz family is looking forward to a new home they are building in Tampa, after which Dad will ship out again some time in October or November.

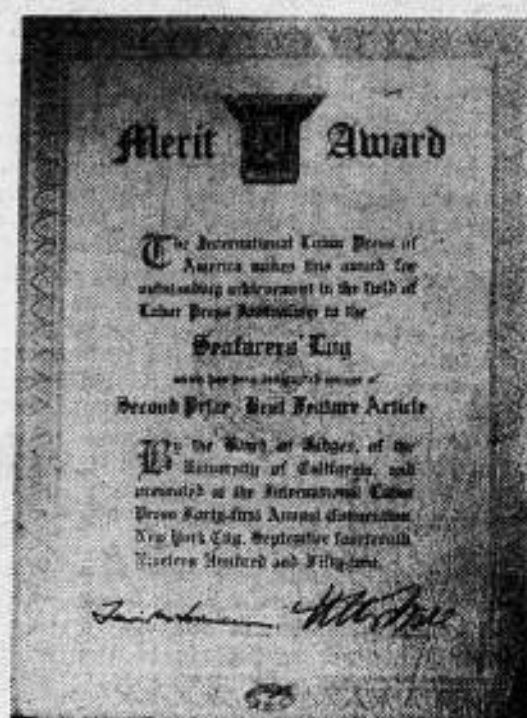
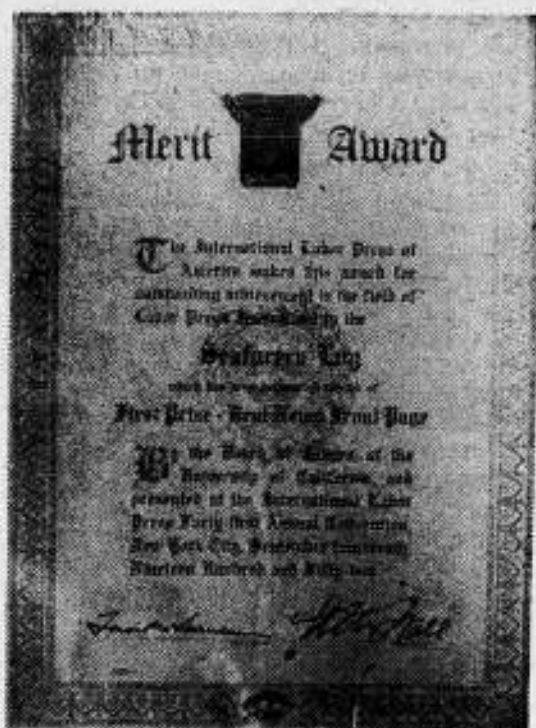
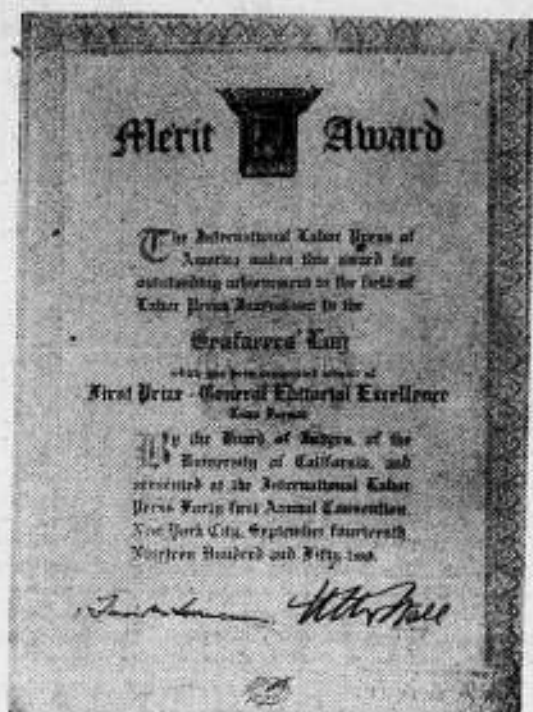


With mother, Margaret Hansen, busy elsewhere, Walt Siekmann, SIU Director of Welfare Services, practices his baby sitting technique on Osmond Hansen while his "big brother" Arthur Hansen, Jr. keeps a close watch on the proceedings. Baby's dad, Arthur L. Hansen sails as chief cook out of the New York hall, and was on an SIU ship while this picture was taken.



How To Get Disabled Pay

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 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.



1952 LABOR PRESS AWARDS . . .

Presentation of this year's annual merit awards by the International Labor Press of America marks another great milestone in the history of the SIU and its newspaper, the SEAFARERS LOG.

Competing with labor papers from all over the US, the LOG came through to win three top awards, including the most coveted of them all—First Prize for "General Editorial Excellence." The other two were: First Prize for "Best Front Page" and Second Prize for "Best Feature Article."

The SIU and the LOG staff are grateful

for this recognition, as we consider it fitting that the greatest labor union in the maritime field should also travel "first-class" with its newspaper.

At the same time, however, credit is likewise due to all Seafarers. Your continued support down through the years shows that you have confidence in the LOG as your most reliable source of news.

You have made this newspaper a true voice of the membership and one of the most widely read and respected labor newspapers in the country.

YOUR...

SEAFARERS LOG