

BOOST DISABILITY PAY TO \$100 MO.

—Story on Page 3

Begin Back Pay To Seafarers

—Story on Page 2



No Time Wasted.

Payoff of the Alaska Cedar under the terms of the new agreement followed a day after the pact was signed by representatives of the Ocean Tow SS Company, operators of the Cedar and two other motor ships on the Alaska run. The contract, which is the best agreement on the Alaskan Run, in itself the highest-paying route in the maritime industry, proved a happy surprise for Seafarers on the Cedar when it arrived in Seattle. At left, S. See, AB (3rd from left), looks over his pay voucher, while Dick Backrak, MM, and B. C. Slaid, AB, look on. Paymaster S. Williams and US shipping commissioner W. Knight have just handed the good news to B. Wilhensen, oiler (far right).

SIU Answers Call.

Smiles on the faces of patients at the Norfolk USPHS hospital indicate inmates' appreciation of the SIU's action in securing feature-length movies for weekly showings at the hospital, which hadn't had any for months. A story in the SEAFARERS LOG describing how the Savannah SIU branch had donated a movie projector for the use of patients at the USPHS-hospital there prompted inquiries by Red Cross aide Mrs. C. G. Abel to Norfolk Port Agent Ben Rees, and eventually to SIU headquarters, which made arrangements for obtaining the films. Glad of the happy ending are (seated, L-R): Seafarers Leslie M. Jackson, S. E. Rountree, and David Styron; standing are movie operator H. Long, Rees and Mrs. Abel. (Story on Page 3.)



Back Wage Payrolls Readied; Several Companies Now Paying

SIU-contracted companies are well on their way in the big job of making retroactive wage payments to Seafarers under the new standard contracts. Men covered by the dry cargo agreement are now receiving retroactive wages and overtime back to November 18 from many companies, with others due to start payment shortly.

On the tankers, the retroactivity goes back to January 1. Here too, most companies are either paying now or will make the payments shortly.

Signing On Now

Meanwhile ships covered by the standard contract are signing on and paying off under the new wage and overtime scales. These went into effect when the Government suspended all wage controls. Additional welfare and vacation contributions are also being made by the companies.

As soon as the wage controls were lifted the SIU took action to assure speedy payment of the new wage and overtime rates. All companies were notified by the Union to pay off under the new contract money provisions.

A partial survey of SIU-contracted companies showed the following progress thus far on the retroactive payments:

Actium Shipping—All retroactive wages will be taken care of at payoff.

Alcoa SS Co.—Payrolls are now being made up in Mobile and will be forwarded to New York. All payments will be made through the New York office.

Amer. Merch. Marine SS Corp.—Payments will be complete in three to four weeks.

Amer. Tramp Shipping Develop. Corp.—Money is ready now.

Blackchester Lines—Payrolls will be ready within the week.

Bloomfield SS Co.—They expect to have all payments completed by end of April. Will begin paying well before that.

Bournemouth SS Corp.—Will pay off at new rate. Others will get money in May or June. Send in applications by mail with mailing address.

Bull SS Company—Money for Angelina, ready now. Other ships follow alphabetically a couple of days apart.

Calmar SS Company—No date set yet. Will notify Union in next few days.

John M. Carras, Inc.—Tanker payrolls ready by April 1.

Colonial SS Corp.—Will pay off at new rate. Others handled by mail application in May or June.

Coral SS Company—Same as above.

Dolphin SS Corp. (80 Broad



Julio Gonzales (left), wiper on the Barbara Fritchie, was among first to collect retroactive wages under the new contract. Here he accepts check from Harry Christianson of the Winchester Steamship Company.

Street—Mail requests are being handled first. The company asks that a permanent mailing address be included. It will hold the money at the office if men desire.

Dolphin SS Corp. (17 State Street)—Payments will be made next week.

Dry Trans.—Will handle by mail. Write giving mailing address and time on the ships. Union will be notified when all payrolls are ready.

Eastern SS Co.—San Mateo Victory will pay off at new rate. Other payrolls will be ready in two weeks.

Elam Shipping Corp.—Money will be ready in two weeks.

Excelsior SS Corp.—Mail applications are preferred. Will pay off at new rate and handle others by May or June.

Gulf Cargo Carriers—At payoff for ship out since before November 18. Others at end of March.

International Navigation—Money is ready now.

Intercontinental SS Co.—Mail requests handled first. Give mailing address and details.

Isthmian SS Co.—Payrolls ready on Anniston City, Steel Apprentice and Steel Advocate. Others will follow alphabetically within few days of each other.

Kea SS Co.—All retroactive money will be taken care of at payoff.

Liberty Navigation—The company is paying now.

Maine SS Corp.—Will handle mail applications first.

Martis Shipping Corp.—Payment ready in two weeks.

Mercador Trading Company—Will handle mail first.

Metro Petroleum SS Co.—Are making payments now.

Metro SS Corp.—Payments in two weeks.

Mississippi SS Co.—Payment began February 18. Mail applications only, to company at Hibernia Bldg., New Orleans, La.

National Navigation—Will notify union by mail.

National Waterways—Payment begins next week.

North Seas Navigation—Prefer mail applications. Will complete payments in May or June.

Ocean Transportation Co.—All retroactive money taken care of.

Omega Waterways—All money will be paid at payoff.

Ore SS Corp.—No date set yet.

Oro Navigation—Now making payments.

Pacific Waterways—All payments made.

Pan Oceanic Navigation Corp.—Will notify Union when ready.

Phila. Marine Corp.—Money is ready now.

Peninsular Navigation—Will handle mail applications first, or at payoff.

Seas Shipping Co.—Payments will begin on or about March 15.

Seatrade Corp.—Payments are being made now.

Seatraders Inc.—Money will be ready in three to four weeks.

Seatrains Lines Inc.—Payment

(Continued on page 24)

Gov't Will Break Out 20 Vessels

Plans for a limited breakout of Government-owned ships for North Atlantic and Arctic service have been revealed by the National Shipping Authority. The NSA said that it expects to take a minimum of 20 ships out of the boneyard for transport of supplies to US air bases in the Greenland area, such as Thule Air Base, and others.

Last year, the NSA provided over 25 vessels for supply work in the Far North. All of them were operated under GAA charter by private companies. They have reinforced bows designed to resist the impact of ice, and special cargo handling gear.

Start in May

The breakout of these ships is not expected before late April or early May, when ice conditions in the Far North permit safe navigation. All of the vessels would be under the jurisdiction of the Military Sea Transportation Service.

The Government now has 1,980 vessels of 1,000 tons or more in its reserve fleet, 500 of which are considered in good enough shape to go to sea with only minor overhaul.



Andrew Furuseth—"The Abraham Lincoln of the sea."

Seafarers Honor Furuseth's Birth

Ninety-nine years ago on March 12, 1854, the man who was to become known as the Abraham Lincoln of American seamen, Andrew Furuseth, was born in a small cottage at Rome-

dal, Norway. When he died in 1938 he left behind him a lifetime of service toward the seamen of all nations in that he was responsible for freeing them from the peonage that they were held in before.

Furuseth came from a very poor family but he was able to get a fairly good education. For a while he contemplated taking up a military career, but after he was rejected by the Norwegian equivalent of West Point he went to sea instead.

Seamen Virtual Slaves

He sailed in the foc'sle for 14 years on ships of various flags. In every case he found that seamen were virtual slaves of the ship's captain, compelled by law to complete their voyages and do the captain's bidding no matter how bad conditions were.

In 1886 he came to San Francisco and joined the brand new union then being formed, the Coast Seamen's Union. Subsequently, he became the leader of the organization and the spokesman for seamen everywhere in their fight for recognition and first-class citizenship.

Furuseth realized early that before conditions for seamen could be improved legislation would have to be passed that would free them from arrest and imprisonment if they quit their jobs. Otherwise any conditions could be imposed on seamen while they were on the ship and they would have to accept them. To do otherwise meant being classed as mutineers or deserters.

Furuseth's first victories came with the passage of the Maguire Act in 1895 which abolished the desertion law in the coastwise trade and outlawed the crimp's right to obtain an allotment from the captain. Three years later he secured passage of the White Act which freed seamen on deep sea, as well as coastwise American vessels from the desertion law. It also ruled out the beating of seamen by officers and mates, and gave sea-

men the right to draw up to half their wages in any landing or discharging port.

Safety Provisions Included

His biggest blow struck for the freedom of seamen the world over came with the successful passage of the Seamen's Act of 1915. This Act, sponsored by Senator LaFollette Sr. had first been passed in 1912, but President William Howard Taft refused to sign it. It was repassed and approved in 1915 by President Wilson. This extended the desertion ban to foreign vessels in American ports and provided for increased foc'sle space, better food, and safety provisions for seamen.

Furuseth's remaining years were spent in Washington defending this Act and promoting amendments to it, such as the Jones Act that was passed in 1928. When he died in 1938 at the age of 84, his ashes were scattered at sea, as he had requested, from the deck of the SIU-manned SS Schoharie.

Quotation Of Week . . .

The following story appeared in the Feb. 19, 1953, issue of The Pilot, official organ of the National Maritime Union of America, CIO. It is reprinted here in its entirety:

"The story is going around that the officials of the National Marine Cooks & Stewards, West Coast outfit now Communist-controlled, have paid themselves wages six months in advance, disposed of Union property, sold membership books at the bidder's price until there are now 30 men for every job—all to the ruination of a once important organization. Reason? The wind is blowing hard and the ducks are building a shelter. Union chaos. Official "sovietism." Rascality. The answer: a clean sweep. Turn on the hose, Harry, this is getting tough."

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SIU Ups Disabled Pay To \$100

T-H Revamp Fight On; AFL Offers 10 Changes

The annual Congressional skirmish over the Taft-Hartley law is now getting underway, with changes in the law more likely this year than ever before. The AFL, CIO and the Eisenhower administration are all committed to modifying the Act, in differing degrees, but strong forces in and out of Congress are out to make it even tougher.

AFL president George Meany outlined the Union position at the current House Labor Committee



George Meany

hearings. He proposed ten important changes, including repeal of the 80-day anti-strike injunction provision, lifting the ban on the closed ship, abolition of the non-Communist oath and of employers' damage suits against unions.

Would Drop Injunctions

Meany also proposed elimination of the injunction powers in the law that are exercised against secondary boycotts and other union action. Similar proposals are expected from CIO president Walter Reuther when he appears before the committee.

On the other side of the fence, former NLRB General Counsel Robert N. Denham, who was fired

by President Truman in 1950, wants to toughen up both the law and its administration. Denham would begin by firing the present personnel of the NLRB, who, he complains, are too friendly to labor. He proposed that unfair labor practices by unions be limited, and praised the injunction features of the act.

Other proposals to tighten the law have come from inside and outside of Congress, including one bill to ban industry-wide bargaining, through extension of anti-trust laws against employers and unions that sign standard industry-wide contracts.

NAM In Fight

The employer lobby groups like the National Association of Manufacturers and the US Chamber of Commerce would be just as happy though, if the law was left the way it is. However, the Wall Street Journal, spokesman for big business, reports that they are also in the fight to get the law toughened up.

Meanwhile a 15-member advisory committee including both labor and industry representatives has met with Secretary of Labor Martin Durkin to discuss proposed amendments to the T-H Act. The committee will try to come up with recommendations that could be presented jointly by spokesmen for labor and industry.

PMA Splits In Dispute With Mates

The maritime battle between West Coast shipowners and deck and radio officers became enmeshed in legal entanglements and restraining orders after two shipping companies withdrew from association affiliation last week so they could conduct their own negotiations with the unions involved.

The Pacific Maritime Association, chief owner group among West Coast outfits, obtained a restraining order in San Francisco Superior Court to prevent shipping companies from dealing individually with the unions, the Masters, Mates and Pilots, AFL, and the Radio Operators Union, CIO.

In addition, an injunction was taken out against Captain Charles F. May, president of local 90 MMP and international vice-president, restraining him from ordering MMP members against signing on. May sent out a telegram to all locals rescinding his request of one week ago in which he urged all members not to sign on West Coast vessels.

The MMP and the ROU are demanding immediate wage increases of 9.5 percent. The scale now ranges from a minimum of \$410 a month for third officers to a maximum of \$1,250 for captains.

The dispute began under the impetus of the MMP when the union protested present pay.



At left, Mobile Patrolman Red Morris, signs up disabled Seafarers William Gray (seated) and James Carroll. At right, Welfare Director Walter Siekmann helps disabled Seafarer Joe Germano out of poorhouse where he was staying. These three disabled Seafarers are among those who will benefit from the second increase in payments since the benefit began in May, 1952.



Disabled Seafarers eligible under the SIU Welfare Plan will now collect \$100 a month from the Plan. Union and employer trustees, meeting at Welfare Plan headquarters on March 3, agreed unanimously on the increase in benefits effective March 1, 1953.

This is the second time in less than a year that payments to disabled men, originally \$15 weekly, have been increased as the result of action initiated by the Union trustees.

New Men Added

In addition to raising the amount of the benefit, the trustees approved several new applicants, bringing the total number of disabled men who will receive benefits up to 20.

For those men on the benefits list who are over 65, the disability payments can be combined with Federal Social Security payments. In most cases, these payments would run between \$40 and \$60 a month. If the man has a wife who is over 65, he receives 50 percent additional from the Government.

The combination of disability and social security benefits could run up to a maximum of \$227.50 a month, tax free. Seafarers who are on the disability benefits have received Union aid, when necessary, in collecting these social security payments.

However, a Seafarer does not necessarily have to be over 65 to qualify for benefits, provided he is unable to work. In that case though, he wouldn't collect social security.

The sizeable benefits paid to these men is in sharp contrast to what active seamen were being paid in the industry when the Union was first organized. At that time, 1938, the standard wage for an AB on the East Coast was \$72.50 a month, with welfare benefits being unknown.

Union Took Initiative

The latest action by the trustees resulted from the decision of the Union trustees to explore ways and means of improving benefits presently being paid under the SIU Plan. Further improvements, as well as the addition of new benefits are constantly under study and action will be taken on them when conditions permit.

The SIU disability benefits pro-

gram, the only one of its kind in the maritime industry, got under way last May with payments of \$15 a week to men who were no longer able to work because of age, injury or illness. Age alone was not a qualification for the plan, although as it happened, most of the men involved were older seamen who could no longer sail or do any other kind of work. Last October, the payments were increased to \$20 weekly.

Seven Years' Time

In order to qualify for the disability benefit, the Seafarer has to have a minimum of seven years of

seafaring with companies that are now under contract with the Union.

Seafarers who wish to apply for the benefits should write to the trustees, SIU Welfare Plan, 11 Broadway, New York and enclose all particulars. Each individual case is considered on its merits by the joint Union-shipowner board.

Employer trustees participating in the meeting were: Charles Logan, Mississippi Shipping Company; Donald Smith, Seatrains Lines; and Max Harrison, Waterman SS Company. Union trustees are Paul Hall, Bob Matthews and Claude Simmons.

SIU-Donated Movies Big Hit At Hospital

The patients at the Marine Hospital in Norfolk, Va., are now enjoying full-length moving pictures every week, thanks to quick action by the SIU.

The hospital at Norfolk is the second Marine Hospital that the Union has helped out as far as moving pictures are concerned. Previously, the Union made sure that the men in the Savannah, Ga., Marine Hospital would be able to see movies by giving the hospital a movie projector on a permanent loan basis.

Recently, the Union learned that the men in the Norfolk hospital were no longer getting to see any movies. The hospital's arrangement for getting films to show the patients had run out, and the hospital was unable to make arrangements for getting more films.

The SIU immediately stepped in and agreed to supply the hospital with full-length feature films to be shown to the men. The first showing was held this month and proved to be a tremendous success.

The local newspapers picked up

the story of how the SIU was supplying movie films for the men in the hospital, and ran a big story, including pictures of the SIU patients watching the first show.

The men in the hospital reported that even the foreign seamen who could not understand the dialogue, got a lot of enjoyment from watching the pictures.

Seafarer Leslie M. Jackson, who was injured over three years ago when he fell from the deck of the SS Tini to a concrete pier, said "I used to do a lot of reading, but I can't do much any more and the movies sure help out a lot."

Another Seafarer in the hospital, S. E. Rountree, who was injured in an accident aboard a tanker in 1951, said the movies supplied by the Union were "wonderful," and helped to make staying in the hospital a lot more pleasant.

MFOU Bids Affiliation

The independent Marine Firemen's Union is reviewing the possibilities of affiliation either with the AFL or CIO, according to a printed report in the union's publication.

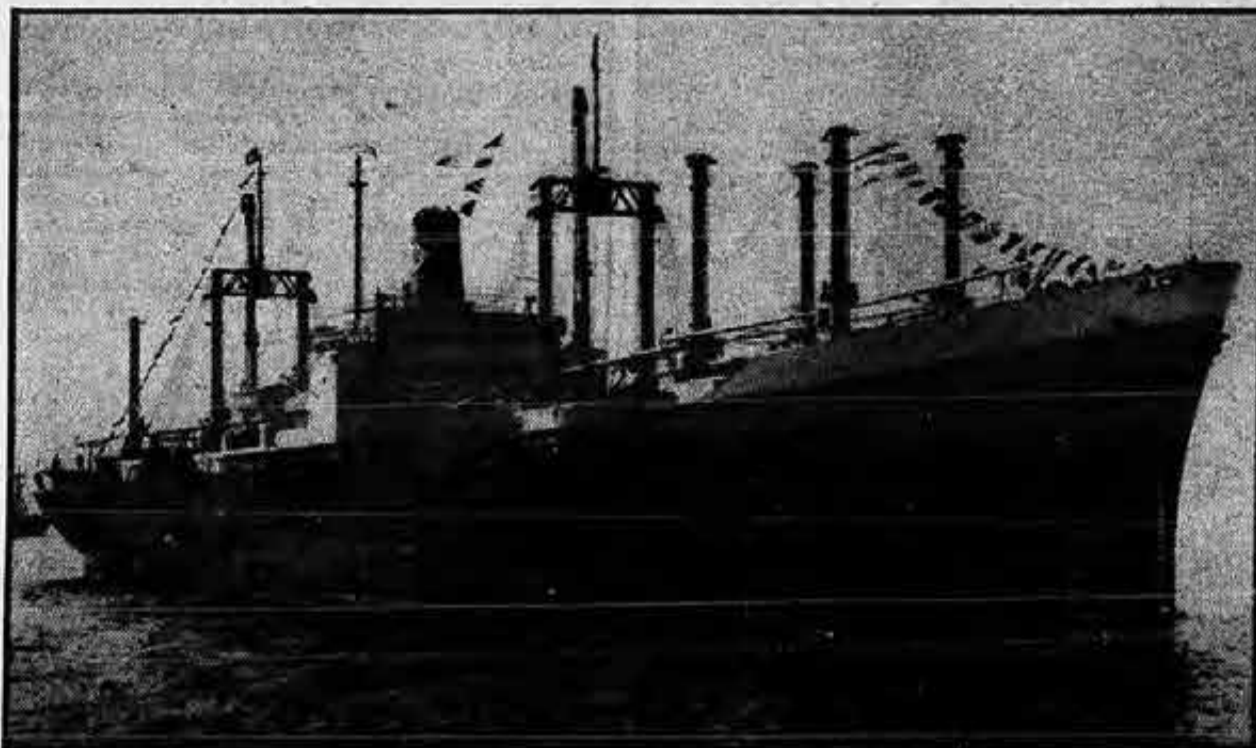
Initially, the Firemen will send a delegation of at least seven representatives to the San Diego convention of the SIU to find out what the terms of affiliation would be.

Meanwhile, a committee has been instructed to contact the CIO National Maritime Union to determine what its terms of affiliation would be for the independent Firemen.

The terms would be submitted to a referendum vote of the independent union's membership.

The union's statement said, "we will eventually have to consider affiliation with one group or the other, not so much in an effort to get jobs but to exist and preserve the union."

Weak Merchant Fleet Perils US World Role



The Keystone Mariner was the first of 35 Mariner class cargo ships ordered by the Government. No merchant cargo ships are now on order or under construction for US registry for private companies. The only cargo ships being built for US registry are the remainder of the 35 Mariners.

(The following analysis of the present condition of the US Merchant Marine was prepared by the Staff of The SEAFARERS LOG.)

In June, 1950, Communist armies from North Korea invaded the Republic of Korea. That invasion touched off a huge preparedness drive here and in Western Europe. As a result, the US now has the largest and most powerful Navy in the world's history. It has modernized and enlarged its air force

and expanded the Army considerably with new and expensive weapons. All this has cost enormously, \$40 to \$50 billions a year, plus additional billions to equip Europe's armies.

At home, the Government has spent equally large sums to expand domestic production. Up until October 1, 1952, the Government had given out 14,000 "certificates of necessity" to domestic industry, amounting to tax write-off benefits of nearly \$23 billion, with more issued since then.

By contrast, there has been little planning or activity on behalf of the merchant marine, the lifeline for raw materials coming into the US and for food, military supplies and industrial equipment flowing out of this country. The sole extent of recent Government aid has been the construction of 35 Mariner-class ships at an estimated cost of \$350 million. And in an emergency, chances are that all of these would be taken over by the Navy, leaving the merchant fleet with its present outmoded and obsolete ships.

Passenger Ship Aid

Other Government aid at present consists of operating subsidies, which have averaged \$30 million a year since the war, and \$350

million in construction subsidies over the last 16 years. Most of this money has been sunk into a handful of large passenger liners which would be converted into troop transports in the event of war. The all-important cargo end of the industry has been ignored.

Few people seem to realize the importance of the merchant marine in our defense picture. When fighting started in Korea, the US had only a handful of troops in the Far East, and small amounts of equipment. Troops could be carried by troop transport, and in emergencies by plane, but, the thousands of different items of supply could be brought only one way—5,500 miles from the West Coast of the US by ship—a long trip on a ten-knot Liberty.

Without the privately-owned US merchant fleet and the old, but useful, Libertys in the Government reserve it would have been impossible to maintain our forces in Korea.

It is fortunate for the armies in Korea, and for the ships, that the US Navy is absolute master of Korean waters. For had these ships had to contend with subs, planes and enemy surface ships, the Korean story would have been quite a different one. That is what would happen in any general war, and that is why our out-of-date merchant ships are the weakest link in our defense.

The case for a strong American merchant marine, manned by American crews was stated effectively by Hugh Gallagher, president of the Propellor Club:

"American shippers can build their boats in Scandinavia or Holland for about one-third of the cost of building them in American yards. We can staff them with Chinese crews, and thus compete with any foreign line in the world.

"But national policy asks us to build our ships in American yards and man them with American seamen and pay them American wages. And quite properly.

"We know that without our own ships, manned by our own men, we would be at the mercy of any nation or group of nations which chooses to dominate the sea lanes in a time of emergency."

Aside from supplying our armed

forces, American merchant ships perform an equally important function of hauling the raw materials that feed American industry, and the machinery, grain, coal, and other products utilized by a good part of the rest of the world. If it weren't for the US reserve fleet, last winter would have seen millions of Indians starving, and thousands of plants in Europe shut down for lack of coal. The need to meet this emergency and keep Korea supplied was met by breaking out of the boneyard virtually every Liberty, Victory and Cape-type ship that was in useable condition.

At the peak, 639 ships were called out of lay-up of the total Government reserve of 2,084 ships. Those that were called out were the best of the lot, yet all of them required a good month's overhaul before they could be put into service. It is questionable how many of the remaining ships could serve a useful purpose without extensive, costly and time-consuming work. And in another, more serious, emergency, the ten-knot Libertys would have a pretty tough time of it escaping modern subs and planes.

Private Fleet

Our privately owned dry-cargo fleet consists of 253 C-types, 228 Libertys, 53 Victories and 244 ships of private design. The biggest and fastest of these ships are the C-3's and C-4's, capable of doing 16 to 17 knots. The Victories are good for 15 knots and the Libertys 10 to 11. The Government reserve consists almost exclusively of Libertys and Victories, mostly the former, with a handful of C-1's and other types. In tankers, the T-2 is the most numerous type, although here some progress has been made in construction of new super-ships.

In another war, the US would have to go it with these ships until such time as the modern ship construction program we now lack gets underway.

While the merchant marine has been standing still, the naval forces of potential enemies have not. Seafarers and others can remember the tremendous damage done by German subs at the beginning of World War II. In 1940, the Germans only had 50 subs, but they did enormous

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As I See It . . .

Paul Hall



IN THE short time since the SIU began digging into the area of welfare benefits for Seafarers our Union has made tremendous progress. It is acknowledged that the SIU has taken the lead in the maritime field in providing its people with benefits above and beyond the regular contractual wages and working conditions. Our welfare benefits are unique.

For example, there is the maternity benefit of \$200 to SIU families to which a child is born, along with the \$25 bond which is the Union's gift to the new child. And there is the death benefit of \$2,500, the weekly hospital benefit of \$15 and, of course, the most recently added of the benefits—the four \$1,500 annual scholarships open to Seafarers and their children. All important, too, is the disability benefit, which has just been raised to \$100 monthly for those members no longer physically able to sail.

Considering that the SIU has only been working in this area for a couple of years, it is obvious that the Union has scored heavily on problems which a few years ago would have been declared almost impossible to resolve. Of course, we do not believe that these benefits are the ultimate. We prefer to believe that they represent only the beginning of this large job of providing greater security for Seafarers and their families.



These benefits do not by any means represent the full scope of possibilities. There are problems which our people face as a result of the nature of their occupation and which consequently rate consideration and investigation. For example, we feel at the moment that the condition of our employment, whereby some of our men whose families live in the larger cities along the coast and who are away at sea a greater part of the year—requires that some extraordinary provisions be made for the care of their families. This does not refer to the men who already have established homes in and around the country and who have no problem of the kind we are discussing.

Hardship On Wives

We know of the hardship placed upon the wife who must tackle the daily problems of living without the benefit of a husband's presence. If the Seafarer has children they are deprived of the benefit of their father's guidance and moral support when such an influence in the home is essential in helping them to attain a sense of security in the community.



Most certainly families of seafaring men are at a disadvantage when their position in the community is compared with that of families of shoreside workers. In a society such as ours, with day-to-day living so complex, the development of a strong sense of family security is of paramount importance in making good citizens. As seafaring men who have banded together in a strong union, as ours is, for the purpose of collective security we can fully appreciate this problem.

Then, too, there are the complications that arise when a seafaring father is away and a little thing like an allotment check is late in arriving. Thus there is a strain on the wife who has to pay the rent on time, who has to meet the doctor bills and who has to provide food for the family table. And there is the tremendous nervous strain and disruption of normal life when one of the members becomes ill and requires hospitalization. With the breadwinner away what about the problem of arranging for care of the children? Or in the case of a child being hospitalized, who gives the mother the necessary comfort and assistance such emergencies require?

The answer to all this seems to be in some kind of a housing unit owned and operated by Seafarers themselves, with units to accommodate families of various size and possibly restricted to SIU members and their families. In such a project there would be a strong bond of understanding among all the families, and the accompanying security that comes with the knowledge that "we are not alone." Wives confronted with a problem of an emergency nature would be able to turn to other wives who face similar problems and get assistance in ironing out difficulties until such time as the husband and father would arrive home.

Strong Boost To Morale

And beyond the tremendous benefit in all-around living this kind of development would have for the families of seafaring men of our organization, the effect upon the Seafarer himself would be of immeasurable value. The Seafarer aboard a ship in Far Eastern waters or in the Mediterranean or any distant place would go about his shipboard job secure in the knowledge that if his people run into any kind of trouble, either as the result of illness or economic stress, they are among those who know and understand and who are prepared to go the route in pitching in to straighten matters out. This is an idea which at the moment may appear far from realization. The mechanics of setting into motion such a project would require very lengthy, detailed study and preparation. But it is an idea, nevertheless, which could work tremendous benefit for our people. As remote as its practical realization may seem at this moment, it would be most interesting to know of the feelings of our members and their families on the subject. At least let's kick it around and discuss it from every angle. Obviously no such program could succeed unless it is fully understood by the membership who must give evidence of their own feeling of the need for such a program.



So all hands might do well to have their say. It is suggested, for example, that every Seafarer with an opinion, either pro or con, send his views into the SEAFARERS LOG. These views would then be published and read by our membership, wherever they may be throughout this world. This, it appears would be the first proper step in exploring any idea.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

Discussing The Good Contract News



Crewmembers of the Alaska Cedar get welcome information on their new contract from Patrolman Paul Drozak (standing, right, with contract.) They are: (left to right), S. See, AB; Dick Backrak, MM; Duke Nancarrow, AB (head showing), B. Whilhemsen, oiler; F. Cullison, steward; Red Kirk, AB; Jack Stough, AB (by fan-head); Drozak, W. Porter, crane operator; J. Weddle, oiler; J. Giza, electrician (seated). The Ocean Tow Company contract is the best on the Alaska run.

SUP Celebrates 68th Anniversary; Paved Way For All Marine Unions

The 68th birthday of the Sailors Union of the Pacific, oldest existing maritime union, was celebrated yesterday with appropriate ceremony at the site of Andrew Furuseh's memorial on San Francisco's Folsom Street wharf. It was on March 6, 1885, that the SUP was born on that spot in an open air night meeting of 300 to 400 seamen.

The immediate reason for the meeting was the arbitrary action of coastwise shipowners two days earlier ordering a reduction in wages of seamen. Previous attempts to form seamen's unions had all failed, but this particular

meeting proved the beginning of a lasting maritime union.

At that first meeting, 222 men signed up as members of the new organization and a collection was taken which produced \$34, enough to rent the Irish-American hall for another meeting the following night.

The second meeting attracted

another 132 seamen to the ranks and the new union, then called the Coast Seamen's Union was officially formed with Rasmus Nielsen as its secretary. The first action of the union was a strike against the pay cut which resulted in restoration of the higher wage scale.

Within a few months the new union had attracted over 2,200 sailing ship men and a union office was opened at 7 Spear Street where a hiring hall functioned despite tremendous opposition from the shipping masters, crimps and boarding house keepers.

Merged With Deep Sea

Two years later in 1887, Andrew Furuseh was elected leader of the new union. One of his first notable achievements was to secure an amalgamation of the Coast Seamen's Union and the deepwater union, the Steamship Men's Protective Association. This took place on July 29, 1891, with the new organization now called the Sailor's Union of the Pacific.

The amalgamated union now had a membership of between 3,500 and 4,000 and a treasury of over \$50,000, making it one of the strongest outfits in the country.

In August of 1892, the SUP called a strike that was the first of many bitter struggles fought against the combined strength of the shipowners and the California Manufacturers and Employers Association. Despite the announced program of this organization to break the union, it was unsuccessful.

Subsequently, the leadership of the SUP under Andrew Furuseh, was able to secure passage of the McGuire Act, the White Act and the Seamen's Act of 1915 which is known as the Magna Charta of seamen. The SUP was also responsible for the organization of a national seamen's union that later became the old ISU. When that organization broke up, the SUP was issued a charter as the Seafarers International Union of North America, leading to the formation of the SIU A&G District and the other SIU affiliates.

Art Entries To Get Two Showings In NY


Seafarers entering their work in the Second Annual Seafarers Art Contest will have their entries exhibited to the people of New York at two different exhibits.

In addition to being shown in the SIU headquarters, the entries will also be exhibited at the Architectural League of New York, at 115 East 40th Street, New York 16, NY, in Gallery "A" under the sponsorship of the New York Public Library.

The exhibition at the Architectural League will be part of a display of the works of members of various unions to show the type of art work done by union members in their leisure time. It will be called "When Work Is Done."

Meanwhile, entries have been pouring into headquarters. The contest is open to all Seafarers in four categories: oils, watercolors, drawings and handicrafts, with three prizes offered in each of the categories. The deadline for entries is April 30, 1953, which is far enough ahead to give Seafarers all over the world enough time to send in their entries.

Each entry should include the name and return address of the Seafarer, and should be sent to Art Editor, SEAFARERS LOG, 675 4th Ave., Brooklyn 32, NY. It is best to use special delivery or registered mail and wrap the entries well. If the entry is for sale, include the price you want for it. The judging, by a panel of well-known art experts, will take place May 5.



MEET YOUR OLD SHIP-MATES AT THE SIU'S OWN

Port O'Call

AT THE UNION HALL
4TH AVE AND 20TH ST.
IN BROOKLYN. SWAP
YARNS AND WATCH
THE FIGHTS ON TV.
NEW LOW PRICES
AND YOU'RE ALWAYS
WELCOME HERE AT
YOUR OWN PLACE.
OWNED AND OPERATED
BY THE SEAFARERS
INT'L UNION - A&G - AFL

SIU Backs Alien Appeals To Gov't

Alien seamen who want permission to pay off ships or extensions of shore leave beyond 29 days can now get individual letters of appeal to Washington on their behalf by the Union.

Two form letters have been drafted, one requesting that the alien be allowed to pay off and get a discharge, the other asking for extension of shore leave so that the alien can ship out.

The letter is to be filled out by the alien involved, who has to put down important information such as his rating, his time on American ships, his passport, if any, and similar items. It will then be signed by Paul Hall, SIU secretary-treasurer, and forwarded to Immigration headquarters in Washington.

Assurances From DC

These forms were drafted by the Union as the result of conferences held in Washington between an SIU delegation and Government authorities, as reported in the February 6 issue of the SEAFARERS LOG. The delegation, consisting of Harry Lundberg, SIU president and SUP secretary-treasurer; Paul Hall, SIU first vice-president and secretary-treasurer of the A&G District; and Morris Weisberger, SIU vice-president, secured assurances that consideration would be given to alien seamen sailing regularly on US flag ships.

Among other things, the Union representatives pointed out that the 29-day limitation could work a hardship on a non-resident alien because of the limits on jobs open to alien seamen. They are barred from all the ships on subsidized runs, and from coastwise and intercoastal runs, while on other ships their quotas are limited.

Can Be Deported

If the non-resident alien can't get a ship in 29 days, he is subject to deportation under the McCarran Act. Consequently the form letter drawn up by the Union explains that the alien has been employed regularly on American flag ships, and requests that he be given an extension on leave in order to ship out.

The second form differs from the first in that it requests permission for the alien to pay off his ship and receive sufficient shore leave

to catch another American vessel. This is designed for the alien who has been denied payoff and/or discharge by Immigration authorities.

In many cases the reason for denial of payoff or discharge is simply lack of a passport or citizenship in a country now behind the Iron Curtain. The men involved are compelled to stay on the ship indefinitely.

Any alien seaman who wants such a letter sent on his behalf, should get in touch with SIU Welfare Services representatives in any US port. This does not apply to resident aliens who have legal admission to this country.

Fairport On Rocks, Hint Sabotage

SAN DIEGO—The possibility of sabotage was being investigated as a second Waterman freighter, the Fairport, went aground off the Mexican Coast. The Fairport grounded on Thursday, February 26 about 20 miles from Acapulco. A month before, on January 30, the Fairhope, a sister ship, suffered a similar accident off Lower California.

The Waterman company asked Federal authorities to investigate the two instances after testimony at a Coast Guard hearing in the Fairhope case suggested that the compass had been tampered with.

Meanwhile no further light has been shed on the disappearance of the Fairhope's steward. A grand jury in Los Angeles has been hearing testimony on the case. Police believe the steward was murdered and his body shoved through the porthole of his cabin.

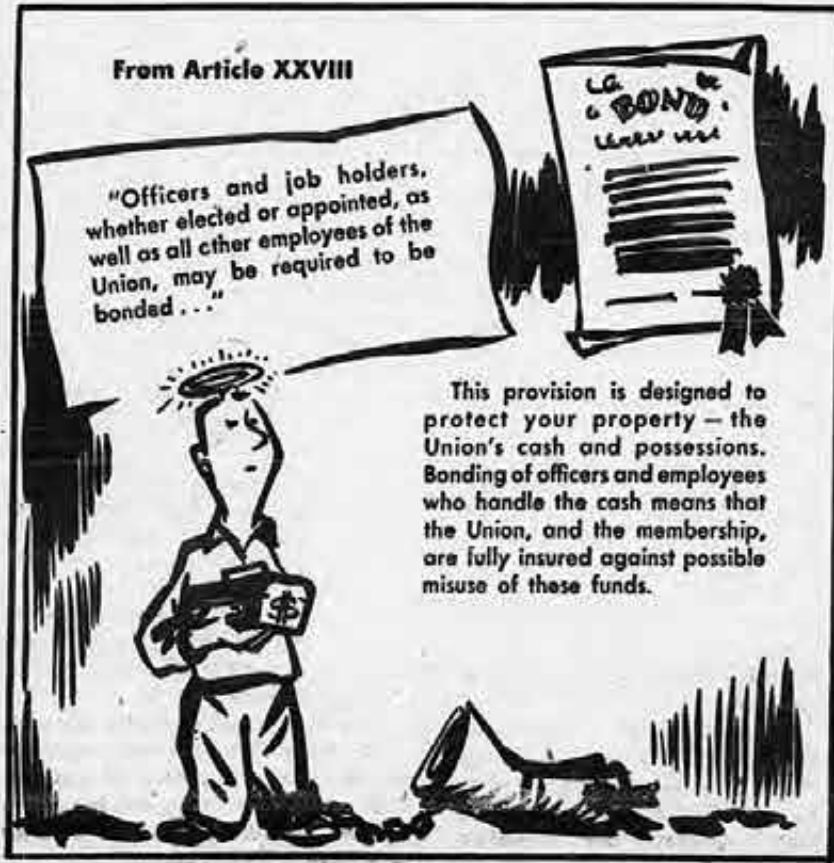
YOU and the SIU CONSTITUTION

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

From Article XXVIII

"Officers and job holders, whether elected or appointed, as well as all other employees of the Union, may be required to be bonded..."

This provision is designed to protect your property — the Union's cash and possessions. Bonding of officers and employees who handle the cash means that the Union, and the membership, are fully insured against possible misuse of these funds.



Navy Depot Reopens For Shipping



Seafarer Charles L. Avera, cook, points to direction marker for the recently reopened Theodore, Ala., Naval installations. The docks there had been closed last summer for repairs, but are now being used to handle military cargoes for Europe and the Far East. The SIU-manned Lawrence Victory (Mississippi) was the first of many SIU ships that will use the facility.

SIU COMMITTEES

AT WORK

Membership supervision of Seafarers' behavior on the ships and in the halls, as well as check-ups on the SIU's money and other valuables like bonds and receipt books are all-important tasks. These jobs are accomplished by elected rank and file committees. Some committees hear trials of Seafarers charged with violations specified in the Union constitution. Others check and recheck finances weekly and quarterly in all 13 ports to maintain fool-proof control of the Union's money.

The Union constitution provides for election of rank-and-file auditing committees every week in all ports and a quarterly financial committee every three months in headquarters. These committees have the responsibility of checking the records and seeing to it that the Union officials are properly handling their job. They operate in conjunction with a certified public accountant who prepares official quarterly reports.

The weekly committees are elected at special meetings held every week in all ports. For example, Baltimore Seafarers elected a committee consisting of Irvin Pierce, John Flynn and John Weimer for the week ending February 21. This committee, as did similar ones in all ports, checked all books, bills and vouchers of the port and found them in good order. They then submitted a signed report which contained such items as total cash on hand at beginning of week, the week's income in the form of dues and assessments, and a breakdown of the week's expenses. This included salaries, travel expenses, telephone, mailing and building supply. All weekly reports from the outports are rechecked at headquarters by a rank and file committee.

Every three months a six-man committee is chosen at headquarters to audit the quarterly report. This group, two men from each

ship's department, works in conjunction with a certified public accountant. It checks all weekly reports against bank statements and reports on funds on hand. It sees that the outport financial reports correspond with weekly headquarters reports. It examines all headquarters financial business and takes a count of Union-owned bonds and of receipt books. In this way, membership control is exercised all along the line to keep Union finances in order.

Self-Discipline

Another important committee function is enforcing membership self-discipline. When a man performs on board, gasses up, consistently fails to turn to, deliberately misses a ship, or in some way or another harms his shipmates and the Union through his behavior, other members of the Union can, and do, bring charges against him. The charges are served on the errant member and he is notified to appear before a trial committee of four rank and file members. This committee is elected in the same fashion, at special membership meetings.

Recently in New York, for example, a member was brought up on charges of neglect of duty and misconduct aboard ship, disorderly conduct at the payoff and refusal to cooperate with Union representatives in discharging their duties. He was tried before a committee consisting of P. J. McCann, P. Loleas, G. Maslarov and J. Jellet. After hearing all evidence pro and con, the committee found the man guilty, fined him and put him on probation under powers given the committee under the Union's constitution.

In this way, the membership itself, passes upon cases of misbehavior detrimental to the membership and imposes the discipline that is necessary to assure the proper functioning of the organization.



Pierce



Maslarov

Seastruck Welsh Boy Likes LOG

The little town of Harlech, Wales, now boasts two SIU boosters in its small population, one of them Seafarer Ed Larkin, the other, Rhodire Jeffereys Jones, an aspiring seaman of ten summers. Both of them stand together in their admiration of the SIU and squabble over the single copy of the SEAFARERS LOG that comes in the mails every two weeks.

Larkin is the Seafarer who was awarded one of the Ruskin labor scholarships and is now studying at Harlech College, a remodeled castle in this tiny Welsh village. His sidekick is restrained from going to sea only by some legal technicalities, such as the British compulsory education law. But he intends to set out under a full head of sail the minute he hits his 14th birthday.

Wears SIU Button

The youthful wearer of the SIU button, Larkin writes, became acquainted with him last October



Latest addition to the list of SIU boosters is Rhodire Jones of Harlech, Wales.

shortly after his arrival at the college. "This is a small village," he said, "and within a few days everyone knew that I was an American seaman. . . His father received no rest until he was introduced to me. At first he was very shy but as we salts got to know each other he has displayed a marvelous understanding of the sea and its lore."

While waiting for the day that he can go to sea, Rhodire practices carving ships' models and knows his way around on a sailboat. At Larkin's suggestion, he wrote a little letter to the LOG introducing himself and setting down a small fictional effort as follows: (Knowing his affection for the SIU the LOG accepts in good grace Rhodire's little story in which the British ship comes out on top.)

Wants to Travel

"My dear readers, I have been very much intrigued by your SIU paper. Although only ten years of age, I intend going to sea at fourteen. It is not only the drive to go to sea that makes me interested in ships and traveling abroad, but I wish to see foreign countries, learn their languages and manners, and become friendly and useful to both whites, blacks and more or less all nationalities.

"I have become so interested in ships that I have made up a little story. Here it is:

"Some time ago the greatest

(Continued on page 24)

SIU NEWSLETTER from WASHINGTON

Immigration and State Department officials, concerned with the job of inspecting alien seamen under the McCarran Act, expect to issue about 90,000 visas to seamen during the year, the documents being good for a 2-year period.

Under the law, alien seamen must individually apply for a visa; they will be screened by American consuls; and, in performing this screening, the consuls will check with the security officers in the various countries before issuing the visas.

The State Department recently told the Congress:

"We do not anticipate any trouble on the better regulated ships, but it is the Greek or Panamanian ships which come in which are not named with Greeks or Panamanians but by people from all over the country."

The visas will be good for 2 years and will be subject to renewal. At the end of this 2-year period, a security check will be made again to see if any additional information has come in to the Immigration Service or the US State Department since the first visa was issued.

Recently a Congressman wanted to know the value of issuing a visa to each alien crewman if, upon reaching the US, the crewman has to be screened by Immigration authorities. The State Department told the Congressman:

"The visa has this value: The Immigration and Naturalization Service is unable, of course, to have access on this side of the Atlantic to the security information which is available in these foreign countries relative to these various crewmembers and the consuls are in a position to get that information in the countries overseas. So, consequently, it is advisable to visa these people and screen them overseas before they come here."

Commenting on the question as to why it is necessary to examine an alien crewman more than once in his lifetime, and if the Immigration Service goes through the routine each time a crewman comes into the country, the Commissioner of Immigration and Naturalization says it is necessary to continue the inspections because it is not known what contacts an alien seaman "might have made and there is the question as to whether his status might have changed while he was on shore leave abroad."

The Immigration Service has promised Congress that on the first trip to the US, under the McCarran law, it will take only about 10 or 15 minutes to examine the alien seaman, and that on the subsequent trips on ships of the better type, it will take three to five minutes, perhaps less.

Some ten or twelve Western European nations have brought into the open their aim to cripple US maritime laws. They are putting on a propaganda drive in fairly major proportions in order to further their own maritime ambitions.

This was first revealed in the SEAFARERS LOG several months ago and since then the drive has gained momentum. The chances are that the US Congress will be called upon to take another look at our maritime policy to see whether it is a "selfish" one; as the foreign nations argue.

Actually, the Western European nations are aiming at eliminating a provision in existing US law which states that at least 50% of all cargoes financed by this country, and moving abroad, must be transported in US-flag vessels.

A few days ago there came to light a statement made by the foreign countries in a report to their member nations, as follows:

"The subsidy and protection of various kinds given by the US Government to its merchant shipping should also be reviewed. This is an industry in which European countries are particularly competitive, and from which appreciable additional dollar earnings could be obtained if free competition between the US and European shipping were permitted."

A system of safety rules and regulations for longshoremen and harbor workers has been proposed in Congress by Senators Smith, New Jersey, and Kennedy, Massachusetts, representing an outgrowth of Congressional hearings held last year.

Under their recommendations, the US Labor Department would be given broad authority to enforce and administer regulations, and to make studies with respect to safety provisions and the causes and prevention of injuries in employment under the Longshoremen's and Harbor Workers' Compensation Act.

This is the same recommended program that is being opposed by the US Coast Guard and maritime employers who contend that, under existing law, the Coast Guard has ample authority to provide safety measures in this field.

The next American steamship company in line to receive an operating subsidy from the Government is the Bloomfield Steamship Company. This line is asking for US federal help in the operation of ships on two routes, namely, between US Gulf ports and ports in Spain, Portugal, Mediterranean and/or the Black Sea, and between US Gulf ports and the East Coast of the United Kingdom, Continental Europe, including Baltic and Scandinavian ports.

Under the law, US lines can get an operating subsidy if they encounter substantial foreign-flag competition. Under the subsidy, the US Government pays for the difference in certain higher costs incurred by the US operator as compared with his foreign-flag competitor.

The Eisenhower Administration, armed with fresh authority from Congress, is moving ahead on what may be the greatest overhauling the federal government has ever seen. Present indications, "based on moves already made or proposed, are encouraging to the proponents of streamlining governmental operations."

The story, during the next few months, will show how effective the President's plans for reorganization of the huge federal bureaucracy are to be.

Your SIU Washington Reporter

Top of the News

EX-SENATOR A SUICIDE—Former Senator Robert LaFollette of Wisconsin committed suicide with a pistol last week in his Washington offices. He had been in ill health for several years. LaFollette served in the Senate continuously from 1925 up until 1946 when he was defeated by the present junior Senator from Wisconsin, Joe McCarthy. LaFollette is best known for his work as chairman of the Senate Civil Liberties Committee in the 1930's which exposed the labor spy racket and the illegal methods used to keep unions from organizing non-union industries.

ALMOST ALL PRICE CONTROLS OUT—The Government practically completed the job of wiping out price controls with the freeing of copper, aluminum, cigarettes, and canned and dry groceries. About the only consumption item left under controls, strangely enough, is beer.

EAST GERMANS FLEE TO WEST—Over 31,000 residents of East Germany have fled to West Berlin as the Communist government in the East extended widespread purge. The flight was also stepped up as a result of East German steps to cut off all transportation connections between the two halves of Berlin.

GOV'T MOVES TO DEPORT MRS. BROWDER—Immigration officials have served a deportation warrant on Mrs. Earl Browder, wife of the one-time leader of the Communist Party in the US. Mrs. Browder, who is a Russian national had previously been indicted on a passport fraud charge. She has been accused of making false statements on her application for citizenship. Her husband is a US citizen, born in Kansas. For the time being she is being held under house arrest as she is ill with influenza.



Earl Browder bars door to US Immigration official trying to serve deportation warrant on Browder's wife.

BABY SMUGGLING RING BROKEN—Canadian police have arrested a Brooklyn couple at a Toronto airport with a seven day old baby which they charged the couple had bought for \$250. Canadian police said that the arrests were the first break in a smuggling racket that was selling babies to Americans who were eager to adopt children.

CONGRESS DEBATES TREATY RESOLVE—President Eisenhower has asked Congress to pass a resolution denouncing Soviet "perversion" of the Yalta and Potsdam agreements. The request has stirred up opposition among some Republicans who have long blamed Roosevelt and Churchill for their concessions at Yalta and want to repudiate the entire agreement.

Korea Asks Aid in Feeding Army—The Republic of Korea has asked the UN for help in feeding Korean soldiers. They are receiving only one-third of minimum food needs at present with the result that 7,000 men have had to be hospitalized with tuberculosis, malnutrition and similar ailments.

Seafarer Has Own Museum

NEW ORLEANS—All Charles M. Dowling has to do to recall vividly the far off places to which he has sailed and the acquaintances he has made in ports around the world is to step into the trophy room he maintains in his home here.

In this room, which Mrs. Dowling says she never invades, Dowling has on display more than 5,000 souvenirs and mementos he has collected from many ports in many lands. Some of Dowling's curios, which he has arrayed colorfully around the walls and in cabinets in a room set aside for the purpose, are mainly of sentimental value to the owner.

Many others, however, are valuable antiques and are pieces of sufficient interest to attract the attention of representatives of such leading museums as New Orleans' famed Cabildo. Whenever Dowling is ashore here, he whittles away his time cleaning and cataloguing the newest additions to his collection.

Only recently he asked for an appraisal of a full listing of his collection preparatory to having it insured.

Ancestral Sword

Included in his collection are such valuable and genuine antiques as a sword used by his ancestors in the Revolutionary War and the War Between the States and wine decanters brought to the colonies in 1665 from England and handed down to him through his mother's family.

Included in the exhibit are such unusual items as a rare set of sculptured book ends carved more than 150 years ago from 300-year-old petrified South American jacaró wood, an ancient Polish drinking stein, a table with a mahogany top made from the door of an ancient, hurricane-destroyed West Indian church, and a banjo played more than 40 years ago by his uncle, Edward James Dowling, in the old French Opera House here.

Wooden Shoes Too

Coming under the heading of the more usual, but still interesting items, are such things as rugs and tapestries from the Middle and Far East, an ash tray made from a shell casing fired from the deck of one of the ships on which Dowling served in World War II,



Seafarer Charles M. Dowling looks at a sword used by his ancestors in the Revolutionary and Civil Wars amid a collection of 5,000 souvenirs of his sea travels in his trophy room at home.

a pair of wooden shoes which he obtained from a Dutch seaman in exchange for standard American leather footwear, a wide assortment of figurines and photographs from all over the world.

Dowling, who holds endorsements for all ratings in the stewards department, says he keeps an eye out for pieces for his collection whenever he goes ashore in any port, foreign or domestic. Even his friends are not safe from his collector's instinct. Whenever he visits old shipmates in New Orleans, he always is on the lookout for interesting objects that they might have cached away in their homes.

"Whenever I see something that appeals to me, I start trying to talk or trade my buddies out of it, and I usually succeed," Dowling said. "I'm pretty persistent, and after a while they give in and swap me what I want."

Speak Your Mind At SIU Meetings

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

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

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Save On Toiletries

How much of your hard-earned dough do you spend for toiletries and dentifrices and patent remedies which do little or no good and often are merely ordinary products you can buy for a few cents under their own names?

Here's the lowdown on some of the products that take your dough, and tips on what actually to buy and use for best results at lowest cost:

Toothpastes, Brushes: No toothpaste can cure diseases, except those invented by advertising men. At one time The American Dental Association issued seals of acceptance when it considered both the dentifrice and the advertising for it acceptable. Some famous and expensive dentifrices were never on the list. Among the widely-distributed, low-cost products that were approved are Arm & Hammer and Cow Brand baking soda; Milk-i-Dent toothpastes, sold by various five-and-tens, and sodium chloride powder available at drug stores. One authority recommends a half and half mixture of table salt and baking soda.

If you want a pleasant mouthwash (it really has no therapeutic usefulness), all you need do is mix a cup of salt and cup of bicarbonate of soda, and stir in a teaspoon of essence of peppermint. Dissolve one-half teaspoon of this mixture in a glass of water.

In brushes, dental authorities recommend the professional style with small, level brush that reaches all parts of the mouth.

Dandruff 'Cures': Bald and balding men spend millions of dollars annually for futile hair-saving and "dandruff-curing" treatments, the American Medical Association reports. The facts are that none of the many treatments on

the market will restore hair lost in ordinary baldness of older men or in premature baldness of young men. Such treatments and preparations include massage, mechanical devices, tonics, ultra-violet lights, hormones, vitamins and others. In rare instances, the AMA experts found, continued massage may produce a fine, colorless, fuzzy down, but this fuzz cannot be considered a real growth of hair and after reaching a length of about a half an inch, often drops off and is not replaced.

However, an early stage, or a localized bald spot sometimes may be inhibited, or at least slowed down by medical diagnosis and treatment. It's important to treat dandruff to combat beginning baldness, but the lotions on the market are useless in that respect. All they do is dissolve surface dandruff by means of the alcohol they generally contain. Even massage you give yourself when you use a patent lotion and for which of course the lotion is not necessary, is only of possible help in curbing further loss of hair, and not in growing it. What is important is to keep the scalp clean, and keep yourself in good condition. Fatigue, inadequate diet, generally poor physical tone, all show up in the condition of the hair.

Hair Dressings: Mineral oil is the base of most of the commercial hair dressings on the market. Simply buy light mineral oil and add a couple of drops of toilet water yourself to perfume it, as the manufacturers do.

Shampoos: Nationally-advertised brands of shampoos are very expensive for what they offer. You can buy Tincture of Green Soap in a drug store, which makes a low-cost shampoo and is satisfactory except for hair that tends to dryness. In cases of dry hair, a superfatted shampoo (containing lanolin) may be advisable.

Shaving Preparations: Actually it's the sharpness of the razor blade, that determines how good a shave you get, not the kind of cream you use. Ordinary soap can be used but tends to dry out quickly. Cake shaving soap is the least costly and one of the most efficient types of special shaving preparations. Shaving creams are handy to use but expensive for what they give you, since they contain a high percentage of water. That's why you use up an expensive tube of shaving cream in a few weeks, while a cake of dry shaving soap lasts six months to a year.

Athlete's Foot Remedies: There are many remedies on the market for athlete's foot and other foot infections. Some may only waste your money, but others may aggravate the inflammation and rawness. Iodine too is irritating.

One noted public health authority recommends this treatment as effective: first bathe the feet in a foot bath made of a powder sold by drug stores as domebro powder packets or tablets. Then apply a stainless solution used by dermatologists and podiatrists and sold at drug stores as fungi-treat solution.

Some authorities also recommend a foot bath made of five grains of potassium permanganate dissolved in a quart of cool water.

Athlete's foot may be picked up by the bare feet on any walking surface. It's best to keep your feet dry, especially as warm weather approaches, and change socks or hosiery daily, or immediately after exercise. Particularly in public showers, wear disposable paper slippers to protect your feet and stand on a dry, clean mat or towel while drying. It's also wise to powder the feet frequently with fungicide in powder form mixed into talcum powder.

Seamen's Act Freed All Mariners In '15

This past March 4th was the 38th anniversary of the signing of the Seamen's Act, long hailed as the dawn of a new day for seamen everywhere. It was on March 4, 1915, that President Wilson put his signature to the bill which had been passed by both Houses of Congress after a long and bitter fight led by Senator Robert LaFollette, Sr., of Wisconsin, and Andrew Furuseth, leader of American seamen.

Officially the Seamen's Act is entitled "An Act to promote the welfare of American seamen in the merchant marine of the United States: to abolish arrest and imprisonment as a penalty for desertion and to secure the abrogation of treaty provisions in relation thereto: and to promote safety at sea." As the title shows it was a comprehensive bill that dealt a final blow to the legal shackles on American seamen that caused them to be treated as indentured servants.

Desertion Penalty Out

The biggest item in the Seamen's Act was the final abolition of the desertion penalty. Before this,

foreign seamen in American ports and American seamen in ports outside the US could still be arrested and imprisoned for quitting the ship. This gave the master a tremendous hold on his men no matter how badly they were treated. Under the new law, seamen were in effect given the right that all other citizens held—that of quitting a job when they didn't like it.

Other Provisions

But the 1915 Seamen's Act went beyond that basic clause. It made general provision for shipboard conditions of safety and comfort. Among other things, it called for an increase in minimum fo'c'sle space of from 72 to 120 cubic feet for each man—an area about five feet square by five feet high. It also set up certain minimum storing standards and called for punishment of officers guilty of beating the crew, holding the owner liable for letting an officer under charges to escape.

Another provision of the bill hit the crimps by outlawing deductions from wages, for them. A nine hour day in port was also provided.

In the interest of safety, spurred by the Titanic disaster, the Act called for sufficient number of lifeboats, and required that 65 percent of the deckhands be able seamen. Other provisions on manning called for 75 percent of the crew to be able to understand an order of the officers.

The Seamen's Act by itself did not assure seamen of good conditions. What it did do is give the sailors the legal right to quit work. In this way it made possible the growth of strong unions that brought about today's wages and conditions.

New USS To Open Soon In Yokohama

A new seamen's center will be opened in the port of Yokohama, Japan, on or about April 1, the United Seamen's Service announced. The new building is located just a couple of blocks from the old center which was closed last year.

The building, now undergoing renovation, has two stories, and was used as a Motor Corps recreation unit in the early years of the Army occupation. Plans for the building include installation of a game room, library and barber shop in the basement, gift shop, dining room and personal service on the main floor, with a bar and floor show on the second floor.

USS is also planning to build emergency housing facilities for seamen temporarily on the beach in the city.

The old USS was closed in April, 1952, when the Army returned the building to its Japanese owners.

Other USS centers include those in Bremerhaven, Naples, Genoa, Casablanca, Okinawa, Guam, Punta Cardon, Caripito and Amuay Bay.

Radar May Not 'See' All 'Bergs

With the annual North Atlantic iceberg season drawing near, the Coast Guard has warned radar-equipped ships not to depend exclusively on their electronic detection to spot the 'bergs. Low-lying icebergs and growlers, the Coast Guard said, are often hidden by sea swells or interference on the radarscope and won't show up.

As is usual at this time of the year, the Coast Guard is beginning its regular ice patrol of North Atlantic waters. Patrolling is conducted both by plane and by Coast Guard cutters which spot the 'bergs and chart their drift down from the Greenland pack into the shipping lanes.

Broadcasts to Start

Later on in the season, the Coast Guard will begin regular broadcasts of its observations from radio stations in Washington, New York, Boston and Argentina, Newfoundland, which is the center of the scouting operations.

The Navy has requested all ships in waters between 39 and 49 degrees North Latitude, and 42 and 60 degrees west longitude to report weather and water conditions every four hours to Navy Hydrographic Office. This will aid in charting the probable drift of currents that carry the ice southward.



SEAFARERS BUY THEIR GEAR AT THEIR OWN SEA CHEST

ST. PAUL, NEW YORK

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID From 2/15/53 To 2/28/53

No. Seafarers Receiving Benefits this Period	1027		
Average Benefits Paid Each Seafarer	60 58		
Total Benefits Paid this Period		62,216	04

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,700	00		
Death Benefits	14,523	75		
Disability Benefits	360	00		
Maternity Benefits	3,600	00		
Vacation Benefits	37,032	29		
Total			62,216	04

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	290,540	00		
Death Benefits Paid Since July 1, 1950*	501,139	53		
Disability Benefits Paid Since May 1, 1952*	5,850	00		
Maternity Benefits Paid Since April 1, 1952*	91,000	00		
Vacation Benefits Paid Since Feb. 11, 1952*	186,004	01		
Total			2754,533	54

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	445,550	41		
	Welfare	574,044	55		
Estimated Accounts Receivable	Vacation	375,000	00		
	Welfare	375,000	00		
US Government Bonds (Welfare)		1490,960	94		
Real Estate (Welfare)		255,000	00		
Other Assets - Training Ship (Welfare)		10,096	34		
TOTAL ASSETS				3520,652	24

COMMENTS:
So far, twenty-seven (27) applications have been received for the scholarships of the Plan. The number of applicants is broken down as follows: eleven seamen, ten daughters of seamen, four sons of seamen, one sister of a seaman, and one on which the relationship was unknown.

Of the twenty-seven applicants, those qualifying will take the exam on March 14th, 1953. There will be at least one more date later than March 14th, for the taking of the exams by any other applicant that may qualify at a later date.

Submitted 3/3/53
Al Kerr, Assistant Administrator

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

UNION TALK

By KEITH TERPE

A calm seems to have settled over the AMEU since publication of the SIU's \$10,000 challenge offering to prove accuracy of our job claims. Where previously its officials had never been reluctant to blow off steam on any subject that came to mind, especially when the facts they could offer were at a minimum, they now seem uneasy even if someone asks them about tomorrow's weather.

Many Atlantic tankermen have taken advantage of the lull in AMEU propaganda claims to urge them to take up the SIU offer, but the boys in the backroom don't even seem interested in saving face anymore. They've begun to proclaim their poverty all over the lot, in an effort to hush up any pending SIU blast regarding their inactivity. Although they had been eager enough to ask the SIU to put up ten grand to back up our claimed book-job ratio, and had already decided how to spend it, it is to be remembered that they never openly entertained any idea of posting a like amount themselves as an indication of good faith in making their worthless challenge.

Chairman Takes Sudden Vacation

Certainly one reason for the calm around the AMEU camp in Philadelphia these days is the absence of their leader, who took off for the Southland in a hurry as soon as word of the SIU's "put up or shut up" demand reached him. The AMEU chairman apparently decided on the need for a vacation very suddenly, for his disappearance from Philly and arrival in Port Arthur a few days later went unnoticed in the society columns.

Despite his obvious intent to overlook the SIU offer as something that didn't happen, with the faint hope that it might, like the old general, just fade away, he may not be able to escape. At least one SIU pledge in the Anchorage was known to have started a collection for him as soon as the challenge was published, in order to end his and his "union's" poverty plea and force the issue. We understand the collection is doing pretty well too. Unhappily for the AMEU, there really are a lot of seamen in Atlantic who would like to find out the truth, not the colored version the AMEU passes around.

Ghost Unveiled

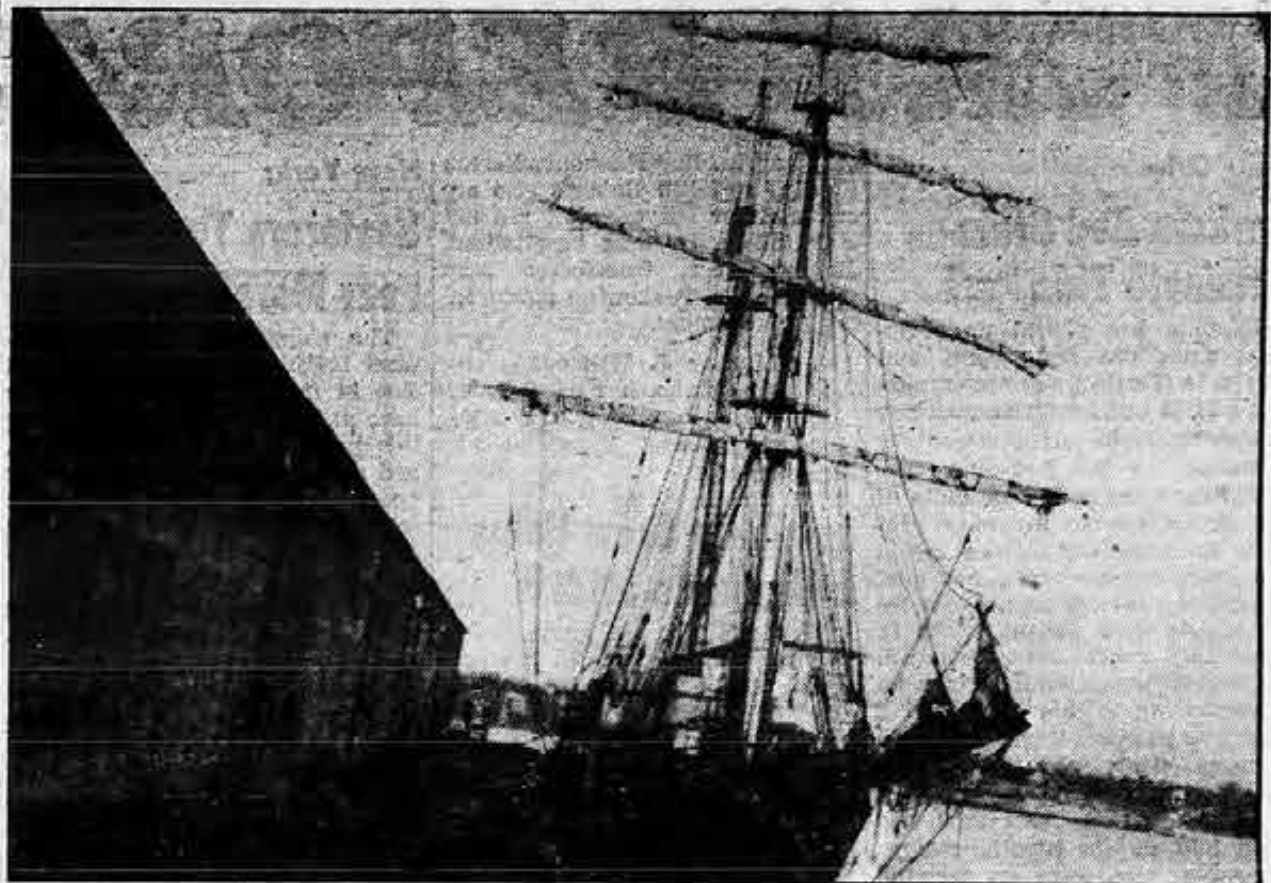
Although this is not exactly open season on ghosts—they're usually considered out of bounds at least until fall—the SIU's Tanker Organizing Committee has taken the liberty of dragging some out of the closet to put one of the AMEU's top dogs on the spot. This character, now secretary-treasurer of Atlantic's cosy "union" set-up, and one who likes to throw his weight around, once recognized the AMEU for what it really was and said so in print along with two dozen other Atlantic seamen who were fed up with the goings-on in that outfit.

Of course, that's where the "ghost" part of our discussion comes in. It's a published fact that he and the others called the AMEU's "a company-sponsored union" during an NMU organizing try in the fleet during 1941, and there's no doubt that he's been unhappy someone would find it out. At the time, he was a working crewmember on Atlantic's J. W. Van Dyke, then as now one of the ships working hard to oust the unsavory AMEU from the picture.

'Out of Print'

After that, however, our "hero" somehow slid into oblivion as far as his printed works were concerned, but the years were good to him. Ten years later we meet up with him in a cushy job as an AMEU fleet council delegate, "representing" the Atlantic shoregang in Philadelphia. Comes 1952, and he ascends to the lofty office of "union" secretary-treasurer.

Now what made this outfit phony in 1941 didn't make it smell any better later on, because these one-company "unions" don't change, and we weren't urged to organize because the AMEU was a good deal for the men. All you have to do is look at the stacks of pledge cards in our files to see that. So our turncoat friend must have done some fancy maneuvering to justify his switch from one team to another. For their part, the men in the fleet whom he's supposed to represent deserve to know about it, however, because he might know something about Atlantic's tie with the AMEU that they ought to.



The brigantine Madalan takes on cargo at Providence, Rhode Island, for the voyage to Cape Verde Islands. She flies the Portuguese flag and is powered by two diesel engines besides her sails.

Windjammer Still Hauls Cargo

Now on the high seas bound for the Cape Verde islands in the eastern Atlantic is the 147 foot brigantine Madalan, a former luxury yacht converted to a combination freighter-passenger carrier between the Cape Verde Islands and New England ports.

This two-master is the only square rigger calling at American ports in commercial trade.

With a rig that has all but disappeared from the seas, the brigantine Madalan is the latest of a colorful collection of windjammers which have sailed the Atlantic during the past half century in the Cape Verde packet route. These adventurous little vessels have included a bark, barkentine, and a number of two and three mast schooners.

Owned and sailed by Cape Verdians or Portuguese-Americans, they have eked out a slim existence carrying passengers and freight to and from Providence, RI; New Bedford, Mass., and the islands. Except for the Madalan, which has two diesels for auxiliary power, the packets have been windjammers. Sail is used at sea on Madalan if winds permit.

Sail Passengers

The trade is made possible by the large number of former Cape Verdians who live in Rhode Island and southeastern Massachu-

setts around Buzzards Bay, Providence, New Bedford and Fall River. There is always a certain demand for low cost transportation by these people going to and from their old homelands. They prefer to go by sailing ship than by steamer, for sails and a leisurely trip by sea holds a great fascination for these ship-loving folks from the sea-girt Cape Verdes.

When leaving Providence recently, outward bound, Madalan ran aground on Halfway Rock near Newport, RI, but was floated without damage and proceeded on her way.

This steel-hulled two master with square sails on the fore and schooner rig on the main, was built in 1928 in Italy as a luxury yacht for the American plumbing magnate Cornelius Crane and did extensive ocean cruising before being acquired by the Coast Guard for its anti-submarine patrol in World War II. After the war she was sold as surplus and fitted out for the Cape Verde trade. Madalan now flies the Portuguese flag,

which is the reason she is allowed to use her diesels.

Under the American flag, Coast Guard regulations and red tape would make operations of the little ship impossible.

Olde Photos Wanted by LOG

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

Cartoon History Of The SIU

Organizing Isthmian

No. 32



Organizing Isthmian, world's largest dry-cargo fleet, was the biggest task ever undertaken by the SIU. Isthmian seamen who remained on the ships and voted were given full Union membership, SIU literature was distributed. The SIU won the election, but lacked a contract.



Early balloting scores far exceeded even the greatest hopes. Ship after ship of the fleet voted in a steady string of victories for the SIU, shutting out the NMU completely. Dozens of NMU members threw in their NMU books and openly declared themselves for the Seafarers.



After that, NMU differences broke out into the open. The officials accused each other of everything from malfeasance to outright theft. It became evident that NMU money had been misused and funds earmarked for the Isthmian drive went for Communist power and politics.

PORT REPORTS

New Orleans:

Tankers And Grain Dominate This Port

Shipping has picked up somewhat since our last report and prospects are good for a continuation of this trend with seven ships due for payoffs.

During the last two-weeks period, New Orleans took on more of the appearance of a tanker port than one where dry cargo shipping has been predominant. Of nine ships that paid off here, five were tankers as were several of the 18 ships that called here in-transit. Tankers which called here took on replacements, which was a big help to shipping in general.

Another big help to shipping was the crewing up of the M/V Del Campo (Mississippi) which had been laid up for repairs.

Payoffs here were on the Del Oro, Del Alba, and Del Sud (Mississippi), the Antinous and Chickasaw (Waterman), the Catahoula and Carabulle (National Navigation), Republic (Trafalgar Tankers) and Amberstar (Traders).

The Del Viento, Del Sud and Del Oro (Mississippi), Northwestern Victory, (Victory Carriers) and Republic (Trafalgar Tankers) signed on.

Ships calling in transit were Alcoa's Cavalier, Pennant Clipper, and Pilgrim;

Isthmian's Steel Surveyor and Steel Advocate; Mississippi's Del Viento and Del Oro; Seatrain Lines' Seatrain Savannah and Seatrain New Jersey; Waterman's Lafayette, Morning Light, Stonewall Jackson and Monarch of the Seas; Victory Carriers' Northwestern Victory; Seatraders' Sea Wind; Mar-Trade's Potrero Hills and Terminal Tankers' Julesburg.

Grain Plentiful

Grain continued to be one of the major items handled through this port during January. Thirty ships carried 6,088,000 bushels of grain destined for a dozen foreign countries. The largest exports were in corn and soybeans, both of which were up about 300,000 bushels over the corresponding month in 1952.

Holland was the port's biggest grain customer, taking 1,440,000 bushels. Japan was next with seven ships clearing this port for the island nation with 1,279,000 bushels.

Importance of the Vacation Plan to members sailing out of this port was demonstrated by the report that during the first full year of operation of the plan, \$241,000 was distributed among members here. The figure is nearing the quarter of a million mark and is almost certain to reach this point early in March.

Flexibility of the plan was demonstrated by applications filed by many members on two, and in some cases three, occasions during the last 12 months.

Seafarers here were saddened by the death of James (Patty) Crone, one of the SIU's original members, who died Feb. 15 at the age of 63. A native of Kinsdale, County Cork, Ireland, Patty had made his home in New Orleans for more than 50 years. His first years at sea were spent under sail and he had many memorable experiences on all types of ships.

Wheeler Vandersall was confined briefly to the USPHS hospital here for surgery. He is now up and



Crone

about again. Ray DeShong, Barron Phillips and Bill Roberts also are confined for surgery, but are not expected to be long hospitalized. Jimmy Jones, transferred here from Mobile, is showing encouraging improvement.

Lindsey J. Williams
New Orleans Port Agent

Mobile:

Lafayette Crew Helps A Brother's Widow

Prospects for a gradual improvement in shipping in this port appear to be good with a dozen ships due here for payoffs.

During the last two weeks we had 10 payoffs, four sign-ons and three ships called in-transit.

Payoffs were aboard the Pennant, Clipper, Pilgrim, Corsair, Runner and Puritan (Alcoa), the Lawrence Victory (Mississippi) and the Choctaw, Morning Light and Monarch of the Sea (Waterman). The Pennant, Pilgrim, Puritan and Runner signed on and the Antinous and Iberville (Waterman) and the Seawind (Sea Traders) called in-transit.

The Choctaw (Waterman) and the Wanda (Epiphany) are laid up for repairs, but the Choctaw is expected to crew up during the coming two weeks.

More Cargo

The first SIU-contracted ship to take on cargo since reactivation of the US Naval Magazine at Theodore was the Lawrence Victory (Mississippi) and others are expected soon.

John B. Gunter, DM, ship's delegate aboard the Lafayette on her last voyage to Europe reported the crew donated money for a floral wreath and \$156.83 to be sent to the widow of Nathan McNabb, MM, who died at Brunswick, Germany. Brother Gunter said the crew felt his widow and two surviving children at Birmingham, Ala., could use the money in addition to the \$2,500 death benefit she is collecting under the SIU Welfare Plan.

On the shoreside labor front, our SIU affiliate, the Marine Allied Workers, negotiated a wage increase of 13 cents an hour, across the board, for the Alcoa shore gang. The company also agreed to pay a full hour's overtime for meal hours and fractions of hours worked at overtime. These fractional times previously had been paid for at half-hour periods.

Cal Tanner
Mobile Port Agent

New York:

Seafarers To Crew Four More Tankers

The shipping picture is somewhat brighter at this time than it was in the previous period. We have had quite a few ships making this port in the past two weeks, and a pretty good turnover in jobs on most of them. We paid off a total of 29 ships in the past two weeks, signed 14 on articles, and had 10 ships in-transit.

The following are the ships paid off: the Steel Seafarer, Steel Rover and Steel Surveyor (Isthmian), the Potrero Hills and Sweetwater (Mar Trade), the Suzanne, Beatrice, Puerto Rico, Frances and Elizabeth (Bull), and Bents Fort, Royal Oak, Council Grove, Cantigny, Chiwaya and Bradford Island (Cities Service), the Seatrain Texas, Georgia, Savannah and Louisiana (Seatrain), the Azalea City, Gateway City and Alawal (Waterman), Coe Victory and Coeur d'Alene Victory (Victory Carriers), the Catherine (Trans-Fuel), the Montebello Hills (Petroleum Carriers), the Sea Gale (Seatraders) and the Robin Kettering (Robin).

The ships signing on included: the Mobilian, Keystone Mariner, Stonewall Jackson and Gateway City (Waterman), the Seavigil (North Seas), the Carolyn and Ann Marie (Bull), the Catherine (Trans-Fuel), and also the Sea Gale, Couer d'Alene Victory, Coe Victory, Chiwaya, Bradford Island and Steel Surveyor.

The in-transit vessels that stopped here were the DeSoto and Iberville (Waterman), Steel Worker and Steel Seafarer (Isthmian), Alcoa Planter (Alcoa), Massmar and Calmar (Calmar), Angelina (Bull), Logans Port (Cities Service), and Northwestern Victory (Victory Carriers).

Few Beefs

There were no major beefs on any of the above mentioned ships, and the few small beefs that did come up were squared away at the payoffs or sign-ons without any trouble and to the satisfaction of the crews.

The outlook for shipping in the coming period is good as we have a number of ships due in for payoffs from long runs. And, with spring coming along, probably a lot of the boys will be hitting the beach to enjoy some of the good weather ashore.

We have also received other welcome shipping news. Mar-Trade SS Co. has taken over operation of a T-2 tanker that has been under operation of Standard Oil Co., and

will crew her up with an SIU crew at Baltimore.

We have also been informed that US Petroleum Carriers will, in the near future, take over operation of three T-2 tankers that have been leased to Socony Vacuum for the past three years. This means that we gain ships for four more SIU crews.

Claude Simmons
Asst. Secretary-Treasurer

San Francisco:

Members Like Payoff Under New Wage Scale

Shipping has been going along at a steady pace out here the past two weeks, with a total of 67 jobs shipped.

We had the William H. Carruth (Trans Fuel) in this port of payoff, and this was the first ship here paying off under the new contract and wage scale. The gang aboard her was sure happy to learn that they had a few hundred coming to them they hadn't expected

Pennington

to collect right away. This payoff was a smooth one, and the few minor beefs were squared right away.

We had the following ships in-transit: the Jean LaFitte and J. B. Waterman (Waterman), Steel Age (Isthmian), Ames Victory and Mankato Victory (Victory Carriers) and the Salem Maritime (Cities Service).

The members here welcomed the news of the disbandment of the WSB and the fact that the new wage scale went right into effect. Now, most of them are just sitting around figuring out how much they have coming to them in retroactive pay and transportation under the new agreement.

We are all waiting out here to hear the answer of the phoney AMEU now that we have called their bluff. Sure would have liked to have seen their faces when they found out that the SIU called their bluff.

Our alien brothers are not having too much trouble getting out. The law makes is sort of tough, but they are moving along slow. They were sure happy to hear that the SIU has been doing something about trying to help them.

Some of the oldtimers around here right now are R. Moisan, F. Otto, W. Pennington, and L. Knick-rebocker.

T. E. Banning
San Francisco Port Agent

Boston:

Atlantic Fleet Drive Is Still Going Strong

Shipping has been a little slow these past two weeks, but we hope that it will pick up some in the weeks to come.

We paid off the McKettrick Hills (Western Tankers), Government Camp (Cities Service), and the Michael (Carras). The same ships signed right back on again.

The in-transits included that Steel Rover and Steel King (Isthmian), DeSoto and Iberville (Waterman), Robin Kettering (Robin), and the Marymar (Calmar).

We had a beef on the McKettrick Hills about having chairs repaired in the messroom, and some other minor repairs. On the Michael, the bosun and chief mate had a dispute about repairs on the gangway being carpenter's work.

We straightened these out, and also got new mattresses that were sent to the Michael before she sailed again.

We've got V. C. Warren, A. Vetu, Fred Boyne, R. Ritson, C. Karas, C. Crain, F. O'Connor, E. Taber, A. Green on the beach here these days. F. Burns was in the hall with a model sailing vessel. He must have put considerable time into the thing, because he went into very fine detail on the model. He says he's going to make a larger model in the near future, and put even more detail in it.



Vetu

Atlantic's Strong

The Atlantic drive is still going strong up around these parts. We had some of the Atlantic men over to the hall recently. They looked over the facilities that the Union provides for the members, like the television room and the shipping facilities and left here very much impressed.

The drive is coming along very well according to the men in the fleet, and Atlantic should be SIU before very long.

Tim McCarthy is getting ready for another operation at the Marine Hospital here. He is looking well and is in good spirits. J. A. Duffy is in the same ward as J. J. Flaherty. They have quite a few friends in the ward, and are both doing fine. You can tell they're feeling good by the way they talk up the SIU to the other guys in the ward. D. S. White is still having trouble getting his leg to work the way it should over there at the hospital, but his beard is coming along fine.

Just a little note on souvenirs. Bought in Wakamatsa, one set of dinnerware. Price \$63. Duty on arrival in States, another \$30. Air freight charges, \$30. Charge without out crate, \$10. Porters' fees ("please handle with care"), too much. Grey hairs-for worrying about same, don't count. On arrival, two pieces were broken, and some of the cups were chipped. Shoulda just bought a jug.

Seems as if some of the other fellows around the hall have been having similar problems with the souvenirs they have brought back to the States with them. Sometimes it would have been cheaper and easier to just forget about the whole thing. That's why, it is always a good idea to get the straight dope about customs regulations and freight charges before getting anything that has some value.

James Sheehan
Boston Port Agent

SIU HALL DIRECTORY

- SIU, A&G District**
- BALTIMORE 14 North Gay St. Earl Sheppard, Agent Mulberry 4540
 - BOSTON 270 State St. James Sheehan, Agent Richmond 2-0146
 - DISPATCHER Richmond 2-0141
 - GALVESTON 308 1/2 23rd St. Keith Alsop, Agent Phone 2-8448
 - LAKE CHARLES, La. 1413 Ryan St. Leroy Clarke, Agent Phone 6-5744
 - MOBILE 1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
 - NEW ORLEANS 523 Bienville St. Lindsey Williams, Agent
 - NEW YORK Magnolia 6112-6113 675 4th Ave., Brooklyn 5Terling 8-4670
 - NORFOLK 127-129 Bank St. Ken Rees, Agent Phone 4-1083
 - PHILADELPHIA 337 Market St. S. Cardullo, Agent Market 7-1635
 - PORT ARTHUR 411 Austin St. Don Hilton, Rep. Phone 4-2241
 - SAN FRANCISCO 450 Harrison St. T. Banning, Agent. Douglas 2-5475
 - SAN JUAN, PR 252 Ponce de Leon Sal Colls, Agent
 - SAVANNAH 2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
 - SEATTLE 2700 1st Ave. Jeff Morrison, Agent Seneca 4570
 - TAMPA 1809-1811 N. Franklin St.

- Ray White, Agent Phone 2-1323
- WILMINGTON, Calif. 505 Marine Ave. Sam Cohen, Agent Terminal 4-2574
- HEADQUARTERS 675 4th Ave., Bklyn. Paul Hall
- SECRETARY-TREASURER Lloyd Gardner
- ASST. SECRETARY-TREASURERS Robert Matthews Claude Simmons
- HEADQUARTERS REPRESENTATIVE Joe Algina
- SUP**
- HONOLULU 16 Merchant St. Phone 5-8777
- PORTLAND 522 N. W. Everett St. Beacon 4336
- RICHMOND, CALIF. 257 5th St. Phone 3599
- SAN FRANCISCO 450 Harrison St. Douglas 2-5262
- SEATTLE 3700 1st Ave. Main 0290
- WILMINGTON 505 Marine Ave. Terminal 4-3131
- NEW YORK 675 4th Ave., Brooklyn 5Terling 2-5771
- Canadian District**
- MONTREAL 634 St. James St. West Marquette 0909
- HALIFAX, N.S. 128 1/2 Hollis St. Phone: 3-8911

- FORT WILLIAM 118 1/2 Syndicate Ave. Ontario Phone: 3-3221
- PORT COLBORNE 103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario 86 Colborne St. Elgin 8719
- VICTORIA, BC. 617 1/2 Cormorant St. Empire 4531
- VANCOUVER, BC. 563 Hamilton St. Pacific 7824
- SYDNEY, NS. 304 Charlotte St. Phone 6346
- BAGTVILLE, Quebec. 20 Elgin St. Phone: 545
- THOROLD, Ontario 37 Ormont St. Phone: 3-3202
- QUEBEC 113 Cote De La Montagne Quebec Phone: 2-7078
- SAINT JOHN 177 Prince William St. NB Phone: 2-3049
- Great Lakes District**
- ALPENA 133 W. Fletcher Phone: 1238W
- BUFFALO, NY. 180 Main St. Phone: Cleveland 7391
- CLEVELAND 734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT 1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH 531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO 3261 E. 92nd St. Phone: Essex 2-2410

PORT REPORTS

Wilmington:

Movie Operators Win Beef With Drive-Ins

Shipping has been good during the past two weeks and, with the hot weather, we've really had a session.

The payoffs we had included the Fairhope (Waterman), Ames Victory and Mankato Victory (Victory Carriers), and the Christos M. (Mercador). The Ames Victory, Mankato Victory and Christos M. signed right back on. The in-transits included the Fairport and Andrew Jackson (Waterman), Lone Jack (Cities Service), Federal (Trafalgar), Mary Adams (Bloomfield), and the Pennmar (Calmar).

We had some disputed overtime on both the Ames Victory and Christos M., but were able to straighten it out. Some of the disputed OT involved the shoregang in Japan doing inside work on the ship. No logging was done on the Ames Victory, but the skipper turned in the names of the performers aboard to the Union. We expect to take appropriate action.

The Ames Victory, on its last three trips into this port has had a lot of trouble aboard. Most of it was due to the chief mate and chief engineer. The ship now has a new chief mate and chief engineer, so perhaps she'll be a smoother ship.

We were able to lift the logs on these ships, but we would like to remind these men that the membership has gone on record against having any performers on SIU ships, and appropriate Union action will be taken in these cases. These few men who do perform just make it tough to handle a payoff the way it should be handled, and make it tough for the Union to get better conditions and wages for all the men, and this just makes it tough for everybody.

Local 50 of the motion picture operators here have won their beef with the drive-in theaters in the area, and have thanked us for our support in this beef and for our demonstration of union solidarity.

The membership here went on record against the companies' practice of hiring foreign labor to work on the insides of the midship house in foreign ports.

We also had a discussion about the contract and time off. We agreed that we've got the best contract in the industry, and the best conditions and wages that seamen have ever had. However, the contract works two ways. The business of time off is something that has to be worked out with the mate or the captain.

Arrange Time Off

We have the top contract in the field and it calls for 40 hours a week work. Any extra time off is something that has to be arranged with the mate or captain. Just taking off on your own hook is a violation of the agreement, and just makes it that much tougher on the other men, and also on the Union when negotiations come around again.

Since we have the top contract and conditions in the industry, we can keep on top by making sure that we all live up to our end of the contract. This just makes it that much easier for our negotiating committees to go into negotiations with the companies and come out with even better contracts. Just remember that an SIU crew is a good crew.

Some of the oldtimers on the



Wolfe

beach here now are "Red" Braunstein, Tony Stivers, "Slugg" Schroeder and Les Wolfe.

In the Fairhope case, 10 of the 18 men who were under subpoena from the Grand Jury were released. The other six are collecting their \$8 per day till the jury reconvenes next week. Latest reports indicate that the Fairhope will be laid up longer than expected, because the damage to her bottom was a lot worse than previously thought.

Sam Cohen
Wilmington Port Agent

Savannah:

So. Atlantic Mailing Retroactive Checks

Shipping in this lovely port has been fair during the past couple of weeks, but it looks as if it may get a lot better in the two weeks to come, as we have a couple of payoffs due here.

During the last period, the Seacomet (Colonial), and the Southster (South Atlantic) paid off here. The same two ships signed back on again.

The in-transits in this port included the Steel Surveyor (Isthmian), the Seatrain New York and Seatrain Savannah (Seatrain), the Robin Grey and Robin Doncaster (Robin), the Monroe (Bull), and the Azalia City (Waterman).

There were very few beefs on any of these ships, and we were able to settle all of the small beefs that did come up. Most of the ships pulling in here were very clean, and good ships.

Good News

The men who sail South Atlantic ships will be happy to hear that we have heard from the company about retroactive pay. The company informed us that it has completed its figuring of retroactive pay due Seafarers under our new contract, and that the checks are now in the mails and should be received by the Seafarers in the near future.

Things on the political and labor front around these parts have been pretty quiet recently. It seems as if everything is just sort of going along calmly and quietly. Must have something to do with the nice warm weather that's coming along with spring. Around this time of year, it's getting too nice to stir up a lot of excitement.

The coming spring weather may be one of the reasons why some of the boys are getting off these ships and hitting the beach for a while. Shouldn't be too long before the fish around here start biting, and then watch the way the guys hit the beach for a spell.

E. B. Tilley
Savannah Port Agent

Lake Charles:

SIU Gets Thanks For Offer To Help In Beef

Shipping in the fair rainy city of Lake Charles has slowed down during the past two weeks, with only 47 men in all rates and departments getting out. We registered 50 men in all rates for the same period.

Calling in here and taking a few men were: the Government Camp, Archers Hope, Chiwawa, Bents Fort, Winter Hill, Fort Hoskins, Paoli, and Cantigny (Cities Service); the Trinity (Carras), the Amberstar (Traders). The Fort Hoskins came in on articles from Japan and went north to payoff, while the Cantigny came in on articles bound for sunny California.



Parsons

On the labor front here, we find during the past two weeks that the State Highway Department was trying to use the maintenance crews to build bridges and put up buildings against the strict promise that had been made that this type of stuff would not be done. The Building Trades & Const. Council slapped picketlines on the jobs right away, and shut them down. At the present time, the work is still shut down and the highway department has again agreed not to do this work and has said it will call for bids so contractors using union labor can get the work.

Help Offered

As soon as we got the news about the picketlines, we at once called the council and offered our help. We were thanked and told that if the lines had to be kept up for a few days, they would be able to use our help, but then the highway department called off the work and things were settled, and the council thanked us for the offer.

This past Wednesday, we held a meeting which was a huge success. This makes two meetings that have had sufficient bookmembers present to hold a meeting since the new Constitution went into effect.

In the campaign for various jobs to be filled in the coming city elections, we find the candidates still conducting themselves like gentlemen. However, it's still a while before the elections come around, and anything can and probably will happen. We might still see Louisiana politics in its full glory. Labor, as a group, has not yet decided on backing any particular

candidates here, but we do have one labor leader running for mayor.

Some of the men on the beach here include: J. Cave, R. Kerhly, M. Mercer, R. M. Thompson, "Frenchy" Hebert, Johnny Mitchell, Honest Ed Parsons, G. Mullen and Charles Seymour.

Out on Highway 90, at a spot where all the beachcombers hang out, we find a race going on for mayor of that section. Upon checking, we find the three leading candidates are Karl "Swede" Hellman (who owns a car), "Tex" Alexander and "Honest Ed" Parsons. Our undercover man tells us that Swede seems to be a very slight favorite, however, Tex and Honest Ed aren't giving an inch. They say, "wait and see." As noted, Swede owns a car, so this gives him a slight edge with the female voters. However, Tex made a shrewd political maneuver, and persuaded Swede to let him keep the car while Swede shipped out. The trouble is, that now Tex has shipped out, and only Honest Ed is left, but Honest Ed can't drive.

Leroy Clarke
Lake Charles Port Agent

Galveston:

Shipping Stays Fair, Beefs Settled Fast

Shipping has been fair here during the past two weeks, and things look as if they might stay just about the same way for the next few weeks.

We paid off the Alice Brown and Margaret Brown (Bloomfield),

and in-transits were the Del Alba and Del Viento (Mississippi), Seatrains Texas, Georgia, Louisiana and New Jersey (Seatrain), the William Downing (States Fuel) Royal Oak (Cities Service), Seacloud (American), Northwestern Victory (Victory Carriers), Genevieve Peterkin (Bloomfield), Lafayette (Waterman), and Massillon Victory (Eastern).

We had a minimum of beefs on these ships, and those beefs that did come up were all settled quickly.

Right now, in the Marine Hospital here we have R. A. Pace, E. Neanfreau, R. M. Davis, H. J. Davis, W. W. Currier, C. E. Dudley, R. S. Saucedo, G. H. Hines, F. Morris, F. E. Nelson, J. S. Buckley, P. H. Jones, C. A. Sewell, S. D. Newman, P. J. Carpovich, S. P. Hart and J. Fuselier.

Kelth Alsop
Galveston Port Agent

Seattle:

Patton's Crew Brings In Extra Clean Ship

Shipping has been mighty fine in this port during the last period, and from the way things look, we are hoping that it will stay that way, or even get better in the near future.

The payoffs included the Schuyler Otis Bland (Waterman), Transatlantic (Pacific Waterways), Alaska Spruce (Ocean Tow); Brightstar (Traders), General Patton (National Waterways), Seanan (Stratford), and Ocean Lotte (Ocean Trans). All of the same ships signed back on again.

The in-transits were the Portmar and Pennmar (Calmar), and the Yaka, Jean Lafitte and John B. Waterman (Waterman).

The Bland was in very good shape. We had some beefs and got overtime paid for short watch in the black gang. The Transatlantic was in good shape, and the Alaska Spruce was also in good condition. On the Brightstar, we had a few beefs. We got lodging for men being given time off in Japan, and also collected a bit of disputed overtime.

The General Patton was a real clean ship, one of the best we've seen around here. There were no logs, no dispute of overtime, and no beefs, even though it was on a long trip. Credit should be given to O. H. Headley, the ship's delegate on this ship.

The Seanan had a mate who wanted to run the whole ship, but no other real beefs, and the Ocean Lotte was a good clean ship.

For the most part, the ships that we've been getting in here lately, as well as the men who have been staying on the beach in this port, have been great. Almost all of them have been clean ships, with a minimum of the men on the beach.

We've got a few of the oldtimers on the beach in this port at present. Among them are L. E. Meyers and Jimmie Adams. In the hospital here we have J. Petusky, P. Juagpao, and W. C. Sims.

Watching Drive

The members here are watching the Atlantic Refining Company drive with great interest. We are still waiting to see what the AMEU has to say now that we have called its bluff, and told that outfit to "put up or shut up."

We can do that, because the SIU has always dealt in facts and the truth. We know we've got the best deal so we don't have to resort to a lot of phony claims and bluffs to get our point across. That's why we have always been successful in our organizing drives. All we have to do is show the men the contracts and the deal that we have, and they can see for themselves that the SIU is tops in the industry.

And we are sure that the men in the Atlantic fleet can see that for themselves. Especially now that the AMEU is so quiet about putting up \$10,000 to match the SIU's check, and thus back up its big bluff and all the noise it has been making.

Jeff Morrison
Seattle Port Agent

A & G SHIPPING RECORD

Shipping Figures, February 11 to February 25

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	18	9	9	36	19	10	11	40
New York	131	103	90	324	201	121	118	440
Philadelphia	34	23	34	91	44	38	37	119
Baltimore	146	98	63	307	100	72	56	228
Norfolk	30	28	19	77	9	10	4	23
Savannah	22	16	13	51	16	11	16	43
Tampa	9	6	9	24	9	4	6	19
Mobile	44	30	44	118	37	39	46	122
New Orleans	100	89	102	290	77	79	93	249
Galveston	52	49	43	144	57	56	36	154
West Coast	102	59	53	205	113	87	70	270
Totals	688	510	479	1,670	682	527	492	1,507

IN THE WAKE

Twenty years before Fulton's Clermont, which is considered the first practical steamboat, John Fitch, a Connecticut inventor, demonstrated a steamboat that traveled three miles an hour with the aid of 12 mechanical oars. Fitch's boat operated on the Delaware River in 1787 and he had a regular service between Trenton and Philadelphia in 1790. According to some accounts, he also ran a boat on a pond once located in downtown Manhattan, New York City, on the site of what is now Foley Square.

~ ~ ~

The first recorded sinking of a warship by submarine came in February, 1864, when the Union ship Housatonic was torpedoed by the Confederate ship H. L. Hunley off Charleston, SC. It was an unhappy victory for the Hunley, however, as she herself swamped and her nine-man crew was lost. . . . The trials of navigation in Alaskan waters won't be lessened any by the discovery that 35 major sea mountains, 3,500 to 12,400 feet high, were rising from the floor of the Gulf of Alaska. Scientists found them for the first time in 1952.

~ ~ ~

Four mechanisms invented by man for propelling ships—the sail, the jet, the paddle and the screw—all have their counterparts in nature. The jelly-fish raises the equivalent of a sail above the water; the squid moves by ejecting a spurt of water; the turtle employs flippers like the sculls of a rowboat. Most fishes move by bending the backbone to and fro, a version of a screw which does not rotate. On each side of a fish's backbone are powerful muscles. The fish swims by bracing the forward part of its body against the water, using this as a fulcrum on which to bend its tail from side to side. As the tail presses on the water it drives the fish forward.

~ ~ ~

Legends related by the Indians to early Spanish explorers in the New World revolved so much interest in an 800-year-old European legend describing the fabulous

wealth of seven cities on "islands to the west" that in 1540, under Coronado, the Spanish massed a huge land and sea expedition to find them. Though the search proved empty, the naval expedition proved of some use. It disproved the early theory, accepted by most mapmakers, that what is now called Lower California was an island, and discovered it was a peninsula instead. There still is a Coronado Island about a dozen miles west of the border between the US and Baja (Lower) California, which is Mexican territory.

~ ~ ~

The reason we hear better on water than on land is explained by the fact that sound is composed of waves that pass through the air which are broken up and interrupted when they strike against solid obstacles. On land, sound-waves usually cannot travel very far without striking against houses, or mountains or other objects that stand in their path. On the sea, however, where there are no obstacles in the way, it is possible to hear for a very long distance. In this connection, it is interesting to note that just last year "Sofar," a new method of transmitting sounds thousands of miles through ocean water, was patented. It uses a sound channel located at about 4,200 feet under the surface.

~ ~ ~

Hell Gate, a formerly dangerous passage in New York City's East River, between Manhattan and Long Island, may actually be a corruption of the old Dutch Hoellgut, or Horligut, literally meaning whirling strait. In some early documents, it was also written Hurl Gate. But in 1614, Adrian Block, of the early settlers at New Amsterdam, passed through the East River on the Restless, said to be the first vessel built on Manhattan Island, and called the entire river the Hellegat, after a branch of the Scheldt River in his native Flanders. Historians have never been able to determine who originated it, but in any event Hell Gate is far from a serious menace to navigation today.

THE INQUIRING SEAFARER

Question: Do you think men standing a wheel-watch should be permitted to smoke?

George O. Butenkoff, AB: Yes, I think that there's no question but the man in the wheelhouse ought to be permitted to smoke as much as he wants. The mates smoke right in front of you and what's good for one is good for the other. I can't see that rule against smoking.



~ ~ ~

Albert Peterson, AB: Of course they should be permitted to smoke in view of the fact that the officers are smoking in the wheelhouse right next to them. I don't think that there is anything particularly inflammable in the wheelhouse, and smoking doesn't interfere with the quartermaster's work.



~ ~ ~

Edward Cunningham, OS: I think the reason the mates smoke in the wheelhouse while you're at the wheel is just to tease you. Sometimes you are on the wheel as long as two hours and when he smokes it gives you that longing for a cigarette. It sort of gives them that superior air.



~ ~ ~

E. E. Lamb, OS: Sure. Anytime a mate is allowed to smoke on top of the telepost. Let all the men watch the men alongside of him should smoke too. When you are standing there and you get a whiff of a cigarette it makes it worse. They even have ash trays for the mate on smoke.



~ ~ ~

Frank Mackey, OS: Yes I certainly agree. The and puffs all day and blows smoke in my face and I have to take it because of that rule against smoking that doesn't mean anything. When they do that to me though, I just forget to bring them their coffee.



~ ~ ~

Lars Hope, AB: I have been on some ships where they permitted smoking in the wheelhouse which was pleasant because I am in the habit of smoking myself. If they permit smoking on some of the ships I don't see why it can't be made a general rule to allow it on all ships.



MEET THE SEAFARER



HUGH WILLIAMS—pumpman

Torpedoed on three separate occasions in the World War II year of 1942 in a period of eight months, Seafarer Hugh Williams has had his fill of thrills in his 27 years on the bounding main.

Sailing with the SIU for seven of those 27 years, ever since he shipped out at 21 aboard the Norwegian vessel, Otto Seudurpe, as a coalpasser, Pumpman Williams has preferred the tankers to the regular freight carriers. He has sailed everything from yachts to tugboats to fishing sloops and back around the cycle again, but for the past 20 years he has been sailing the seas aboard tankers, his true love.

Off Council Grove

"It is immaterial whether I sail foreign or coastwise," said the 48-year-old New York City resident. "I've been to ports all over the world and I like many of them, especially those in the Middle East and South America." Just off the Council Grove which made a run to Texas, Williams is enjoying a short stay at home with his wife and eight-year-old charmer, Iris, before shipping out again. He was born in the wrong Las Vegas—New Mexico—but shipped out of there for a permanent berth in New York at the age of 20.

Hugh's first brush with a German submarine was under friendly conditions, and gave no indication of things to come nearly a quarter of a century later. In 1919, aboard the Hosh Kosh out of Baltimore, Williams and the rest of his shipmates were accompanied across the Atlantic by the Deutschland, one of two cargo submarines employed by the Germans in trade.

Ship Torpedoed

That was not the case in three other instances to follow when German undersea raiders lowered the boom on vessels on which Williams shipped as a crewmember. Williams awoke at 2:30 AM aboard the Aurora on the morning of May 11, 1942, six miles out of the mouth of the Mississippi River in the Gulf of Mexico to find a tor-

pedo in bed with him. Three other silver fish followed the course of the ship back to the shipyard in the river, as well as shellfire from two U-boats the next day. Although abandon ship was ordered in the face of the menacing threat of the two U-boats, the crew stuck by their guns and slipped away.

Only the chief mate was lost in this encounter, which proved to be more dangerous to human life than shipping. The following incident with a German submarine terror worked the other way though. The first ship to go down under Williams was the Mobiloil in July, 1942, 244 miles southeast of San Juan, Puerto Rico. The ship took two torpedoes and sunk in five minutes, going "down like a ton of bricks," according to Williams. After three days and three nights in lifeboats, all hands landed safely in San Juan. They had just missed the July 4th celebration in the city, but Williams figured that he had had enough fireworks for awhile.

72 Men Lost

He got more later. It was aboard the Superchief off the banks of Newfoundland in December, 1942, that Williams was involved in a sinking with a heavy loss of life. Hit amidships by a death-dealing tin fish at 3 AM, 72 men of a complement of 90 aboard the vessel were lost at sea. One of 18 saved from a watery grave, Williams spent the next two months in a hospital in St. Johns, Newfoundland, recovering from the after-effects of exposure.

Seafaring around the world led Williams to many strange and fascinating places, some of which he chose to live in for awhile. As a single man, Hugh lived in Damascus, Syria, in 1929 and 1930, moving on to Handone, Lebanon, for the year of 1932. Later, Williams lived in Helsingfors (Helsinki) Finland, for 10 months in the post-war year of 1947.

He likes the life of a Seafarer. He believes it has offered him enough adventure to fill two lifetimes.

TEN YEARS AGO

The Navy disclosed the loss of the United States submarine-mine-layer Argonaut, one of the largest undersea craft in the world. She was sunk off the coast of New Guinea two hours before the destruction of two Japanese transports by another submarine. The transports were in a convoy which the Argonaut had been stalking. . . . British bombers dropped more than 100 two-ton bombs on Bremen in the first raid of such magnitude in which no bombers were lost. . . . The SIU denounced a move by the Government which resulted in lowering seamen's wages by instituting a new system of port and attack bonuses for the established area bonus program. . . . China abrogated unilaterally the treaty of 1899 by which she gave France a lease on Kwang-chowwan on her southern coast.

The raid marked the sixth straight night of RAF attacks over Germany. . . . SIU announced its full cooperation with the Navy in the latest attempt to prevent leaks of information concerning ship movements. Seamen's diaries and mail came under the new orders. . . . German planes in a 90-minute raid on London dropped fire bombs and explosives. The authorities held back the news for 24 hours that 173 men, women and children were suffocated or crushed to death in the rush into an East London subway station underground shelter. . . . Washington said during February, US planes made nine raids on Kiska, dropping more than 1,000 bombs.

~ ~ ~

In Tunisia, the US-Allied forces were attacked six miles south of the Mareth Line by Axis troops. . . . British and Canadian planes dropped two-ton bombs on the Krupp Arms Works in Essen. . . . The SIU lost the fight to the WSA to control the draft machinery as applied to seamen. . . . The New York State Court of Appeals held, four to three, that picketing was an illegal method of settling a jurisdictional dispute between rival unions.

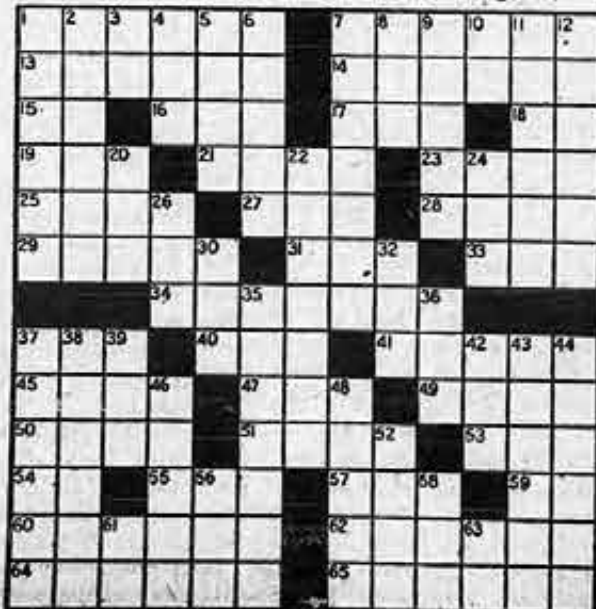
~ ~ ~

The US Supreme Court reversed the decision of George Sylvester Viereck, Nazi propagandist, on the technical ground that he was not compelled to report to the State Department any of his activities except as "agent of a foreign principal". . . . More than 300 British four-engine bombers raided Berlin for the 50th time, the fourth this

The Seafarers Puzzle

- | | | | |
|--------------------|-------------------|--------------------|-------------------|
| ACROSS | 60. Stable groom | 8. Owner of | 37. Greatest |
| 1. Latest SIU | 62. England's | Santore | coffee port |
| contract | greatest sailor | Part of 43 | Russian port |
| 7. Wanderer | 64. Life | Down | 38. Democrat: |
| 13. Recess in wall | 65. Deadly fly of | 10. The | 39. Abbr. |
| 14. Old-time Bal- | Africa | "Mighty . . ." | 42. One's years |
| timore ball- | DOWN | 11. Football team | 43. The rest of |
| player | 1. West Coast | 12. Plant again | 9 Down |
| 15. Central Amer- | port | 20. Constellation: | 44. What the |
| ica: Abbr. | 2. Calmar ship | The Altar | sea is |
| 16. What the SIU | 3. Where Char- | 22. Next in line | 48. Lofty |
| provides | lotte is: | for new SIU | 49. What ship |
| 17. Weight unit | Abbr. | hall | always needs |
| in India | 4. Valuable wood | 24. Animal seen | 52. Female deer |
| 18. School grades | of Hawaii | in Africa | 56. Ever: Post. |
| He fought | 5. Wrong | 26. Outgoing tide | 58. Rubber tree |
| Charles in '51 | 6. Dunk again | 30. — Juan, PR | 61. What every |
| 19. The Mona | 7. Ship of Bull | Railroads: | ship needs |
| 20. Edge of roof | line | Abbr. | 63. Street: Abbr. |
| 21. Island in San | | | |
| 22. Pablo Bay | | | |
| 27. Through | | | |
| 28. Scuttled in | | | |
| Plata in '38 | | | |
| 29. Natives of | | | |
| Aden | | | |
| 31. It's good at | | | |
| sea | | | |
| 33. Land's | | | |
| Cornwall | | | |
| 34. Ore ship | | | |
| 37. Turf | | | |
| 40. Negative word | | | |
| 41. Cuts with | | | |
| knife | | | |
| 45. Port 6,500 ms. | | | |
| from NY | | | |
| 47. High moun- | | | |
| tain | | | |
| 49. Volcano near | | | |
| Guatemala | | | |
| City | | | |
| 50. Jules Verne's | | | |
| famed skipper | | | |
| 51. Sea in Near | | | |
| East | | | |
| 53. Long fish | | | |
| 54. Transport and | | | |
| supply: Abbr. | | | |
| 55. Honey maker | | | |
| 57. Sign of a debt | | | |
| 59. Symbol for | | | |
| nickel | | | |

(Puzzle Answers on Page 25)



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PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACE, ART PERFALL, JERRY REMER; Gulf Area Reporter, BILL MOODY.



Tough Fight Ahead

Even before the elections last fall it was assumed that whoever won would make changes in the Taft-Hartley Act. Following Eisenhower's victory, both the AFL, CIO and Congressional leaders submitted amendments which would lessen the burden of the act on unions.

However, while amendments are in order the question remains, what kind of amendments. The die-hard anti-union bloc in Congress and their NAM supporters outside would be only too happy to revise the Act—against the unions. Not content with such strike-breaking provisions as injunctions, boycott bans and the like, they want to add additional weapons to their arsenal.

Obviously there are still plenty of employers who have never learned to live with unions. Labor will have to fight hard if any of its proposed revisions are to become law.

~ ~ ~

Disability Benefits

The latest increase in disability benefits to \$100 a month is another step forward in the SIU's program to provide maximum security for all Seafarers. If combined with social security benefits the total sum is sufficient to provide disabled men with all their basic needs.

When the SIU was first organized just 14 years ago, benefits of this type were unheard of. Seamen were being paid \$60 to \$80 a month, and overtime rates (for what little overtime there was) were around 70 cents an hour. Today the disabled Seafarer who can do no work is getting more from the Union Welfare Plan than he earned on the job 14 years ago.

That alone is a good measure of the Union's progress. But as has been said many times before, the Union will not stop here. The SIU, first in maritime with its Vacation Plan, first with maternity benefits, disability benefits and a scholarship plan, is constantly exploring ways to secure additional benefits.

~ ~ ~

Our Maritime Problem

In recent years it's been increasingly obvious that a new program was needed to strengthen the American merchant marine. That need is underscored in a survey made by the SEAFARERS LOG, which points up the danger of permitting our merchant fleet to grow old gracefully.

Despite the need, Congress has not yet come up with a constructive program. The greatly watered-down long-range shipping bill, passed last year, has had no visible effect on the situation.

The fact remains that this country's economy and its safety are becoming increasingly dependent on merchant shipping. A growing world-wide network of military bases, plus increasing raw materials imports, emphasize this dependency. In such circumstances early action should be taken on a truly constructive merchant marine program.

~ ~ ~

Three Milestones

The month of March is a big one in the history of maritime unionism. It contains three important milestones, the birthday of Andrew Furuseth, the founding date of the Sailors Union of the Pacific, and the anniversary of the 1915 Seamen's Act.

These three events are tied together in the person of Andrew Furuseth, whose 99th anniversary we celebrate this month. It was he who led the SUP through its early years, so that it succeeded where all other unions had failed. And it was he who fought for six solid years, together with Senator Robert LaFollette, Sr., for the Seamen's Act which removed the chains from American seamen everywhere, and from foreign seamen in US ports.

There are few unions in the US which can claim 68 years of uninterrupted existence like the SUP. Its opponents have counted it out many times but it has always bounced back to lead the fight for West Coast seamen. The A&G District congratulates the SUP on its birthday and salutes the memory of Andrew Furuseth and Robert LaFollette.

LETTER of the WEEK

Keep Informed On Union Affairs

To the Editor:

Many of us who read the LOG and all other Union literature and booklets faithfully are quite familiar with the many things in our great Union that we would otherwise never learn.

We must consider the many things we face from day to day in Union matters, right from learning about our working conditions and jobs to the many ways we can benefit from the Welfare Plan and other Union facilities, and the way we live ashore, with higher wages and better conditions. It is easy to see why it is important to keep posted on these things.

Keeping up to date is of great importance for the principles of organizing as well as keeping our job security and safeguarding every gain that we have made or will make through future negotiations.

It is a good idea to insist that every one of our brothers read and discuss every bit of Union literature or some of it at all our shipboard meetings. Our gains can be lost or spoiled because of ignorance of some of our brothers about Union affairs. This is always more apt to happen on ships out for long trips when just a few of the original crewmembers stay with the ship.

Good Union Men

Often we sail with men who have been in the Union a long time and they boast about it. But some of them just think paying dues and being in the Union a long time makes them good Union men. It takes more than that to be a good Union man.

We must have all our members fully up to date on Union business so that we can safeguard the gains we have made, and so that we can be ready to face any moves on the part of the companies or new anti-labor laws that might come up in the future.

Educate Brothers

I believe that we should pay more attention to getting all of our brothers educated to the point where all of them can understand most of the regular Union business, the problems arising from negotiations, the Welfare Plan set-up, and the organizing efforts of the Union. Then, when the time comes that we have to face some move that threatens our gains, the membership will know enough about the problem so that we can act quickly and together and defeat any such opposition.

The best way to get the members to know all of these things is to read the LOG and the other Union literature that is printed, and then to discuss these things at our shipboard meetings so that all of us will understand it and know what is happening.

Luis A. Ramirez

'There'll Be Some Changes Made!'



LABOR ROUND-UP

The executive council of the AFL American Federation of Government Employees asked annual pay hikes ranging from \$400 in the lowest grades to \$1,000 in the highest grades for the federal government's 1,100,000 classified workers. The council also urged restoration of 26 days annual leave and 15 days sick leave with no limit on accumulation; time and a half pay for overtime; separation pay for laid off employees; an independent board to which employees could appeal grievances; optional retirement at earlier ages; increase of travel allowance to \$15 a day; and modification of the Hatch Act to permit federal employees to take part in local elections.

Private industry payrolls rose to \$8 billion during 1952, an increase of 5 1/2 percent over 1951, due almost entirely to wage increases, the Department of Commerce reported. But individuals were no better off, for after allowing for higher taxes and higher prices, individual real income in 1952 was just about the same as in 1951. The Department reported that personal income in 1952 hit an all-time high of \$268.5 billion, with all classes except the farmers gaining. There was more income left after taxes than in 1951, but high prices drained the residual dollars. The term "personal income" includes not only income from wages, but from salaries, proprietorships and partnerships, from dividends and interest, and from rent received by landlords.

After two years of intermittent negotiations, 750 members of the CIO Auto Workers employed by the Toledo Scale Co. won a wage increase of seven cents an hour retroactive to last December 1 and five cents retroactive from November 30 to June 1, 1952, together with larger pensions and longer vacations. Benefits from the non-contributory pension plan were boosted to \$117.50 from \$100 monthly, including social security.

While the Bureau of Labor Statistics reported a drop of 1 percent in retail food prices for the last half of January, Dun and Bradstreet reported a rise in wholesale food prices. BLS said

food prices were 2 percent below prices of a year ago. Dun and Bradstreet reported wholesale food prices went up six cents in the week ended February 10.

There were about as many work injuries (2,031,000) in industry in 1952 as in 1951 (2,100,000), the Labor Department's Bureau of Labor Statistics reported. The 1952 estimate included 15,000 deaths and 84,000 permanent injuries. Of the latter, 1,500 will never work again. The injuries cause a loss of 41,000,000 man-days, equal to the loss from the labor force of 137,000 full-time workers. Considering future effects of the deaths and permanent injuries, the economic loss will total about 206 million man-days, equal to a year's full-time employment for 687,000 workers, the bureau said.

Last year ended with 1,300,000 more Americans employed at non-farm jobs than when it opened, reported the Labor Department's BLS. Total employment, except in agriculture, on Jan. 1 was 47 1/4 million, compared with nearly 46 million a year ago, an increase of 2.9 percent. Most of the gain was in consumer-goods manufacturing, with retail trade also holding up. Only in mining and contract construction was there any over-the-year decline.

A 15-cent an hour wage boost was included in contract demands formulated recently for 100,000 members of the shirt and cotton garments locals of the Amalgamated Clothing Workers (CIO). The wage demand, first made by the ACW since late 1950 because of the depressed condition of the industry, was the same as the one presented earlier to the Clothing Manufacturers Association of the USA for the 150,000 ACW members in the men's and boys' clothing industry. Demands of the locals include an additional employer contribution of one percent of the weekly payroll to the industry health and insurance fund to provide hospitalization for wives and minor children of union members and strengthening of the present paid holiday provision so that payment will be made regardless of the day of the week on which they fall.

The LOG covers THE Mardi Gras



SIU youngsters Gail and Linda Martello (left and right) and Carol Stephens smile.



Gwendolyn and Herman Troxclair, children of NO Stwd. Patrolman are ready to parade.

New Orleans' 1953 Mardi Gras lived up to its reputation as the country's maddest, most colorful and biggest celebration, and the LOG's Gulf correspondent was right on hand to get the story.

Seafarers seeing the celebration for the first time could well understand why shipmates who sail out of New Orleans or make their homes there always try to "make it home for the carnival," and the big celebration and fun-making with families and friends that always goes with the carnival.

The big carnival is New Orleans' way of ushering in Lent, and for six weeks the city celebrates with nightly balls and 18 colorful day and night parades, which were climaxed on February 17 by the wild and joyful celebration that began early in the morning and lasted until the stroke of midnight.

Canal Street, always pointed out by proud New Orleanians as the world's widest metropolitan thoroughfare, was jam-packed from morning until far into the night by more than a half-million celebrants on February 17.

It was a big, free show that anyone could join for the asking. All that was required was a mask or a costume, and that was

enough to make anyone a part of the Big Parade that was the Mardi Gras carnival celebration. It wasn't hard to understand why the New Orleans dispatcher had a tough time getting men to fill the jobs on the board around that time.

The result was the spectacle of almost an entire city parading wildly through the day and the night, turning the city's principal streets into a teeming mass of paraders in the biggest parade of all in the town famed the world over for its big parades.

Preceding the Big Parade were the formal parades that had been held for day and night during the previous two weeks by the recognized carnival krewes. These were glittering pageants telling in their colorful processions of fabulous floats, the popular tales of the area, time-honored fables, legends and fairy tales.

Each of these had been surrounded by thousands who jammed sidewalks and streets to watch the great parades that wound through the streets. According to tradition, the spectators at these parades clamored for favors that were thrown to them from the passing floats by the maskers of whatever krewes staged that particular procession.

No matter how beautiful, elaborate and colorful were these carnival season affairs, all were eclipsed by the events of Carnival Day and its parade of the Zulus, the Parade of Rex, the procession of the Elks Krewe of Orleanians, which delighted the small fry by being led by Hopalong Cassidy astride his horse, Topper, and the night parade of Comus, brilliantly lighted by flambeaux and torchbearers.

Vying with the passing parades for attention were the maskers who jammed the streets. Costumes of almost every conceivable description were seen at every hand, presenting a scene that defied the imagination. There were costumes from every land. There were dancers cavorting in the costumes of favorite comic strip characters. Others were dressed as hoboes, attired in the garb of the Gay Nineties, masquerading as pirates, clowns, Gypsies and many others.

As is the custom with the Carnival, the merry-making continued throughout the day, bringing the whole city to life. It continued into the evening, but all the merry-making ceased suddenly at midnight, for at midnight, February 18, Ash Wednesday began—the first day of Lent.



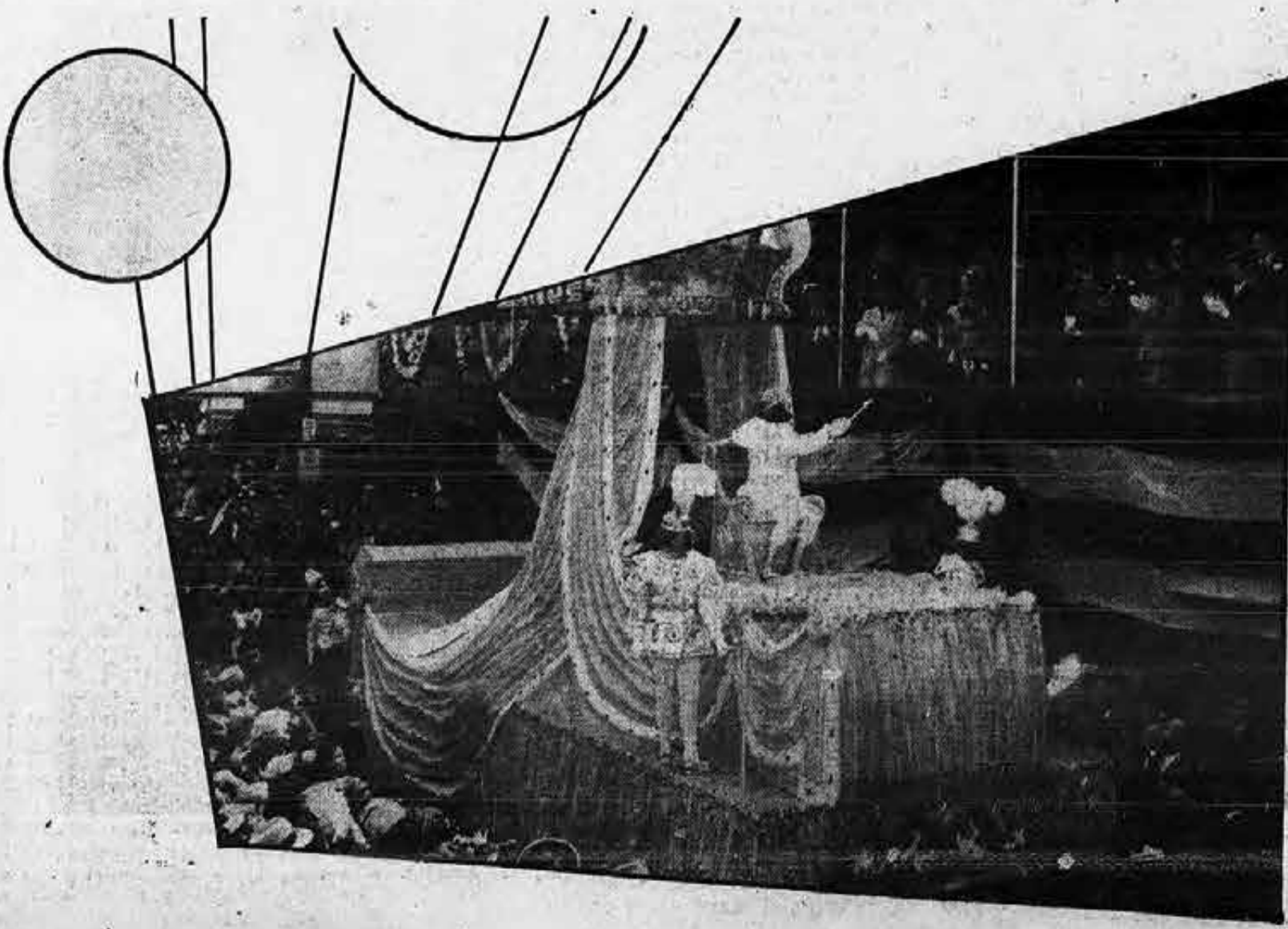
King Okeanos waves his sceptre from his throne on one of the elaborate floats.



The children of Seafarer Wilbur Purdy also took advantage of the closed schools.



Audrey Mae, daughter of Seafarer A. F. "Blacky" Bankston is a costumed masker.

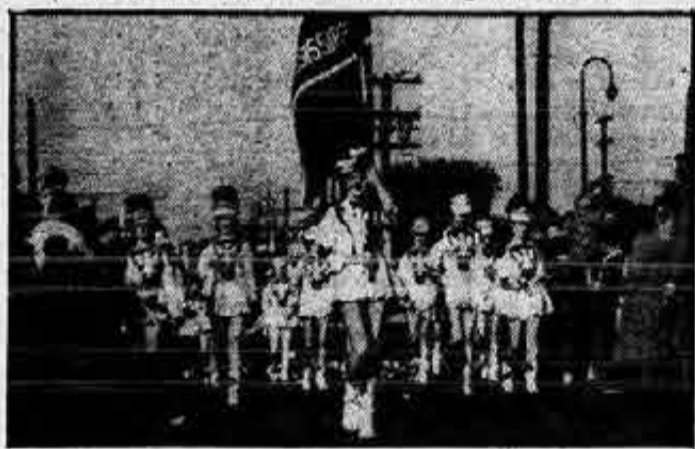




The elaborately costumed maskers on the Golden Dragon float in the Krewe of Okeanos procession throwing favors to the outstretched hands of the spectators according to tradition, while going through the large crowd on famous Rampart Street.



Mrs. Ben Collins, Seafarer Ben Collins, bosun, and Mrs. Nell Collins, wife of Seafarer Joe Collins, AB on the Del Mar, are right on hand to get into the Mardi Gras spirit and enjoy the maddest, most colorful, most enjoyable parade on earth.



Pretty, short-skirted drum majorettes are an important part of any parade, and the Big Parade of New Orleans' Mardi Gras certainly is no exception.



Elsie, Milton and Felice Mouton, children of Seafarer Milton Mouton, take on a Western air to make up their costumes for the carnival.



A young masker goes to sleep on his daddy's shoulder (left center) while the festivities on Royal Street continue all around him at Mardi Gras.



Mrs. Thais Tannehill and Vic Miorana (right), steward, sample some foot-long "po-boy" sandwiches of French bread, pork, beef, lettuce and tomatoes. C. M. "Whitey" Tannehill (center) is waiting to see what happens before trying one.



Little "junior" goes back to his childhood days on the curb, as "momma" (right) with the hairy chest and legs, keeps a watchful eye on her "darling little boy" on Bourbon St. These were some of the original Mardi Gras costumes.

MARITIME

A new drive to win Senate approval of legislative measures to authorize the St. Lawrence Seaway and power project was set in motion by Senator Alexander Wiley, Republican of Wisconsin. The bill, which most observers feel will be able to hurdle the Senate, calls for the setting up of a St. Lawrence Development Corporation, authorized to issue \$100 million in revenue bonds for the Seaway construction. The US and Canada would collaborate in the building of the project.

A special committee to study port traffic congestion problems has been named by the Transportation Group of New York. The committee includes William Newman of the New York Central System, chairman; Robert Hess, Seatrains Lines, Inc.; Earl Feldman, Association of American Railroads; John Groves, Air Transport Association of America; Alvin Shapiro, National Federation of American Shipping; and Louis Whitpenn, representing the trucking industry.

The Soviet Union's shipping industry, plagued by delayed launchings, poor maintenance, time-consuming repairs and poor turn-arounds, is in the midst of a slump. Orders have gone out to shipping organizations to "liquidate shortcomings," according to the Reuters news agency. . . . The world's tanker fleet has doubled in size since 1939, reported the Organization for European Economic Cooperation. The fleet now exceeds 32,000,000 deadweight tons, the organization said, quoting figures for 1952.

A former German raider and supply vessel has been commissioned for duty with the US Atlantic Fleet. The 20,000-ton Confuch will carry cargoes of fuel, ammunition and stores for fighting ships at sea. It was claimed by the US as part of German reparations. . . . Two Coast Guardsmen, marooned for five hours on a breakwater within 200 feet of land near Saybrook, Conn., froze to death. A third was rescued in critical condition. . . . The MSTs announced the renewal of charters for four merchant vessels, the Jefferson City Victory, Mankato Victory, Lewis Emery, Jr., and Heywood Brown, all of which are owned by Victory Carriers, Inc., of NY.

The first Japanese round-the-world passenger service since the end of World War II will be opened next month with vessels running to New York, and European ports, and returning to Japan via the Suez Canal. . . . The West German police foiled a plot by the owner of a Turkish tanker to remove his impounded vessel from their jurisdiction. Under cover of darkness the owner attempted to sail the ship down the Weser River to the North Sea, but the intrigue failed when spotted by an alert watchman who notified authorities. . . . The Federal Maritime Board rejected a bid to study international ship ties under which American Export Lines acts as general agent for its chief competitor.

An unestimated amount of damage was inflicted on one of the biggest export coal piers in Norfolk, Va., when the Panamanian freighter Panaghia crashed into the pier while attempting to dock without tugboat assistance during a tugboat strike. . . . The American freighter China Bear collided with a Japanese fishing boat, which sank off the east coast of Japan. Eleven of 23 crewmen aboard the fishing vessel were reported missing after the accident. . . . The USN troop transport Gen. Muir stood by to save 119 passengers and crewmembers as the Italian motorship Tripolitania was near sinking in the central Mediterranean on a return trip from Italian Somaliland to Naples. . . . The port of Baltimore was second in the US last year in foreign trade tonnage. A new record for the port was set in 1952 in steamship arrivals when 4,640 ships berthed there, an increase of 155 vessels over the previous year.

Republicans in Washington protested the letting of ship-building contracts to other countries at a time when they believed this nation's shipyards face idle periods. . . . Bills now before Congress make it mandatory for all crewmembers of vessels of 100 or more gross tons to be proficient enough to understand any order, written or oral, given in English. If passed, the law will affect American-flag ships carrying passengers, amending legislation passed in 1915.

The former passenger vessel Washington, said to be the largest ship ever to journey up the Hudson River above New York, was towed upstream and destined for mothballs amid the Government's reserve fleet at Jones Point. . . . Three bulls, weighing 1,000 pounds apiece and valued at \$50,000, were part of a cargo hoisted aboard a Philippine freighter. They were the gift of a Cleveland industrialist to aid Philippine dairy improvement goals and to cement international goodwill.

SEAFARERS

in ACTION

The purpose of ship and departmental delegates came in for a bit of discussion on the Steelore (Ore SS Company) recently when deck delegate Perry Farson gave a little talk on the subject. He pointed out that a Union crew was a self-governing organization and that the delegates were elected representatives. Their jobs are to see to it that Union conditions are maintained and also to smooth over difficulties and promote crew harmony.

Farson, who is 43 years of age, has been sailing with the SIU, mostly out of Baltimore, since June, -1951.

Seafarer Fred Boyne must have done quite a job of representing the crew of the Christos M (Marine Shipping) judging from the ship's minutes. At their last ship-board meeting all hands gave him a vote of thanks for the "wonderful job." Boyne has been a member of the Union for a short time, since May of last year, but evidently has the makings of a good delegate. He's 44 years old and a native of England, who calls Liverpool his home. He sails on deck.



Boyne

The steward department on the Oremar (Ore Line) is doing a bang-up all around job under the direction of Dioscuro B. Miletar. According to the crew members Miletar is a very able cook and steward, and his department features well-prepared and tasty food, topped off by courteous service.

Miletar will celebrate his 53rd birthday next April. He's a native of the Philippine Islands, but now makes his home in New York City.

There will be plenty of music to pass the leisure hours on the Montebello Hills (Western Tankers) as the result of a suggestion made by Seafarer Mierzyslaw Pierpinski. He proposed that each crewmember donate a dollar toward the purchase of a record player, which was approved by all hands.

Pierpinski has been an SIU member since October, 1947, when he joined in New York. He's a Keystone Stater by birth and now makes his home in Philadelphia with his wife Marcella. He sails in the deck department.

On the Job

'Starve The Garbage Pail'

It's long been the policy of the SIU to see to it that the companies under contract to the Union furnish the best of food regardless of the expense. Still it's a long haul between having good stores and dishing up and serving a good meal. That's where the culinary art comes in. Seafarer Freddie Stewart, who has had quite a few years' experience with steward department problems, both aboard ship and as a steward department patrolman, offers a few suggestions on how to operate a stewards department.

Regular Conferences

Efficiency and economy, he points out, go hand in hand with good feeding. Waste in no way contributes to greater comfort on shipboard. To begin with, he suggests that the steward confer with his assistants at least once a day since "it's understood that all the brains are not in one head."

These meetings should discuss any complaints and action taken on them, the work that has to be done and plans for same, preparation of all menus and suggestions for improvement, in the operations of the department.

Nor does the job of the department end with the preparation of the food. Good service is another important function. "It's based on courtesy and an obvious desire to be of service combined with the dignified manner of a man who has pride in doing his job well."

The following suggestions, Stewart believes, will go a long way toward making the department function well:

Bulging Cans Are Bad

A. Storeroom—Food cases in the dry storeroom should be kept on raised platforms to prevent hot deck plates from scorching the contents. Similar items should be stored together. No more cases than are needed should be opened. Once a case is opened or broken, use whatever is in it first. Any cans that bulge should be thrown away. That's the first sign of spoilage.

Flour requires careful handling if it is to last for long periods of time. It should be stored in a dry place where air can circulate freely. The sacks should be on raised platforms and clean paper should be spread on the deck below the platform. Cross-stack the sacks not more than six to eight layers high. With proper care, flour will keep in good shape for nine months or more.

Identify Old Stock

B. Refrigerator—Use the old stores first. In order to keep tabs on them give the old provisions an identifying mark and put them in position for early use. Otherwise the old stock will be buried trip after trip until it spoils and has to be discarded. Here too, its particularly important not to let filth and dirt accumulate.

Frozen meats and poultry should be thawed in cool air, never in water. The more slowly the meat thaws, the less rupturing of cells in the meat and the better the flavor. Eggs should be cross-stacked when stowed and assured of proper ventilation. If its at all possible, try to keep the eggs away from other food, particularly citrus fruits and vegetables.

Hand Out The Fruit

One of the big sources of waste are fruits and vegetables, which dry out and go bad when held too long. Fruit should be examined personally by the steward when its delivered to make sure it is in good shape. It doesn't do much good to be stingy with the fruit and then have it spoil on you. Rather than let fruit go bad, hand it out freely. Fresh fruit is one food item that's sure to be appreciated by crews as breaking the monotony of canned and cooked foods. A very wide variety of fresh fruit can be gotten by picking up supplies in various ports located in produce growing areas. Ships stopping in Florida ports at this time of the year can do well for the crew by picking up fresh local produce.

C. Galley—All meat should be thawed in the chill box, never in the passageways or on the meat block. In cleaning the meat block, never use water. The block scraper and wire block brush will remove all scraps, after which the block should be covered with a light layer of salt. Poultry should be used immediately after defrosting.

All foods should be put in a refrigerator immediately after cooling. This applies especially to anything containing cream, custard or a salad dressing. Such foods provide an excellent medium for the growth of bacteria that can produce serious bellyaches among the crew.

Cleanliness is one of the main essentials in the preparation of food. All food areas should be kept clean at all times.

Finally, Stewart suggests, every effort should be made to avoid waste. By being economical with cleaning materials and food products and saving food for useful needs, a man shows that he knows his business. In short, he concludes, feed the crew well, but starve that garbage pail.

Burly

Modern Art—SIU Style

By Bernard Seaman



Shipping Weakness--US Problem

(Continued from page 4)
 damage to British and Allied shipping. It wasn't until the last year of warfare, that the German subs were brought under control.

Estimates vary on the Russian sub fleet, but the figure 300 is mentioned in many places. Ex-Secretary of the Navy Dan Kimball estimates the Russians may have as many as 400 subs. Brassey's "Naval Annual," a British publication, says that Russia has 380 subs in service and 120 under construction. Rear Admiral Charles B. Momsen, who commands US sub forces in the Pacific, puts the figure between 350 to 400. Many of these are pre-World War II types, he adds.

Faster Subs

Not only would American merchant ships face a formidable submarine fleet in terms of numbers, but the modern subs are far faster than their World War II counterparts. The standard World War II sub could do nine knots submerged and 20 knots on the surface. The German T-26, a later development, could do up to 18 knots submerged. Modern snorkel-types are probably faster. Momsen believes that a destroyer wouldn't be of much use against them. "Put two submarines to stalking a destroyer," he said, "and the destroyer hasn't a chance." If that is the case with speedy destroyers that can do 30 knots or better, how well the ten-knot Libertys would fare can be imagined.

Obviously no one expects merchant ships to be built that can run away from subs. But the more speed they have, the better. The new Mariner ships are known to be capable of considerably more than 20 knots, and they have helicopter platforms for sub-spotting as well.

Some people, believe this problem can be met by having the armed forces handle their own cargo. This raises several objections.

The problem of getting adequate ships to handle the cargo movement would still remain. Then, it would destroy a private industry and hand it over to a government agency. Further, experience has shown that Government cargo ships are far more expensive to operate and use an excessive amount of manpower. Finally, supplying the armed forces is only one of the many important functions performed by our merchant marine. The big job of hauling the raw materials for American industry, and the products of that industry in foreign trade, is its main business.

Raw Material Imports

Here again, few people realize how dependent we are on ships to keep industry going. While the United States has great natural resources it has to import more and more of its raw material needs each year.

The following are some of the major commodities that the US has to import in large quantities:

Wool—The US only grows one-third of its needs at home.

Bauxite—This all important ore is the raw material for aluminum. In 1951 the US imported 2.8 million tons from four countries, produced 1.8 million at home.

Iron—The US used to be very rich in high grade iron but used up much of its supply in World War II. Right now we import about ten percent of our needs, but this figure is growing every year.

Tin—About two-thirds of our tin is imported from ten different countries.

Copper—We produced 928,000 tons a year at home but imported nearly 500,000 tons to make up the difference, according to latest figures.

Oil—The US is the world's biggest oil producer, yet it has to im-

port over 300 million barrels a year from Venezuela and the Persian Gulf principally.

Manganese—Practically all of this vital steel-hardening material is imported, 850,000 out of a total of a million tons a year.

Chromite—We produce only 7,000 tons a year at home, import over 1,400,000 tons.

Cobalt—This is an essential metal for jet engines. We produced 1.5 million pounds the first nine months of this year but imported 6 million pounds, mostly from the Belgian Congo.

Rubber—All natural rubber is imported, mostly from Malaya.

These illustrations (there could be many others) give some idea of the extent to which the US is dependent on shipping.

It is true, that much of this cargo can, and is, being carried by foreign flag ships. But the danger of depending on foreign flag shipping is an obvious one. In emergency periods, that shipping would not be available leaving the US without its lines of communication and supply.

Foreign Costs

The big stumbling block in the way of a modern merchant fleet has always been the low cost competition of foreign fleets. Foreign shipowners pay less for their ships, less to the men who man them, lower insurance rates, lower docking fees, have lower repair costs, less rigid safety and feeding requirements, and usually pay less in taxes. To aggravate the situation there are the so-called Panamanian and Liberian flag ships, hideouts for shipowners, American and otherwise, who pay virtually no taxes, crew their ships with the world's worst-trained and worst-paid seamen, feed them the cheapest food, and keep their costs at a minimum.

To help US shipowners, the Government has taken several legislative steps. All coastwise and intercoastal trade, and all trade with US territories like Puerto Rico, Hawaii and Alaska are reserved to US ships. However, here the shipowner faces very tough competition from railroads in many instances.

On foreign trade routes, the Government gives operating subsidies to companies who operate over certain routes. The companies involved must make a certain number of voyages on these routes, on fixed schedules, whether or not they have enough cargo to justify those voyages. And the Government can and does get sizeable rebates on these subsidies where profits are in excess of ten percent. The great majority of shipping companies operate without any kind of operating subsidy.

Over the past six or seven years, operating subsidies have averaged between 30 and 35 million a year. Total operating subsidies from 1938 to 1950 were \$101 million. By contrast sugar growers got \$653 million, potato producers \$411 million and egg producers \$68 million in that period. In the six year period from 1942 to 1948, cheddar cheese producers got \$68 million dollars compared to operating subsidies of \$35 million for the merchant fleet.

New Construction

Other maritime subsidies given by the US Government cover construction of new vessels. In practically all cases, these subsidies are for passenger ships. Up through 1950, total construction subsidies amounted to \$108,849,000. Since then three more ships have been built with construction subsidies, the Independence, the Constitution and the United States. The estimated construction sub-



A typical snorkel submarine, like this US Navy sub, has enough speed both on the surface and when submerged to overtake or outrun any freighter or tanker now under the US flag, with the possible exception of the few Mariner Class ships destined for the Navy in an emergency.

sidy totals for these three ships runs to \$40 million exclusive of built-in defense features insisted on by the Pentagon.

Foreign Subsidies

Contrasting with this is the sizeable assistance given by foreign nations to their merchant fleets, despite their lower costs. When the Queen Mary and Queen Elizabeth were built, the British government bought \$46½ million worth of Cunard stock to finance the ships. Since the ships were built in pre-war days at British shipyards, this amounted to a far higher construction subsidy than any given by the US Government.

Here are just a few of the ways in which foreign governments aid their shipping industry:

Panama—Panamanian flag companies operating outside of Panama pay no income taxes. Local shipping is taxed two percent to 16 percent.

Belgium—The government of this small country grants \$4½ million a year to shipowners for ship construction and purchase. In addition, the state has more than half a billion set aside for guaranteed loans to shipowners.

France—Ship subsidies amounted to \$17 million in 1948, the last year for which there are figures. Generous depreciation is allowed shipowners in tax laws, including a double depreciation rate on ships bought after 1950.

Italy—An annual subsidy for shipbuilding is provided. The Government offers construction bounties for vessels built to certain specifications, and pays one-sixth of the cost when the ship goes into service. Special depreciation rates are allowed.

Netherlands—Shipbuilders can get loans at 2½ percent, and there is a special depreciation allowance for ships bought between December 1949 and January 1953.

Norway—Money put aside for shipbuilding and for equipment is not taxable. Up to 20 percent of profits can be put aside for this reason. The Government also allows companies to "write-off" that part of the price of vessel that is more than the "normal value." This amounts to an indirect construction subsidy.

Sweden—Swedish law is similar to Norway's.

England—The shipowner can write off 40 percent of the cost of construction.

All of these countries have various provisions covering other money gimmicks in the favor of the shipowner. In addition, tax rates in practically all foreign countries are lower than in the United States.

The American shipowner then, has not only to meet competition

of a low-cost, low-wage foreign shipping, but also the competition of foreign ship subsidies.

There is always considerable feeling in some quarters against Government subsidy to shipping, as if it were alien to American tradition. Actually, the practice of giving subsidies is an old one in this country. The huge subsidies for agriculture are now quite familiar to all and the equally huge subsidies to business in the form of certificates of necessity have been mentioned before.

In the transportation industry railroad building in the 1860's and 70's was done with subsidies with the exception of the Great Northern. These railroads were given staggering amounts of valuable land along their rights of way, totaling millions of acres.

Our private airline industry has been heavily subsidized through air mail payments, of which an estimated \$15 million to \$17 million a year are subsidies. The aircraft construction industry has also received generous aid. Up until June, 1952, aircraft plants were issued 1,095 certificates of necessity amounting to \$864 million in grants.

Subsidies then, far from being unusual, are a regular feature of the American economy.

Broader Aid Sought

The question remains whether subsidies are the whole answer, or part of the answer to American maritime problems. Some have held that present subsidies are too limited. They argue that certain companies have unjustifiably received the lion's share, while other companies, equally important, get nothing. The tramp shipowners for example, have been fighting hard for a general operating subsidy on the grounds that their operations are as important as the general cargo ships on regular runs.

Subsidies though are a two-edged sword. There is nothing to keep foreign governments from taking further steps on behalf of their shipping. And once Government subsidy of all merchant ships is established, it invites Government control of the industry.

Besides operating subsidies, there are proposals that the Government go into the construction subsidy business on a large scale, not just with passenger vessels. While passenger vessels may be important for prestige and troop carrying purposes, these proposals claim it is more important to build modern, fast freight ships and turn them over to shipping companies at a low price. The disposition of the small number of Mariner-class ships, yet to be decided on, will determine in large part what happens to this type of proposal.

Another solution offered is leg-

islation dealing with certain types of foreign-flag operations. As has been mentioned, coastwise and intercoastal trades are reserved for US ships. But many foreign flag companies operate out of American ports, hire their crews in American cities and run their ships to and from the US, never touching the country in which they are registered. A similar situation would exist if a US company would set up its offices in Liverpool, hire English seamen and run between England and South America, never touching an American port.

Flag-Dodgers

Obviously, a company operating like this is simply dodging American registry and American unions. It has been proposed that such companies be legally compelled to operate under the American flag.

Then there are the American-flag companies which maintain foreign-flag subsidiaries. There is one company which operates 44 vessels, mostly between South America and the Gulf of Mexico. Of these 44 ships, only 16 are under the American flag, the rest under various other flags. This company has just announced the construction of four more ships, two of them ore carriers of 26,000 and 31,000 tons which will be placed under a foreign flag.

Here is a case of an American company, doing its main business here, and using its ships to supply its business operations in the United States, but placing them under foreign flags. There are obvious legislative steps that could be taken to bring such operations under the American flag where they belong.

These are just a few of the things that could be done to strengthen American shipping without harming legitimate foreign flag operations. But whatever solution is put forth, the fact remains that the US needs a strong and modern merchant marine for the safety and economic well-being of this country.

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and/or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.

Add Roaches Plus Mates Plus BR And Result Is Explosive Mixture

Roaches can always be counted on to make things difficult, but when you mix in equal parts roaches, mates and a BR, then you really have a situation that can be interesting, and that's what happened on the Royal Oak.

According to William Calefato, the whole thing took on sinister proportions as the drama unfolded while the tanker was at sea.

It seems, Calefato says, that the whole problem started when the second mate was in his room one evening reading a book. Just what type of book isn't made clear, but anyway, while reading, the mate was suddenly startled by the sight of a roach nonchalantly walking around the edge of the book.

Being a man who believes in action, the mate tried to kill the roach, but merely ended up chasing it through the midship house, stubbing his toes on various objects, and losing his temper. He claimed later that he managed to kill one roach, but that two others immediately attacked him.

Well, the mate went back to his room and brooded about the roach. He just didn't think it was fitting that roaches should be living in with the officers. The next morning he claimed that he had heard armies of roaches wandering over the blankets and through his bed all through the night.

The next day, the mate spent a good part of the day discussing the second mate's harrowing experi-

ences and figuring out what to do about it.

Immediately after that, the third mate also discovered that there were roaches in his room, and became visibly upset by the whole thing. Roaches in officers' quarters just wasn't right. They didn't belong there.

After considerable debate on the subject, the mates decided that the roaches just didn't rate living in officers' quarters.

After some consideration, the mates decided that the BR was the one responsible for the whole thing. After all, if the BR didn't make the rooms so comfortable and so attractive, the roaches wouldn't want to live there, would they?

Some slurs were made on the BRs character. Then, the BR claimed that the mates were deliberately messing up their beds and rooms just to make the BR's work that much harder. A feud was rapidly developing.

The situation finally got to the point where the BR seriously considered skipping the third mate's room, but being conscientious and with true devotion to his duty, he cast that wicked thought aside. More discussions followed. When cleaning the third mate's room, the

BR always made sure to leave the smallest and oldest towel he could find. Greater revenge he couldn't take without shirking his duty to the ship. More discussions followed.

Murder, He Says

One morning, the BR entered the third mate's room. The lights were out. He started toward the lamp on the far side of the room, when suddenly a line tightened around his neck and jerked him back.

"So it's come to this," he thought. "The mate's trying to kill me."

Struggling furiously, and gasping for air, the BR finally managed to tear the line loose from its mooring and throw it to the deck. He then staggered over to the lamp and lit it.

When he turned to look at the infernal device that almost killed him, he saw that it had been an intricate series of lines strung across the room, and on which the mate had hung all his carefully laundered clothes. The clothes were now on the deck, along with the line.

The mate claims the BR deliberately threw the clothes on the floor. The BR says he was fighting for his life. At last reports, the discussions were still going on.

Did You Know . . .

That unlike other four-footed animals, the polar bear uses only two feet to swim? This polar resident uses only his front feet to paddle when he goes swimming. Other animals use all four.

That three gallons of blood per minute are sent from the right to the left side of the heart every day? The work done by the heart in 24 hours is said to be equivalent to the force required to raise a ton a height of 82 feet.

That one man was a member of the House of Representatives, a Senator-elect and President-elect all at the same time? For a four-day period, onetime US President James A. Garfield held all those posts. In 1880 his term as a Representative ran out, he was named to the Senate by the Ohio legislature and then subsequently nominated and elected to the Presidency.

That the ukulele is not native to Hawaii? The ukulele was introduced to the Hawaiians in the latter part of the 18th century by Portuguese sailors, and was essentially a European instrument. The name, literally meaning "jumping flea," was suggested by the rapid motions of the fingers of the player over the instrument.

That upon repatriation to the US, Seafarers are entitled to payment of all wages due within 72 hours after they present a claim for wages to the agent or office of the company at the port of en-

gagement or to the home office of the company? If full payment is not made within 72 hours, exclusive of weekends and holidays, Seafarers are entitled to an additional \$8 per day until it is.

That cranberries got their name because of a resemblance to a type of bird known as a crane? The old form of the word was craneberry, and stemmed from the fact that at blossoming time the stem of the small shrub was thought to look just like the neck, head and bill of the bird.

That you are entitled to an official Union receipt every time you pay any money to the Union? Make sure you get an official SIU receipt whenever you pay your dues so that there will be no foul-up later on. This will serve to safeguard you against anyone who might pose as an SIU representative in order to collect your dough.

That the official record of the proceedings at a meeting were originally called the minutes because it was first taken down in minute or small writing and later rewritten in a more careful hand? In the 16th century minute was used as a verb in the sense of making a record or note of something.

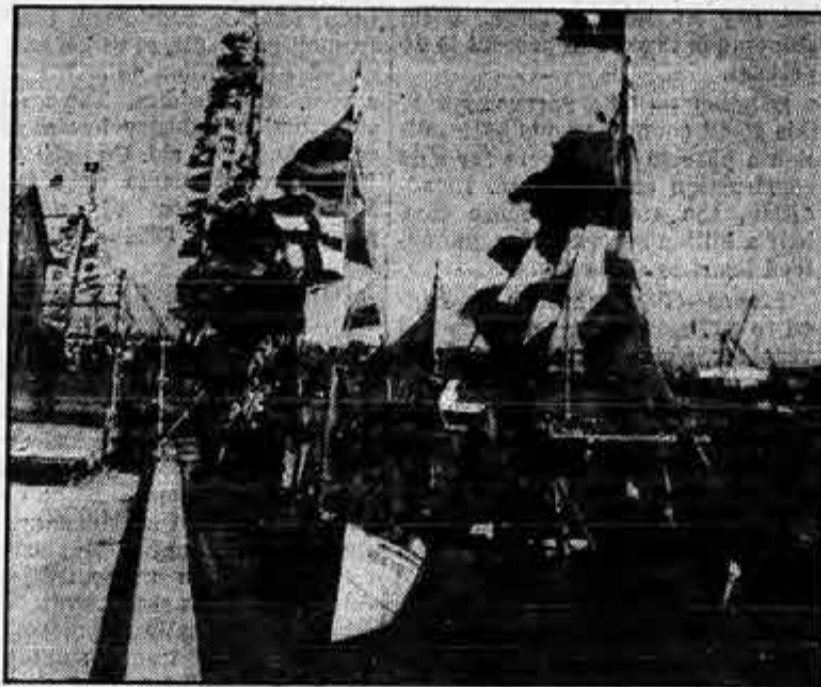
That three prizes in each of four different categories will be awarded in the second annual SIU Art Contest? Deadline for all entries is April 30, 1953. They should be sent to the Art Editor, SEAFARERS LOG, at SIU headquarters.

'Pirates' Invade Tampa During 'Gasparilla Day' Festival

Every year, Tampa, Fla., is "taken over" by pirates on "Gasparilla Day," which is in honor of the famous pirate who sailed the waters around Tampa many years ago. This year, Seafarer A. E. Diaz, FWT, was there with his camera, and got these pictures of the annual celebration.

The celebration starts as a number of "pirate ships" decked out in flags and flying the skull and crossbones, sail up the bay and to the city. Once they reach the city, the "pirates" invade the area, and take over the city for the day.

Once the invasion is made, a large parade, featuring fancy floats and pretty girls, winds through the city and ends up at the grounds of the Florida State Fair, which is held at the same time.



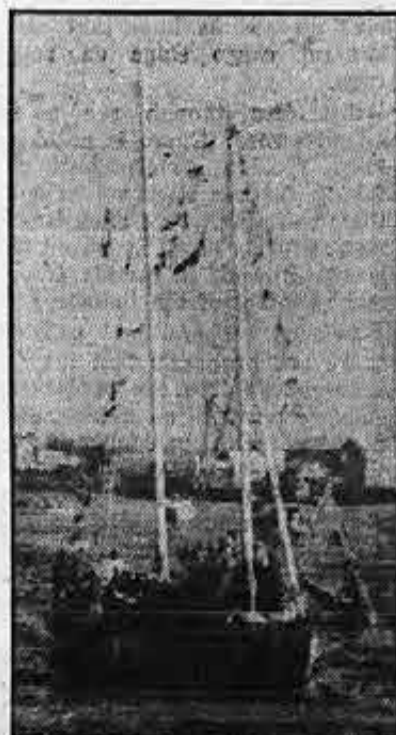
Flying the "Jolly Roger" these boats get ready to join the flotilla.



Three "Pirates" brandish knives and pistols at the dock area. After the "Pirate" flotilla reached the docks, all the "Pirate" crews joined in the parade.



A "pirate" holds his horse.



One of the "pirate" flotilla.



A pretty drum majorette poses.



And, of course, there are always lots of floats with pretty girls.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

A new breed of flashbulb is now on the market which will probably result in a lot more better photos. The new bulbs are tiny—smaller than the familiar "midgets" and less powerful. They are designed primarily for portrait and group shots at close and moderate ranges. They are intended to prevent the overexposed, chalky results when conventional flashbulbs are used.

There are two of these brand new types—one native and the other an import. Since we've only played around with the native brand we'll leave the import until we lay our hands on some. The one which will most effect the market, in terms of numbers, is the No. 8, a shredded foil-filled bulb of novel shape, with a light output of about half of the GE No. 5. First marketed by Sylvania under the name of Bantam 8, this bulb type will also be sold by Westinghouse as the Synchro Press No. 8, and by Dura Electric Lamp as the Duramite 8.

All of these No. 8's are of the "M" or medium peak type designed for use with between-the-lens shutters or with simple flash cameras. In all characteristics except power they parallel present day M type midget bulbs.

A few words on why this new bulb was developed. Prior to World War II flash was mostly used by professionals and advanced amateurs who could afford to have relatively expensive external synchronizers attached to their cameras. Bulbs were generally flashed at rather high shutter speeds—1/100 second for example.

Bulb Use Rises

Under these conditions flashbulb manufacturers concentrated on packing into their bulbs the greatest possible light-producing power, and with great success.

Starting in 1946 this whole picture was changed when Eastman Kodak and the other mass market builders decided to build internal flash synchronization into nearly all their cameras, from the simplest box on up.

As a result of all this the use of flashbulbs skyrocketed. However, most of the cameras and shutters being used with these bulbs are synchronized differently than in pre-war days. Simple cameras have shutters operating at about 1/30 second and the lenses have fixed openings of about f-11. A large percentage of more expensive cameras are synchronized for flash with M bulbs at about 1/50 second, so for flash purposes this doesn't put them very far ahead of simple cameras, at least in shutter speed.

Since most amateur flash is of individuals or groups at fairly short distances, the combination of slow shutter speeds, fast films, and powerful flashbulbs causes severe exposure. For instance, with a No. 5 bulb and a film like Plus X, at 1/50 second the exposure guide number is 210. If the bulb were 7 feet from the subject, the lens opening would have to be f-30 to get proper exposure. When your lens is fixed at f-11 it's going to be impossible to get correct exposure.

All this is not just theorizing. Sylvania engineers visited photo-finishing plants and examined amateur flash negatives. Most of them were overexposed; there was just too much light. We here on the LOG have found the same to be true. On the basis of this study the Bantam 8 was designed.

The No. 8 should prove to be quite valuable. Although the light output has been cut enough to give better negatives with simple cameras with slow shutter speeds at short distances, it still carries enough punch for shots of groups and general work on cameras with adjustable openings and shutters synchronized for flash at higher speeds.

Seafarers accustomed to working with the No. 5 will have no real trouble with the No. 8. All they need to do is open up one lens stop, that is, if the results they've been getting have been good. If you've been getting overexposed results, try the Bantam 8.

Mau-Mau Terrorist Group Raids In Kenya Described by Seafarer

The strife in South Africa, emphasized by the terroristic Mau-Mau groups in Kenya, makes some of the most interesting reading in the world at the present time, according to Seafarer Harry Kronmel.

As the Robin Trent (Robin) slugged its way along the coast, hitting 10 ports, Kronmel read the local papers, spoke to the residents, and then sent his report in to the LOG.

"Although the Europeans," he said, "are fearful of this Mau-Mau group, they plan to resist any 'nationalistic' movements of this type. Such things as a page one story in the 'Mombasa Times' telling about two European women killing two natives they thought were members of the Mau-Mau, are not unusual."

Big Area

The area, stretching out for hundreds of square miles, says Kronmel, has been a blessing to the attacking Mau-Mau, and more soldiers are always being sent up from Mairobi.

The Mau-Mau groups actually, he says, are a segment of the Kikuyu tribe which has started an "Africa for the Africans" movement. There have been hints about "outside influences" encouraging the Mau-Mau, but all reliable Kenya sources deny this, according to Kronmel.

Kronmel reports that, "the activities of the Mau-Mau are a result of the very stringent 'white supremacy' laws and policies that have been adopted by the government which have resulted in a great deal of internal strife within the area, and the natives' struggle for certain rights and freedoms."

The Mau-Mau is a well-organized terrorist group, he says, which has successfully raided a number of outlying arsenals and homes. It shows mercy for none, and its attacks have gotten them the label "fanatical murderers." Composed of young men, usually between 24 and 28, recruiting is done at large parties.

Kronmel says large quantities of

native beer are provided at the parties, speeches are made until the entire party is whipped up in hate for the Europeans, and then the recruiting is done with volunteers usually being accepted.

The "Mombasa Times" tells of the Mau-Mau ancient oath, which is still practiced in Kenya. "The oath," says the paper, "is administered under an arch of banana trees. After killing a sacrificial goat, its eyes and chest meat are removed. Candidates then taste of the goat's blood.

"A necklace of grass is put about the neck and wrists. Seven cuts are made upon the bodies of the candidates with a sharp knife, after all European clothing has been removed. This symbolizes complete freedom from European domination."

State of Emergency

A state of emergency now exists officially in all of the colony, Kronmel says, but "the mixed population continues its own ways in its own time." It is hard to believe that any unrest or the raids and murders really exist. The Arab Marketplace sells goods just as it has for 1,300 years. Indian merchants bustle and move up in importance in the colony's trade.

"The European still lives on the hilltop in his mansion," says Kronmel, "and the Black carries the burden as he has since the beginning of time. The only time you hear about Mau-Mau in the city, is when it is said in whispers. No-

body can be sure where it will strike next.

"Before I went to Mombasa," he says, "nobody would tell me what Mau-Mau meant. Finally, a cab driver explained that he heard that Mau-Mau was just a switch- ing around of the native phrase Uma Uma. Uma Uma, means 'get out—get out.'"

Kronmel reports that it seems as if the roots of the Mau-Mau go very deep in the colony, particularly in the areas just outside the larger cities, and that the group commands a fairly large following among the native population.

They are the type of group, he says, that can catch the imagination of the natives, and can incite them into a sort of awe.

The entire colony, says he, is well aware of the activities of the Mau-Mau, and that whenever they strike, the papers play up the incident, and point out the "chain of incidents" which have been blamed upon the Mau-Mau.

But the worst place to be, says Kronmel, is in the outlying areas, where the Europeans never know where the Mau-Mau will strike next and live in almost a constant fear of being the victims of the next raid. Most of the homes in those areas are always on the alert, and many of them have loaded rifles kept inside. In addition to that, patrols of troops go through the countryside as a sort of security guard.



Kronmel

Twin Birthdays - Almost



Celebrating two birthdays off the SS Sweetwater, are L-R standing: J. Fablan, Dugan and waitress Vaniel; L-R sitting: G. Graves, J. Krewson, G. Burmester and Sullivan. Burmester's birthday was Jan. 28, and Krewson's Jan. 29. The photo was taken at midnight. Celebration was at Joe's Tavern in Mobile.

Seafarer's Daughter Wants Early Start For Scholarship Competition

The daughter of Seafarer Melvin Jones may be a little young yet, but she's heard her daddy talking about the SIU College Scholarship Plan, and she figured that she'd get right in on the ground floor.

So, even though it will be a while before Peggy will be ready to start her college career, she sat right down and wrote a letter to the Union, asking for full information on the scholarships.

"My name is Peggy Jones," she wrote, "and I am 11 years old and in the sixth grade at Thompson School."

Wants Details

Then, Peggy went on to explain that she'd already heard about the plan. "My daddy," she said, "has tried to explain to me about the education plan. I would like it very much if you would send me some information about it."

Peggy didn't say what college she plans to attend, or, for that matter, she didn't even say what high school she plans to attend, but she made it clear that she's interested in the scholarship program.

She also made it clear how her daddy rates as far as she's concerned.

Loves Daddy

"My daddy," she wrote, "is on the SS Mae. The ship takes sulphur from Baltimore, Md., to Galveston, Texas. My daddy's name is Melvin Harold Jones, and I love him very much."

The full details on the Scholarship Plan have been mailed to Peggy, so that she can start getting ready right now, and be prepared when the time comes that she's ready to start college.

Although Peggy probably hasn't decided on the college yet, she has decided on the scholarship she wants to get, and one thing seems pretty plain. Those people who are competing for the \$6,000 SIU scholarships along about 1960 are going to have plenty of competition—and it's going to come from Peggy Jones.



Peggy Jones

Quiz Corner

- (1) In pictures or drawings of "Father Time," he is always shown carrying a particular tool or implement. Is this a (sickle), (scythe), (scimitar) or (sword)?
- (2) Who won: (a) the first Tunney-Dempsey fight, (b) the second Tunney-Dempsey fight?
- (3) Each of the following is described as black. Can you identify: (a) an insect-like creature who eats her mate, (b) an epidemic in Europe, (c) a dungeon in Bengal, India?
- (4) A 10 foot square field has a walk two feet wide surrounding it. How many square feet are in the walk?
- (5) How would you arrange the Earth, Sun and Moon in the order of their size, from largest to smallest?
- (6) How large is a size eight stocking measuring from the top of the toe to the end of the heel?
- (7) What word does not belong in the following group: book, picture, cat, needle, shoe?
- (8) What does a football referee announce when he places both hands upright above his head?
- (9) Is a hookah: (a) a Persian rug, (b) a water-cooled Turkish pipe, (c) a Dutch shoe?
- (10) Which caused greater financial loss, the Chicago fire of 1871, or the San Francisco fire in 1906?

(Quiz Answers On Page 25)

Proud Crew Says General Patton Is 'Cleanest 10-Yr.-Old Liberty'



The crew of the General Patton pose for a photo during a shipboard SIU meeting in the messroom of "the cleanest Liberty ship." The crew challenged any other 10-year-old Liberty to match theirs for cleanliness. There was no disputed OT and no beefs after an eight-month trip.

"We brought in one of the cleanest Liberty ships that the West Coast has seen, after an eight-month trip SIU style, and we're not bragging, but we challenge any other 10-year-old Liberty ship to match ours for cleanliness."

That's the proud statement made by the crew of the General Patton (National Waterways) when the ship pulled into Seattle, and apparently they have a right to make the statement.

Jeff Morrison, Seattle Port Agent, reported that the ship was "one of the cleanest we have seen around these parts for a long time," and also reported that the crew kept the slate clean as far as beefs are concerned.

When the General Patton pulled into Seattle after 8 months out, there was no disputed overtime and no other beefs. "It was a pleasure to pay off the ship," Morrison reported, "and everything went smooth and quick. The ship was a credit to the SIU, and O. H. Headley, the ship's delegate, also deserves some credit for the way he brought in the ship."

The crew stated that, when they signed on the ship in Newark, N.J. on June 19, 1952, they found the

ship in pretty sad condition. As soon as they were aboard, they decided that they wanted a clean ship, and started working on that idea.

"We conducted our own exterminating program while at sea, cleaned passageways and foci's, and did a thorough job in the storerooms and other parts of the ship," said the crew.

"We are not looking for any honors," they said, "but we trust that it would be wonderful if all SIU crews could find their ships in as good condition when they sign on as the General Patton is now when we are paying off. It could be done if all crews were willing to do a little work to keep a clean ship and thought a little bit about the men who would be coming aboard the ship after they pay off."

"We did a lot of work on this ship to make it the cleanest Lib-

erty that you'll find around, and we're proud of this ship. If the next ship we sail on is as clean when we board it as this ship is when we're leaving it, then everything will be fine. All it takes is a little teamwork among the crew. The same thing holds true as far as the lack of beefs is concerned."

Seafarer Sam Says

BETTER'N MEDICINE!

DROP A NOTE -OR BETTER YET- DROP IN AND SEE THAT OLD SHIPMATE OF YOURS NOW IN THE HOSPITAL.

I'LL BE GLAD TO SEE YOU, AND YOUR VISIT WILL DO MORE FOR HIM THAN MEDICINE.

The Case Of The Old Washing Machine That Wouldn't Leave The Doncaster

It can be pretty annoying to see the same old washing machine cluttering up the passageway day after day, particularly when it's an old one that isn't used anymore, and there's a new one for the crew.

In fact, it got to the point aboard the Robin Doncaster, that the crew finally decided that the machine just had to go. There wasn't any question about it.

Everybody got busy, and one of the engineers was asked to give an estimate of what he thought the old machine was worth. After considerable consideration, the price was finally set at \$20—provided the buyer got the old machine off the ship and out of sight of the crew as soon as possible.

Machine Sold

Seafarer Petterson put up the \$20, which was to go into the ship's fund, and he was declared the new owner of the old machine. The whole trip seemed better. The machine was still there to offend the sight, but at least the men knew that it was on its way out.

Everything was settled, that is, until Doncaster pulled into South Africa, and Petterson got sick. Of all the times for it to happen, Petterson was taken off the ship and went into a hospital. The sale was off. The washing machine wasn't going to be leaving the ship, especially after the doctors at the hospital vetoed the idea of leaving the old washing machine at the hospital with Petterson.

This was the time for action, the crew decided. Something had to be done. That machine had to go.

Another conclave was held, and it was decided that a big auction would be held aboard the ship. They'd make it a sort of bazaar, and the lucky winner—the man who was smart enough to make the highest bid, would get the wonderful old washing machine.

We were window-shopping along Montague Street looking for the cheapest bar special when we were rudely bowled over by the oversize paunch of a baby bulldozer. Picking ourself out of the gutter, we questioned the need for such uncouth haste.

"Here's a dime, grab the bus to Prospect Park," Focus snarled, for it was none other than he. "Ya can do all the moonin' ya want there. Here there's people in a hurry 'cause there's business to take care of."

We expressed astonishment. Had he gotten a job?

Old Lady's Workin'

"What for? The old lady's still workin', ain't she? I'm just hurryin' ta order up my World Series tickets. With Bob Carpenter on our side we'll take them Yankees this time."

Wait a minute, we said. Bob Carpenter is president of the Phillies...

"Yeh I know," he interrupted, "but he's gotta be a Brooklyn fan. What would he trade that Russ Meyer for if he didn' want the Phillies to stay outta the way o' our boys?"

That's not it, we explained. Carpenter traded Meyer to Boston. He didn't know that the Braves were going to turn around and hand him over to the Dodgers.

Thicker Heads In Boston

"That just proves that they grow heads thicker 'n Boston than in Philly. It didn' make no difference ta the Braves. They're lower down

than the ham scraps in them Automat baked beans. But the Phillies just throwed away their chances. An' now that Meyer's with Brooklyn the boys just can't miss."

Wait a minute, we said. Start from the beginning and explain.

"Awright, I'll figger it out for ya. The Phillies shoulda' been real tough this year cause they got the pitchin'. This Roberts is real good see, maybe he clips 30 games, an' Simmons is right behind him 'cause he's whippin' back in shape after he escapes from the Army last year. Then they got this big banana, Drews, who throws a bunch o' soap bubbles, only our boys can't hit 'em. On top of it all, there's Meyer whose a real tough pitcher.

One Solid Hit

"So Carpenter, he gets a pipe dream he'd like some more hitters on his club. What does he do but he throws away a solid pitcher like Meyer for Earl Torgesen. He don't hit nothin' except Sal Yvar's eye last year when he gave him a big shiner. So then Boston turns around and hands Meyer over to our boys for a couple o' the junior varsities."

All that's very true, we agreed. Maybe Philadelphia did kill their own chances, but it didn't mean a shoo-in for Brooklyn. What about the Giants?

"The Giants?" Focus turned pale green as he thought back to the ghastly September days of 1951. But he soon regained his self-assurance. "Never mind about 'em. I'll see ya later, after I get those tickets lined up."

The idea sounded great, but at last reports from the Doncaster, the crew hadn't been able to agree upon a date for the auction—besides, they weren't sure if anybody in the crew would show up. The

latest word is that the crew is wondering whether the old machine just doesn't "deserve" a refined burial at sea, or whether there isn't a snug harbor for washing machines someplace.

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief steward George Liebers' recipe for "sauerkraut," a German meat dish.

As a man who got a thorough grounding in the cooking art in Europe, George Liebers reports that "most Seafarers really go for a solid European dish every so often." And, he bases his statement on his experiences sailing with the SIU since 1944 as chief cook or steward.

Still single despite the fact that he can cook so well, George says he likes freighters a little better because there's more room in the galley.

To get sauerbraten, which George describes as "a delicious German dish," you start with 10 pounds of beef. Chuck or any beef will do, since the pickling makes it tender.

Mix about a gallon of water, a quart of vinegar, two onions, four pieces of celery, one diced carrot, a small piece of garlic, a tablespoon of

sugar and small amounts of mixed spice, and pepper, and three tablespoons of salt. Put the meat in this mixture, covering it, and then let it stand in the chill box for three days to pickle.

After three days, put meat in a roasting pan, strain pickling mixture, and put the vegetables from the mixture in with the meat. Brown slowly. As the meat browns, add about a handful of flour to the meat. Let this brown, too.

Then take the pickling mixture that was strained, and bring it to a boil. Put the browned meat and vegetables into a pot, and add the boiling mixture until the meat is covered. Stir thoroughly so that the flour will thicken the mixture.

Cook in the oven for about an hour and a half. Take the meat out and add a tablespoon of currant jelly. Strain this mixture and add two tablespoons of sour cream. This is the gravy.

Serve with potatoe dumplings. You have enough sauerbraten for about 37 to 40 men.



Liebers

Urges Revamp Of Crew's Quarters

To the Editor:
I have a suggestion which I think the membership will agree that the negotiating committee should start to work on.

There should be only two A/Bs to a fo'c'sle, with a larger room provided for three O/Ss, or, in cases where a dayman is carried, 2 O/Ss and one O/S and a dayman.

The negotiating committee should work towards the eventual attainment of sufficient quarters for the entire crew, with no more than two crewmembers to a room.

Chester Hughart



Hughart

Proud SIU Man Is One Among Many

To the Editor:
Will you please send my wife and me the SEAFARERS LOG. I belong to the SIU and have for some time.

To my idea of thinking, the SIU is the best union going. It has sure done lots for me. I may add that I'm one among thousands who is very happy to be an SIU man.

We will be looking forward to receiving our SIU SEAFARERS LOG in the future.

Lawrence Ellison

(Ed. note: Your name has been added to our mailing list; you will receive the SEAFARERS LOG every two weeks, as published.)

It's Tough Trip On Ames Victory

To the Editor:
The undersigned members of the Ames Victory signed on on December 30, 1952 at Wilmington, Cal., aware of the fact that Captain A. Preede, Chief Mate A. L. Sykes and Chief Engineer F. Hoffman were anti-union characters; however, we were determined to live up to our agreement and show these brasshats how a good union man operates.

We had only been at sea a few days when the captain confronted the ship's delegate: "You came on this ship and think you are running it. I am captain of the vessel."

This was in retaliation for repairs which the ship's delegate had pressed for while in San Francisco and which had been promised at the sign-on in Wilmington. The saloon messman overheard the Captain say "he hoped to live to see the day that unions would end."

Baldinelli, the BR, reported the captain painting his chair to the delegate. When confronted, the captain looked at the BR and stated, "So you're the skunk."

Chief Mate Interferes

The chief mate might as well have been bosun. A day didn't pass that he wasn't haggling someone in the deck crew. By the way, he's an ex-Navy petty officer, and how well he performs his duties, in a strictly military way; kneeling to every command of the captain's as if he was a god.

The chief engineer is an ex-Navy man also. He told the electrician this ship does not need one. Every once in a while someone sees him putting in a fuse or performing some electrical work. He claimed the engine room was painted some time ago, in ten days, and presumably fired the two wipers and engine utility for not having accomplished the same job in the same length of time. The electrician also was fired; apparently for turning

LETTERS

in overtime performed by persons other than himself.

Retorm Needed

At no time at all have we taken any hostile action, so we ask what can be done about these slave-driving anti-union characters.

This company has some very good ship's officers, as we have sailed on other of the company's ships, and we are well aware of the fact that these three officers are the cause of this ship's being the black sheep of the fleet.

Signed by 26 crewmembers of the Ames Victory

(Ed. note: The Wilmington Port Agent reports that the chief mate and chief engineer are no longer on the ship.)

Wants LOG Sent To Him In France

To the Editor:
One of my buddies here in the Army in La Rochelle, France, gets the LOG regularly, but he went home to the States on February 20th. I was hoping you would send the LOG to me regularly as soon as possible as I so enjoy reading how most of my old friends are doing. I was a member of the great-



George Stanton shows off a birthday cake from home.

est Union (SIU) from December, 1943, to August, 1948, when I joined the Army. I hope to be out soon, then back to the good old days.

Salled as Chief Steward

My last ship was the Russell A. Alger (South Atlantic) out of Savannah, Ga., in 1948, which went to France. I hope some of my buddies who were on that ship or any others with me remember me and drop me a line. (I was chief steward). Better still, when and if they ever hit La Rochelle, France, drop up to the US Army Hospital of La Rochelle and ask for the mess sergeant, which is yours truly.

Thank you in advance for the LOG. Here's wishing the Union the best for always.

George A. Stanton

(Ed. note: Your name has been added to the LOG's mailing list; you will receive a copy every two weeks.)

Thanks Brothers For Two Benefits

To the Editor:
In this long overdue letter I would like to express my gratitude on behalf of my wife and family on receiving the \$200 maternity check and the \$25 bond.

I would also like to thank the crew of the Sea Coral for the money they donated when my father died.

I feel very proud and fortunate to belong to this great Union which, in my opinion, is the very best in the world.

In closing, I would like you to send the LOG to my home, as both my wife and I enjoy reading it.

John W. Pearson

(Ed. note: Your name has been added to our mailing list to receive the LOG every two weeks.)

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of March 4, 1953 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.34 per pound sterling.
- Belgium: 36 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 200 francs to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.2 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 32.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

Veteran Wants LOG Sent Him

To the Editor:
You can take the boy out of the country but you can't take the country out of the boy. It's the same with the sea and sailors.

Would you put me on the mailing list of the SEAFARERS LOG?

Luckily, being the bloke who won the first World War, when I turned up permanently disabled Uncle Sam gave me a pension—\$50. I haven't yet, and may never see anything over here at Snug Harbor but the hospital. What the hell—why give up free feet until you can't push them any further? Be good.

James J. (Pop) Martin

(Ed. note: Your name has been added to our mailing list; you will receive the LOG regularly every two weeks.)

Lundeberg, SUP Steer Good Course

To the Editor:
I read the article in the SEAFARERS LOG (Feb. 6, 1953) about Harry Lundeberg and I agree that everything it said is true. I am an oiler and sail with the SIU but I know many men in the SUP and know what that Union is up against on the West Coast.

I believe that Lundeberg performed a great service for the membership of the Sailors Union when he turned down the job of Secretary of Labor, because there is nothing that the shipowners on the West Coast would like more than to get him out of there. That goes for the other unions out there too.

For years the other unions like the ILWU have been trying to

swallow up the SUP with their maritime federations and their unity committees. It would have been the easy way for the Sailors to go along instead of fighting the whole set-up. The shipowners, too, would be happy to get the Sailors Union out of the way because it is too militant to suit their taste.

But the Sailors Union and Lundeberg have chosen their own route. They couldn't have made it by themselves if it wasn't for the fact that they are solidly united behind Lundeberg, and that he is loyal to them and is a fine leader of seamen.

That's one reason why Lundeberg has made enemies, because he has gone down the line for his members. The shipowners don't like him because he is too militant to suit them and won't take what they want to give him. The Communists hate his guts because he stopped them from controlling the industry on the West Coast and maybe in the whole country.

63-Day Strike

Last summer when the SUP went on strike they stuck their neck out because they had everybody lined up against them. It isn't every union that can keep a strike going for 63 days and come out on top but they did it. That should prove to anybody's satisfaction that Lundeberg has the backing of his membership.

As for that meeting with Senator Taft, I am convinced that he did the right thing 100 percent. I remember I was on a ship then, and we sent in a resolution attacking the Taft-Hartley law, and a lot of other people made plenty of noise about it like we did. But Lundeberg went out and did something. Perhaps if he hadn't done it, we would have lost our hiring halls.

If you go out and talk to SUP men like I do you will find that they are convinced Lundeberg is doing a fine job for them and getting the very best of conditions. He should be judged by the way he has represented his members and not by the opinions of shipowners, Communists and Trotskyites who are out to get rid of him.

Bertil Svensson

Widow Thanks Lafayette Crew

To the Editor:
My sons and I would like to say thanks and God bless you all to each of the crewmembers of the Lafayette, for their kind expression of sympathy on the death of my husband, Henry Nathan McNabb, who suffered a heart attack aboard the ship while in Germany.

Hershel, Billy, and Mrs. Nathan McNabb

Recalls Opening Of Seamen's Home

To the Editor:

About five years ago I was on the beach in New Orleans, residing in a private boarding house. At that time a Seamen's Home was being constructed at Lee Square and St. Charles Avenue. When the building was completed I, being a bona-fide active seaman figured, well, this will be a Godsend to the seamen, because at the time there wasn't a decent place for a seaman to go for recreation or to meet his mates, and of course that caused many of the salts to go into the gin mill and loaf most of the day.

When the place officially opened,

I was one of the first seamen to saunter in and have a peep and, yes, brothers, the first one to be thrown out. Why, you ask? Simply because I was not a guest and in a position to pay \$13.50 per week for a room. At the time I had a wonderful room for \$8 a week.

I immediately got my Irish up and went home, got my pen and sent off the story to our SEAFARERS LOG. I might state that when the LOG gave my story publicity, in about two weeks, everything in the Seamen's Home changed and all seamen from any union all over the world were welcome, whether they lived there or not. Yes, and hostesses every Wednesday night to dance and dine with you.

But at the moment I deem it a fitting gesture to submit a little praise to the Seamen's Church Institute at 25 South Street, New York, NY. As an oldtimer who has sailed all over the world, I have visited many seamen's homes. I have yet to find one to equal the New York home; the seaman could not be taken care of any better in a modern hotel. The only thing I missed was a swimming pool. There is a swell recreation room on each floor with plenty of pool tables, including a standard sized English billiard table. There are all kinds of games, too numerous to mention, plus a beautiful reading library dedicated to the late Joseph Conrad. I might say that the librarians are more than courteous in helping you. And, of course, there is the Roper Room on the fourth deck, where all kinds of entertainment is at your disposal, plus refreshments.

A number of us were talking in the recreation room the other day and it was unanimously agreed that when you rove 'round the rooming houses in New York the call of the old doghouse gets you as the sea itself, and back home you come to meet your shipmates and shoot the breeze.

Paddy Farrell

Ex-GI Plans Return To Sea

To the Editor:
I've been receiving the LOG for the past eighteen months and you can stop sending it to me now because that rotating day I've been waiting for has finally come. I'm going back to the States for my discharge, and I'll be going back to sea just as soon as I get out.

I appreciated receiving the LOG all the time I've been over here.

My book is in retirement and I'm going to get it out when I get back and take up where I left off, going to sea. It'll be a happy day for me when I get aboard a ship.

I'll close for now, and when I get back to the States I'll be at the New York hall visiting. Thanks a lot, Seafarers.

Walter J. Frylowski

Coffee Time's Always Good



Coffee time is always welcome, and these crewmembers of the Northwestern Victory (Victory Carriers) appreciate it by just taking it easy over a cup of good hot coffee in the messroom.

Steak Situation Continues Tough

To the Editor:

As we cruise along southward on the Del (Romantic) Monte, the boys are being fattened up by our first-class stewards department, presided over by Alton "Galley Madam" Booth, with chief cook Tom Beatty.

The only complaint we have is that our esteemed Delta Line port steward, Mr. Mitchell, having started a private rationing program, has put on board 320 pounds of steak meat as an 80-day supply. We are supposed to have one steak every ten days, but since we have 55 persons (including eight passengers) on board, this 320 pounds will not cover.

As highlights of the cruise we have our regular Delta Line engineering feats, beginning with the pumping of about 200 gallons of fuel oil on the after deck and flying bridge.

As a new item, we have the deck department taking ballast and repairing the ship's whistle, which might save fuel oil, if they took that too.

An item which should be eliminated has come up. (I understand a couple of other Delta Line ships are doing this also.) That is, the matter of the galleyman cleaning the ventilating screens in the galley, as the method used is endangering the health of the crews of these ships. This has been taken care of on this ship, as the engineers have reluctantly agreed to take care of what is rightfully their work. It seems they have started doing as they please instead of following the contract.

Chester Hughart

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Xmas Dinner Fine On Del Mundo Too

To the Editor:

Just a word from the crew of the good ship Del Mundo, due in Recife, Brazil, on New Year's Day, although I don't think we will make it before Friday afternoon. Anyway, that is the news according to the shaft alley navigators. So far we have had a good trip, with no beefing and squawking.



Manifold

We have a very good crew of oldtimers on this trip—Hungry Henry, Juke Box Jeff, Murree, Snake Arnot, M. Sweeney, Old Pop Ellis, Red Griffith and others.

I hope every brother has as good a dinner for Christmas as we had. Hungry Henry and the rest of his gang really put out a spread for us, and boy, they sure did a good job of piling it up in front of us. We also had a Christmas tree and all the trimmings. I am afraid I will have put my weight back when I get back this time, for a change.

Well, here's hoping everyone had a very Merry Christmas and a very happy New Year, from all of the crew of this good ship.

O. H. Manifold

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Mate Ignores Crew's Safety

To the Editor:

The following will explain why the chief mate on board the Sweetwater has been the object of much discussion for the past several trips on this vessel:

One day, while leaving New York, one of the daymen was in the winch bed covering the hawse pipe, when the mate ordered the bosun to raise the anchor. The bosun told the mate there was a man in the winch bed at that time covering the hawse pipe.

The mate replied, "Raise the

LETTERS

Shopping Trip In Kure



Abshire, AB (right), and Morgan, pumpman (center), of the Paoli (Cities Service), carry bundles in Kure, Japan, as they go on a shopping trip with Mimi while they were in port there.

anchor, bosun, don't worry about that man. The insurance company will take care of him."

Another morning, one of the firemen came to the mate and told him he was sick and would like to have some medicine. This was at 8:30 AM and the mate told him to return at 8 AM for medicine, as at that time the captain would be awake. Since this incident, the captain told the ship's delegate that anybody requiring medical attention was to contact him personally in the future, and it would be taken care of.

Crew of Sweetwater

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Gets Wounded After Payoff

To the Editor:

I got off the ship December 23rd in Galveston, Tex. On January 12th I went home to settle a few things with Uncle Sam. January 1th I got shot in the stomach. I have been in the hospital since then—the Marine Hospital in Detroit.

Adolph Pachucki

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Institute's Help Valued Highly

To the Editor:

Many Seafarers who from time to time have had occasion to stay at or visit the Seaman's Church Institute in Philadelphia while waiting for a berth or ship have received the warm, personal welcome extended by the director, Rev. Stockman, Chaplain Davis, and associate welfare director, Mr. Proffit. These fine men unselfishly give their time and services in endeavoring to create here a homey atmosphere for seamen away from home. That they do a good job is attested to by many of our SIU members and others.

The many and varied services rendered by these gentlemen receive the highest praise from anyone who has met them, and the best wishes of all seamen who have had the good fortune at one time or another to have visited the Institute.

John Jelletto

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Urges Members Visit His Bar

To the Editor:

I would like it to be known by the membership that I have an interest in a bar in Kobe, Japan called the Club Rose (not to be confused with the Rose Bar) and that it would be appreciated if they would pay a visit to it when they are in Kobe. The address is: The Club Rose, No. 43-3-chome Shimoyamate-dori, Ikuta Ku, Kobe, Japan. Just mention to Ruby or Johnny



William Chadburn

that you are in the same Union as Bill-san and they will treat you fine.

Bar To Get LOG

I would also like copies of the LOG sent to the bar every time issued so it will be available for the members when their ships stop in Kobe.

Enclosed is a snapshot of myself enjoying life in Japan. If you want to print it in the LOG, fine. I am not going to have the fuzz off until we arrive back in to the Port of San Francisco, which should be about March 25, unless we have a change of orders. No one wants this as we have been out five months now and are dying to get to the States for a little rest and some fun.

Protests Korean Ban

Before I sign off I would like to mention that something should be done about not letting the seamen ashore in Korea. We have been here about 45 days now and no one has been allowed ashore. It is not good for a seaman's morale.

William H. Chadburn

(Ed. note: We have added your name to the mailing list; ten copies of the LOG will be sent to the Club Rose every two weeks.)

Applauds Idea Of Seafarer Project

To the Editor:

I'm writing this letter in regard to what our Secretary-Treasurer said at the headquarters meeting Wednesday night, February 25th. I think it would be an excellent idea to have housing projects built for our families, for no one understands a seaman like a seaman.

A grocery store could be located in the project, owned and operated by the Union; the money would be going from the Union's pocket back into it. I think the idea is just the thing. We'll have a future and something to look forward to, and we'll know that when we come in from a trip we'll have some place to rest our heads in comfort.

Melvin Bass

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Urges Help For Flood Victims

To the Editor:

I recently had a letter from a friend in Holland who explained the horrors of the recent flood there and how all the American ships in European ports made contributions to help those in distress. He asked me if there was anyone on my ship who had a few dollars he could spare. The Dutch Government or whatever first-aid facilities they have, would appreciate it.

Since the Union is not conducting any drive now, I thought the officials could be asked if a drive could be authorized. Contributions could be made through the ships' funds on each ship, sent to the hall and from there to the Dutch Consulate or their representatives.

Need Is Urgent

I haven't been reading any big city newspapers and don't listen to any radio (all the radios I had were blown up or burnt because of a series of unusual experiments) so I don't know anything about the catastrophe in Europe except what was written to me. You probably are more acquainted with it and can understand even more how greatly help is needed.

The reason I suggest help for the Dutch is because Holland is a small country that always was in danger of the sea, and most of the people are poor. They are more modest than other countries, like the big ones that are always chiseling from our Government, even with the Marshall Plan.

I think that if we do have a drive and show that we tried to help them they'll never forget us, and the Dutch's friendship is different than some other countries; they are not "two-faced."

Even if each man on each ship gave as little as \$.25 at only one payoff—whew, that makes an attractive sum.

William Calefate

Two Shipmates



Harvey (left), AB, and Terry, deck maint., take it easy aboard the Eilly during a trip to Japan.

Injured Seafarer Gets Good Care

To the Editor:

I just want to drop a line about the tough luck that hit me and Ed Reilly on our last trip on the Cornhusker Mariner, and the fine way that we were treated by Captain Dollard of the Hawaiian Packer.

Ed and myself both had to get off the ship at Honolulu. Ed broke seven bones in his left hand, and I injured my back. After we got off the Cornhusker, the agent there took very good care of us, and then arranged to send us back to the States first class—SIU style.

We came back on the Hawaiian Packer, and I would like to thank



Denley

the skipper, Captain Dollard for the way that he treated me. Everything was wonderful. When he found out that my back was injured and that I had a lot of trouble getting around, he arranged so that my meals would be brought right to my cabin on a tray. Nothing was too much trouble, and he saw to it that I got great service and had a wonderful trip.

I would like to wish him happy sailing wherever he goes. He is the kind of skipper that a man likes to sail under, and all I can say is that I wish there were more like him on the seas.

Once I got back into the States, the Union also came to my help and made sure everything was all right. I came across the country by train—first class, and I'm now going into the Marine Hospital at Staten Island, where I expect to have an operation.

I would also like to thank the Union for the help given me and the wonderful way I was treated. I'm straight SIU, and that's the best way any seaman can be.

Walter "Sailor Jack Delaney" Denley

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Thanks LOG For Tour Of NY Hall

To the Editor:

I want to take this opportunity to thank the LOG staff for making my recent visit to the Union hall most enjoyable. Besides being able to pick up some back issues of the paper, I was given a complete tour of the building, which proved most interesting.

Enjoyed Visit

I was glad to see the recreation rooms, which no doubt, are enjoyed by many men while they are on the beach. The shipping hall was also most interesting but I think what I enjoyed most were the two ship models on display. I was also shown the bookkeeping department and the vacation pay department and I might add that I found the food at the cafeteria most delicious.

All in all, everything was just about as shipshape as could be. I want to thank the LOG, also, for printing a number of my poems in the LOG. I really enjoy reading this paper. I'm sure most of the seamen enjoy reading all the fine articles, especially when they are away from home port.

M. Dwyer

~ ~ ~

Thanks Brothers For Her Husband

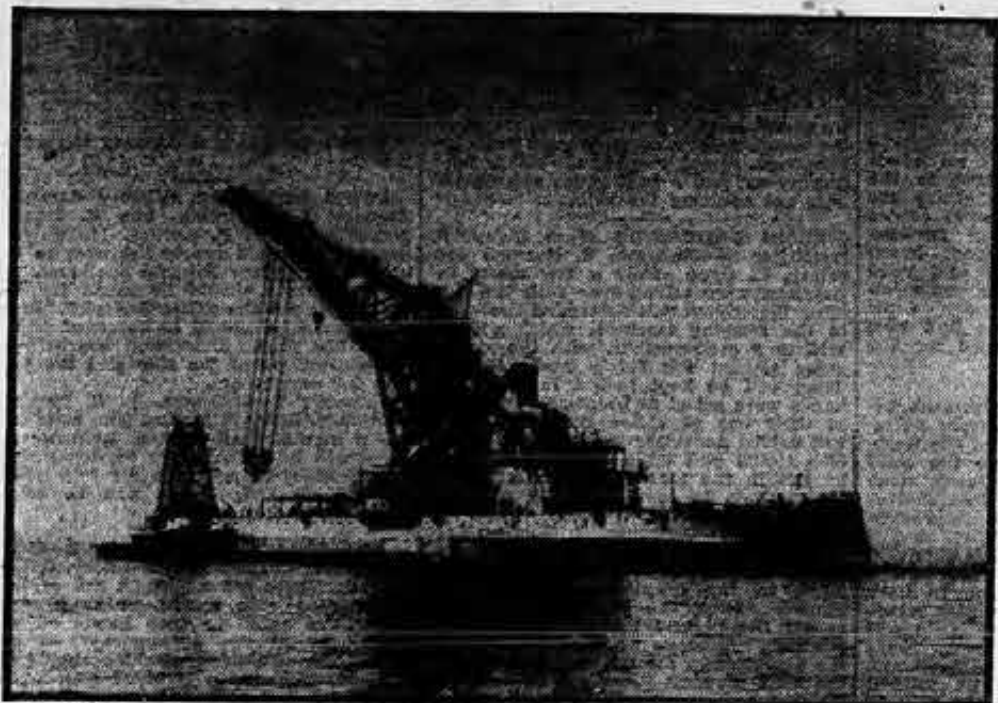
To the Editor:

I would like to thank the fellows on the SS Mae for making it possible for my husband to come to see his mother who was very ill in the hospital.

My daughter Peggy and I are very happy to say that the man of our house has been a member of the SFL for a long time.

Mrs. Melvin H. Jones

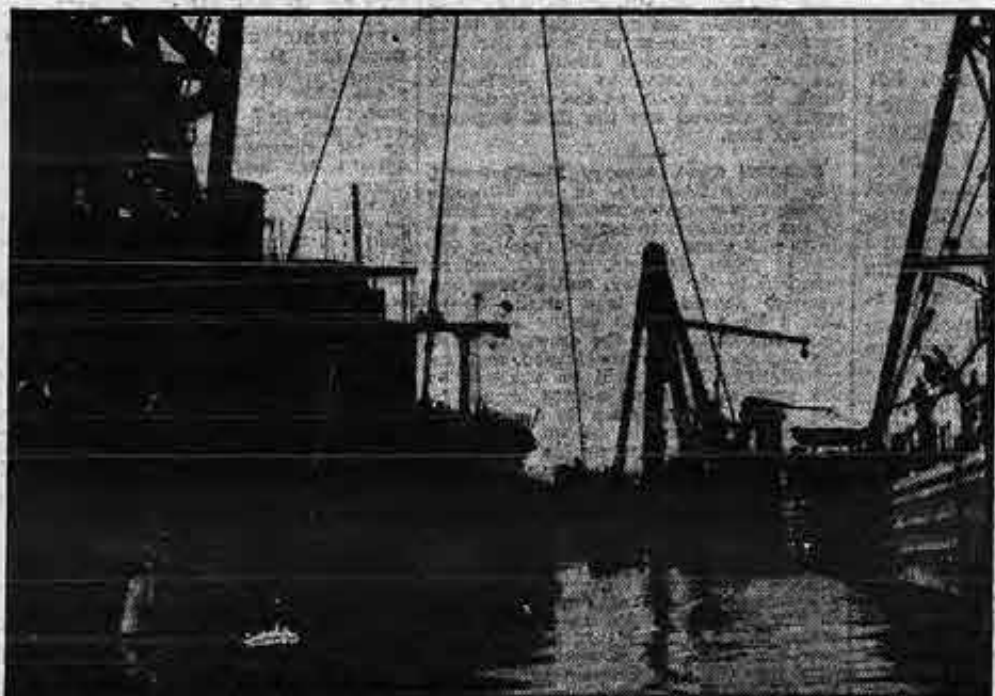
DEEP SEA SALVAGE



USS Kearsarge gets in position over sunken trawler Lynn as a tug stands by. Her huge crane and tackle can lift 250 tons with ease. Note old-style ram bow, once the fashion with battleships.



Masts and superstructure of the Lynn break the surface as Kearsarge hauls her from 60 feet down with two slings that were secured beneath the wrecked hull. Barge carries diving equipment.



The salvaged trawler brought with her to the surface evidence of her sunken condition. A heavy-coating of seaweed covered the vessel, while barnacles grew thickly over her-pilot house and on the decks.

Deep sea salvage is testing the skills of divers and wrecking experts these days from the coast of Japan to North Africa . . . from the shores of Florida to the wreck-strewn harbor of Manila. Millions of dollars worth of ships, steel plates, and sunken cargoes are being recovered in a world-wide salvage drive the like of which has never before been witnessed by the maritime world.

Some of the most interesting salvage jobs of recent months have taken place around in-shore waters of the Atlantic coast.

While outward bound from Boston for the fishing banks late on a dark, fall afternoon in November, 1951, the 112-foot trawler Lynn of Boston was rammed and sunk by the tanker Ventura, which had come up from behind and, according to its officers, had been ignored by the trawler's watch.

Fifteen of the trawler's 17-man crew went down with the ship. Last summer a Virginia salvage firm purchased the wreck, which lay under 600 feet of water, from the insurance underwriters for a mere \$300.

Divers who had descended to the hulk reported a strange fact—that there was hardly a scratch to be found anywhere on the vessel. The hull had not been damaged in the fatal collision. Evidently, the tanker had turned the little ship over as it was swinging hard on its own helm and water poured into an open hatchway; enough to sink it quickly.

Lynn Refloated

Recently, after two months of preliminary work, the Lynn was raised by the USS Kearsarge, hired by the salvors from the US Navy for the job. The ram-bowed Kearsarge is an 1898 vintage battleship once hailed as the mightiest warship in the world.

She accompanied the Great White Fleet around the world in 1908-09.

After World War I, the Kearsarge was fitted out as a craneship for heavy lifts at Navy yards. She brought up the Lynn, which weighed 250 tons full of water, with ease.

Now thoroughly cleaned of mud and refitted, the Lynn has been towed to Norfolk, Va., and will soon resume her business of trawling. To build a similar vessel at today's prices would cost about \$250,000. It is estimated that the salvors spent about \$15,000 to raise and recondition the ship!

Another interesting feat of salvage not far from the sunken Lynn was the raising of the 306-foot freighter Arizona Sword from the eastern end of the Cape Cod canal after being rammed and sunk by the coastwise collier Berwindale in May of 1951.

Veteran Salvage Expert

Low bidder to the US Army Corps of Engineers for removing the wreck was George M. Byrne, an 83-year-old Boston engineer who has accomplished many difficult engineering feats without college training or any kind of formal degree in engineering sciences.

Mr. Byrne was paid \$227,000 for the difficult feat of floating and removing the hulk from the busy waterway, acquired ownership of its 4,800-ton cargo of sulphur, and is now recovering the seven-year-old freighter at a Boston dock in the hope of selling her for continued operation under the American flag.

As these instances show, there's money to be made under the sea, but the chances are big. And more sunken wrecks defy the salvagers than, like these vessels, are successfully raised.

... DIGEST of SHIPS' MEETINGS ...

WILD RANGER (Waterman), December 21—Chairman, John Crowley; Secretary, H. A. Orlando. Vote of thanks went to the negotiating committee for a splendid job on the new contract. Brother Gallagher was elected ship's delegate by acclamation. Suggestion was made to lock up washing machine and messroom in all ports. One brother complained that his steaks were served cold.

January 15—Chairman, L. W. Gallagher; Secretary, H. A. Orlando. The one beef—with the chief mate—will be taken care of when the ship reaches port. Patrolman will be asked if he has the right to hold the crew's cigarettes and distribute them as he wishes. Medicine supply will be checked, as it is totally inadequate. Motion was passed to see about putting a decent slopchest aboard. Special meeting will be held with the patrolman before paying off. There is \$15.75 in the ship's fund. There should be less noise in the passageways so that men on watch can get more sleep. Steward was asked to order a set of steak knives. Repair list will be turned in before arrival. Lights should be placed on both quarter deck off, for the safety of men going on watch.

AFONDRIA (Waterman), January 24—Chairman, Anderson Johns; Secretary, Bob Sheppard. One man missed ship in Baltimore and was replaced in Tampa. Discussion was held on all fans; each department should be kept clean and dry at all times. More variety of meats was requested. Something should be done by the engineer on the rusty water in the tanks. Robert Young was elected deck delegate.

MOBILIAN (Waterman), January 25—Chairman, Charles Coletti; Secretary, Edward Zebrowski. Repairs will be taken up with the engineer. These include lockers, benches, and a new sink for the 12-4 watch. Forty gallons of milk were taken aboard in Bremerhaven and lasted only two days. Captain told the steward to order as much milk as needed. Steward proceeded to clean milk cans with the idea of ordering milk in Rotterdam. When this had been ordered and taken aboard ship the captain refused to pay for it and it had to be sent ashore, in direct violation of the agreement.

SEATRAN LOUISIANA (Seatrains), January 25—Chairman, W. F. Mueller; Secretary, Tom Bowers. Ship's delegate reported that there is \$96.73. Suggestion was made to send candles and writing

paper to the boys in Korea. One member was authorized to get these. Suggestion was made to try and get wall desks for all rooms. Bosun was asked to make a mail box for the crew messroom. Suggestion was made to try and move the cabinet over the sink in the crew messroom, as it is in the way when a man is washing dishes. Suggestion was made to get more side dishes. Vote of thanks went to the ship's delegate for the good work he is doing in building up the ship's fund and to the steward and his department for the good work they are doing.

SUZANNE (Bull), January 27—Chairman, George Waas; Secretary, A. Argnes. Patrolman will be contacted on the deck cargo lashing beef. Water fountain in the passageway needs fixing, as it has been out of order for the last three trips. Attention will be called to the spitting in the alleyways. Stewards department shower has been out of order for the last two days. There is no hot water running. More accurate time should be posted on the sailing board.

BEATRICE (Bull), January 3—Chairman, W. Ortiz; Secretary, Leroy Johnson. Discussion was held on a new ring on the washroom tub. Repair list was made up.

ELIZABETH (Bull), January 31—Chairman, Howard R. Sposato; Secretary, Christopher L. Bobbe. Chips were left in Puerto Rico in the hospital. Deck department heads are not in working order. Discussion was held on closing the ship's laundry by the chief mate and keeping it clean; on the deck department beef about the awning back aft and the slamming of the galley door early in the morning, disturbing the watch off duty. Patrolman should be seen about the chief mate giving passes for gear.

MARINA (Bull), January 30—Chairman, Jose Pratts; Secretary, Frank Mager. Crew thanks the stewards department for the good food and the good cooperation. Complaints were made about the cleaning of the washing machine. Last standing on each watch will clean up the recreation room, and each man will replace his own cup and saucer in the sink in the galley. Stewards department will sweep and clean the recreation room in the daytime, while the other two departments will take care of the laundry. Crew is not to dump the garbage on deck but in the cans back aft. Wipers would like to have their foc'les painted.

SEATRAN NEW JERSEY (Seatrains), January 11—Chairman, J. Reyes; Secretary, S. U. Johnson. There is \$28.60 in the ship's fund. J. Reyes was elected ship's delegate by acclamation. Steward should inquire of the company why 160 quarts of milk were not on board before sailing and additional milk for daily consumption in port, as per patrolman's order at the last payoff. Repair lists will be made up and turned over to the ship's delegate. Steward should order a larger supply of lava soap or sand soap.

January 24—Chairman, Sir Charles; Secretary, S. U. Johnson. There is \$21.60 in the ship's fund. Repair lists should be turned in as soon as possible. More cooperation is needed among the entire crew. The department delegates took the authority to donate \$5 to the injured brother put ashore at Key West, Fla. Negotiating committee should try and add the birthday of the SIU and Easter Sunday to the contract. Medicine kit should be placed back aft. Any member late in getting back to the vessel due to an emergency should call his department delegate.

STONEWALL JACKSON (Waterman), January 31—Chairman, David K. Burns; Secretary, J. B. Morien. Repair list was discussed and accepted. Vote of thanks went to the stewards department.

ROYAL OAK (Cities Service), January 28—Chairman, S. U. Anderson; Secretary, Carl Kammer. Motion was passed to post OT on the bulletin board to make sure it is being distributed fairly. Suggestion was made to extend an invitation to the steward and the bosun to attend crew meetings. Complete repair list was read off.

COUNCIL GROVE (Cities Service), February 2—Chairman, Ted Weaver; Secretary, R. D. Tapman. Motion was passed to place a fan in the pantry. One man paid off, one man missed ship in Marcus Hook. Lloyd Wilson was elected ship's delegate. Patrolman will be contacted about the linen, as sheets and spreads are reportedly too short for the bunks. There is a \$20 balance in the ship's fund.

POTRERO HILLS (Mar Trade), January 25—Chairman, Carl Johnson; Secretary, C. B. Thomas. \$8.59 was collected this trip, making a total of \$8.59 in the ship's fund. There are not enough cups. Crew wants more and better quality goods in the slopchest. The ship is supposed to get some new library books in the next port. Ship's delegate will turn the repair list over to the patrolman at the payoff, as there is much to be done. A unanimous vote of thanks went to the stewards department for excellent food and service.

EDITH (Bull), February 2—Chairman, Larry Zalanski; Secretary, Louis Rizzo. Frank Andrews was elected ship's delegate. Overtime and a few beefs about the first assistant will be brought to the attention of the patrolman. Motion was passed to keep feet off the seats. Washing machine was under discussion as well as the lack of launch service at Port Sulphur. All three departments will claim four day's launch service. Bad tub in the radio will be checked by the steward.

POTRERO HILLS (Mar Trade), January 18—Chairman, A. Yarbrough; Secretary, Cecil Thomas. Ship's treasurer reported \$2.00 on hand in the ship's fund.

MICHAEL (Carras), February 1—Chair-

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.

man, Morgan Harris; Secretary, George M. Seeburger. Delegates will make out repair lists and forward them to the patrolman on arrival. New chairs are needed for the messroom, wind chutes for crew's quarters, washing machine should be repaired or replaced. Fresh water tanks are very rusty and need cleaning. Crew's foc'les decks and messroom decks need painting badly. Crew needs innerspring mattresses and new pillows, as well as foot board for the showers.

KEYSTONE MARINER (Waterman), December 13—Chairman, C. Wilson; Secretary, E. Edginton. Condition of the washing machine was reported to the chief engineer but nothing has been done about it. Captain suggested that shelves be made for bunks. Suggestion was made to get more milk before sailing, as this is a larger crew. Until more is obtained, milk will be served only at breakfast and supper. Suggestion was made to have one man from each department clean the laundry, rotating weekly. Cots will be ordered on the West Coast. There should be less noise in the passageways.

HURRICANE (Waterman), January 30—Chairman, Harvey W. Morris; Secretary, Cedew. Ship's fund now stands at \$3.74. Thanks were given to the steward and cooks for the good food and baking. Steward stated that no stores or ship's supplies are to be taken by crewmembers for gifts or barter ashore; they are put on the ship for the use of all crewmembers. Mate will be contacted about the frozen porthole dogs. Patrolman will be asked to find out why this ship is always detained in receiving passes and draws in foreign ports. Slopchest prices

Seastruck Welsh Boy Likes SIU

(Continued from page 6) menace around the East American shore was the Black Vulture, a pirate of about 600 tons. She was a fast lugger carrying a big gun amidships and a long gun in her stem. One stormy day she sighted a British man-o-war, HMS Eagle and turned about towards a coral reef with the shelter of a 30-foot cliff on one side. HMS Eagle passing near sighted her top halyard above the cliff though. When no answer came to her hail she went to investigate. Her opponent challenged her to battle. She went to it like a crowd of demons. She had emptied three broadsides into her before, by a trick, the Black Vulture broke free.

"But not for long! In her haste she went and plied herself up on the coral. As she surrendered a loud cheer broke up from the conqueror. In court the pirate skipper confessed everything, even that he had sworn that his ship would not be conquered in battle and that he had bribed his men to take great risks by setting them against each other and promising them great sums of money that never came!"

are not posted. Crew was asked not to hang around the galley.

AZALEA CITY (Waterman), February 25—Chairman, Edward O'Rourke; Secretary, David B. Sacher. There is the same beef about repairs not being made last trip. Patrolman will see the port steward about getting a better grade of fruit and vegetables aboard. There is a \$54 balance in the ship's fund.

PURTO RICO (Bull), February 1—Chairman, Ed Caudill; Secretary, Jim Murphy. Petty larceny in St. Thomas has stopped. One man missed ship in New York. Chief steward said he wishes to stand the loss of the ship's fund money.

STEEL KING (Isthmian), December 8—Chairman, J. Mucia; Secretary, P. J. Marayo. Ship's delegate said all crewmembers must be on board one hour before sailing time. Crew washroom must be kept clean at all times by each department. Firemen must arrange to have equal amounts of overtime.

January 4—Chairman, J. Mucia; Secretary, P. J. Marayo. Ship's delegate reported that the washing machine was repaired, and everyone must take care of it. There were a few minor beefs about the crew's icebox. Wipers must keep the alleyways, showers and heads clean. Deck department had a beef about some members not securing the ship.

ROBIN DONCASTER (Seas Shipping), December 5—Chairman, E. Nooney; Secretary, C. Gann. Only a few minor infractions were talked over with the captain. Electrician will determine the value of the washing machine, which will be sold to a crewmember, with the money going toward the ship's fund. Outside doors will be kept locked in port. All hands were asked to be more economical in their use of coffee hereafter, so it will not be necessary to buy more. Damp cloth and table cloths should not be left in the messhall in hot climates. Everyone is to come into the messhall properly dressed.

February 7—Chairman, E. Nooney; Secretary, C. Gann. Since the man who intended to buy the washing machine is going to the hospital when the ship reaches Africa, the ship's delegate will accept the highest bid for the washing machine. All logs were scratched with the exception of the two men who missed the ship. Several items are scarce. Patrolman will decide who is to get division of extra meals. Day worker is doing galley force and messman's work. This matter will also be referred to the patrolman. Motion was passed to have one day man added to the deck gang on this type of vessel. Ship is two men short, due to injuries. There should be improvements made in living and working and sanitary conditions. Quarters are inadequate. The bosun's foc'le is too small. Ship should be fumigated. Inventory should be made up early by stewards department members.

SUNION (Kee), January 11—Chairman, S. Emerson; Secretary, W. R. Gels. Ed Willich was elected ship's delegate. Suggestion was made that all crewmembers make voluntary donations to the March of Dimes at the payoff. Cans should be placed in the passageway for cigarettes and trash. Men should be properly dressed in the messroom. Motion was made to contact headquarters to have a slopchest in the South.

BURBANK VICTORY (Eastern), February 2—Chairman, Maurice Kopenhagen; Secretary, Albert Lambert. Crewmembers should report to the purser for medical treatment before arrival in ports, and report immediately any injuries—even minor ones—to the purser or the department head. Motion was passed to have the engine delegate contact the first assistant engineer and try to arrange better accommodations for junior engineers. Ship's delegate asked for more cooperation with the crew messman and pantryman. They say they do the best they can. Service has improved; the steward says there's still plenty of food on hand. Engine room blowers need fixing. Steward agreed that crewmembers are entitled to two pillow slips and two bars of toilet soap apiece.

CHRISTINE (Carras), February 8—Chairman, Clyde L. Cummings; Secretary, Tony Novak. Wash water is rusty, and the suggestion was made that the tanks be cleaned. Request was made that the captain be contacted about increasing the cigarette ration to two cartons a week. Shower drain on the deck department is stopped up; the deck engineer will fix this.

CUBORE (Ore), January 25—Chairman, Van Evers; Secretary, D. R. Reyweck. Motion was passed to have stores checked by the patrolman to make sure they are up to SIU standards. Frank Clawson was elected ship's delegate. Cups should be returned to the pantry, and washed out. Laundry should be kept clean. There should be a complete supply of silverware and glasses for the crew. Ventilating system should be cleaned and repaired. Repair list will be checked by the patrolman. Wind chutes should be out when the gangway is lowered or raised. Steak should be on the menu twice a week, as well as ice cream and fried chicken. Fruit should be put out at night. There should be a variety of juices and jellies.

ALBION (Dry Trans), February 5—Chairman, Pierce; Secretary, Darrall R. Rogers. Ship's delegate should see the patrolman about moving one of the bunks in the present messmen's room to the other, which is larger than the one which now has three men sleeping in it. One of the stewards department bunks should be moved to a larger room. Vote of thanks went to the stewards department.

SOUTHERN DISTRICTS (Southern Trading), February 7—Chairman, C. W. Maynard; Secretary, G. W. Ray. Motion was passed to turn the ship's fund over to the patrolman for the TR home in

New Mexico. Steward was given a vote of thanks for the good job he has done during the short time he has been on the ship. Since the second cook missed the ship in Galveston, the steward has had to do all the cooking. Repair list was made out.

STEEL VOYAGER (Isthmian), February 1—Chairman, W. A. Jordan; Secretary, R. Di Sarno. Crew messman and pantryman agreed to help one another in serving all the meals. Bosun is to be sure that coffee is made at 2:30 PM. Laundry will be soured by one man in each department without the payment of OT. No beer will be issued outside the Persian Gulf, by order of the company. Repair list will be turned in one week before reaching the USA.

REPUBLIC (Trafalgar), February 7—Chairman, Allison Heiert; Secretary, Joseph Fusilier. Crew is exceptionally good; we lack performers and gashounds. Motion was passed to have new fans placed in the foc'les and a new door put on the messhall refrigerator. There should be a new door on the stewards department head. Chief engineer will be asked about painting engine room foc'les and getting a new doorknob for the 12-4 firemen's foc'les and cleaning the water tanks.

LEWIS EMERY JR. (Victory Carriers), January 11—Chairman, L. E. Movall; Secretary, Ricky F. Motika. Motion was passed to turn a repair list over to the chief mate before the trip continues. All wooden boxes should be saved for the baker to start the galley fire with. Books and magazines should be returned to the recreation room. Discussion was held on the cleanliness of the ship and the penalty for performers.

February 1—Chairman, L. R. Fadden; Secretary, Ricky F. Motika. The mate will make keys for all rooms. Radiator repairs will be turned over to department heads. Members will sign for cots issued by the steward. Books will be taken from the library in port.

ANGELINA (Bull), February 8—Chairman, K. V. Christensen; Secretary, Robert Powell. There are no beefs; the captain is satisfied with conditions in general. Crew was asked to keep hands off the bulkheads in the passageways on the main deck. Washing machine should be cleaned. Permits received commendable mention for dependability.

STEEL ADVOCATE (Isthmian), November 2—Chairman, W. Mitchell; Secretary, T. Thompson. Steward should inspect the messhall before meals. Crew should try not to bang doors. Radios should be turned down, as men off watch want to sleep. Steward should check the menus before they are put on the board. Two keys should be made for the messhall and one for the pantry, so doors can be locked in port.

November 23—Chairman, A. McAuther; Secretary, Tommy Thompson. Steward was asked to explain what was wrong with the linen. After some discussion, agreement was reached. Suggestion was made to have cold drinks twice a day and put fruit in the ice box at night. Garbage can should be put in the alleyway during mealtimes.

January 24—Chairman, W. Mitchell; Secretary, Joe Kramer. Second cook, who took the chief cook's job when the chief cook was taken sick in Alexandria, is recommended by the crew to sail as chief cook. Longer sheets are needed, as well as wooden foot stands in the showers, six chairs for the recreation room, new porthole glasses and a new galley sink faucet.

ALAMAR (Calmar), November 23—Chairman, S. Musco; Secretary, Vince Zambis. All repairs have been made. There is \$43.40 in the ship's fund. Ship's delegate will check on the TV set in Long Beach. Discussion was held on the food and baking. The food is bad and could be improved. The baking could also be improved upon. Steward, chief cook and second cook were told to improve on preparation of food and menus.

ALEXANDRA (Carras), December 20—Chairman, H. K. Pierce; Secretary, Thurston J. Lewis. Thurston Lewis was elected ship's delegate. One washing machine will be saved for white clothes, the other used for working gear.

FREDERIC C. COLLIN (Dry Trans), December 21—Chairman, C. H. Montgomery; Secretary, Chuck Hestler. Steve Vellopp was elected ship's delegate. Sanitary detail of passageways, heads and showers should be equalized by all departments. Chief cook was asked to use less grease in cooking food. Discussion on making coffee was settled to the satisfaction of all. Menus should be changed more often, to offer a different variety of meat. Chief cook and steward explained preparations of menus; this explanation was accepted.

STEELORE (Ore), January 25—Chairman, R. Connor; Secretary, P. Farson. Discussion was held on keeping the laundry clean and returning cups to the messroom. R. Connor was elected ship's delegate; P. Farson, deck delegate; Narzima, engine delegate; Francis O'Laughlin, steward delegate. Steward agreed to open the spare messroom as a recreation room. Engine and deck sanitary men will alternate in keeping it clean. Ship's delegate will contact the captain about repairs which were not done for the past three trips. These include: lack of shower heads in toilets, portholes in messroom and several in the foc'les need repairs, one crew messable is missing, weather deck fire plugs not numbered. Crew's messroom needs painting. Quarters also need soureing and painting.

February 1—Chairman, R. Connor; Secretary, P. Farson. Ship's delegate will again attempt to have messroom and crew's quarters soured and painted. Discussion was held on the continuous lack of good bread, sufficient night lunch.

(Continued on page 25)

Co's Speed Seafarers' Retro Pay

(Continued from page 2) ready on or about the 15th of the month.

Seatrains Corp.—Will handle mail first, or at payoff. May or June date.

Shipenter Lines Inc.—Mail applications preferred. Payments ready around March 15.

South Atlantic SS Line—Payments are now going out via the mails.

Stratford SS Co.—Will handle at payoff or by mail.

Strathmore Shipping Co.—Apply at company office, 52 Broadway. Preferably in person.

Tini SS Co.—Will pay in two weeks.

Traders SS Corp.—Mail requests will get preference.

Trafalgar SS Corp.—Payments will be ready on or about May 1.

Tramp Cargo Carriers—Payments will be ready the end of March.

Transfuel Corp.—Mail applications preferred. Will notify Union when ready.

Trojan SS Co.—Will notify Union when ready.

Troy SS Co.—Same as above.

US Petroleum Carriers—Money will be ready around May 1.

Veritas SS Co.—Payrolls will be ready in two weeks.

Victory Carriers—Payrolls will be made up completely about May 1.

Waterman SS Corp.—Payrolls will be ready in about a month. All payments will be handled through the mails. Men have to write company at Waterman Building, Mobile, Ala., and list time on ships.

Western Navigation Corp.—Payments will be mailed out in two weeks.

Western Tankers—Money ready on or about May 1.

DIGEST of SHIPS' MEETINGS

(Continued from page 24)
overcooking of steaks. Waste basket and drains were requested for foci's. Lockers in messman's room and the lamp on the door need repairing.

FELTONE (Ore), February 1—Chairman, Eldred Secretary, Minnemt. Discussion was held on the broken bunk springs; all of the bunks should be checked. Each delegate should turn in a repair list and ask about getting wind chutes. Suggestion was made to see that the crew has the same sauce as the officers. Steward reported that more stores are being put aboard. He agreed to leave out corn flakes and other cereals for the 13-to-4 watch. Night pantry should be kept clean. Water tanks should be cleaned or taken care of in the shipyard.

BETHORE (Ore), February 4—Chairman, E. A. Boyd; Secretary, Joe Avery. One man wishes to make a statement to the patrolman concerning the termination of his employment aboard this vessel. Another member will make a statement concerning the physical and verbal abuse he received from the third assistant engineer. Patrolman will be contacted about the shortage of fresh stores aboard the ship. Steward and cooks were unanimously complimented for the improvement shown in the planning and preparation of the meals. There were also shortages of such supplies as matches, drinking glasses, salt shakers.

LA SALLE (Waterman), February 1—Chairman, J. S. Davis; Secretary, G. J. Metz. There is \$21.50 in the ship's fund. Washing machine motor being repaired in Bremerhaven is awaiting pick-up. H. N. Kelly was elected ship's delegate. Any man caught spitting or abusing the drinking fountains will be fined. Ship's delegates discussed proper sanitation, and called attention to the poor cleaning of eating utensils. Electrician must have permission from the chief engineer to repair fans. Light should be put on the washing machine to indicate when it is running. Soiled linen should be returned. Steward promised to have breakfast bacon cooked properly.

JEAN (Bull), February 15—Chairman, Teddy M. Otazacki; Secretary, J. Goldman. Cartright was elected ship's delegate. Vote of confidence went to the stewards department galleymen and messman. Tablecloths, variety of jams and more napkins are needed. More night lunch should be prepared. Repair list will be turned in before the ship hits home port.

CATAHOULA (National Navigation), February 13—Chairman, Bill May; Secretary, W. A. MacGregor. Radiogram will be sent to New Orleans, asking for a patrolman to meet the ship and asking if the crew should pay off if no patrolman is present. Ship needs fumigation. Patrolman will be asked about launch service at Juare, Cuba. All books and magazines should be returned to the recreation room. Records should be kept in the rack that is supplied for that purpose. Crewmembers were asked to be more quiet in the passageways while brothers who have been on watch are asleep. Heads and showers should be kept clean at all times.

PAOLI (Cities Service), January 24—Chairman, Earl West; Secretary, John E. Brady. There is a \$29.31 balance in the ship's treasury. Members should cooperate in keeping the laundry and messhall clean. Repair list will be given to the patrolman in Norfolk. Medicine cabinet in the engine room needs replenishing.

MARVEN (International Navigation), December 20—Chairman, Charles Rogers; Secretary, Fred R. Hicks. Steward reported disposal of Argentine meat left from the last voyage. Robert Hudkins was elected ship's delegate. Longer cord is needed for the washer. Laundry and recreation cleaning will be rotated. There is no lava soap aboard; ship's delegate will see the master about getting some at San Pedro. Lockers need repairing.

Quiz Answers

- (1) A scythe.
(2) Tunney won them both.
(3) (a) Black Widow, (b) Black Plague, (c) Black Hole of Calcutta.
(4) 96.
(5) Sun, Earth and Moon.
(6) Eight inches.
(7) Cat. It is the only living thing included.
(8) A score.
(9) A water-cooled smoking pipe.
(10) San Francisco Fire. The estimated loss was more than double.

Puzzle Answer

TANKER ROAMER
ALCOVE ORIOLE
CA AID SER ES
OMA LISA EAVE
MARE PER SPEE
ARABS AIR END
BALTORE
SOD NOT STABS
ADEN ALP AGUA
NEMO DEAD EEL
TS BEE IOU NI
OSTLER NELSON
SAVERS TSETSE

Chief engineer will be contacted about sougeeing the passageways in crew's quarters. All hands are to keep the messhall clean and orderly at all times. Steward said that requests for anything not on the menu would be granted, if within reason.

February 16—Chairman, Wilbert Wentling; Secretary, Fred R. Hicks. Stewards department should be commended for their good food and effort on behalf of the entire crew. There was a beef on one member not doing his work properly. Steward will move the linen changing day to Friday instead of Wednesday, to give him time to send the laundry ashore at Yokohama. All hands should use the garbage cans aft to keep the ship clean at all times.

PAOLI (Cities Service), February 15—Chairman, Joseph V. Stephens; Secretary, John Brady. There is \$34.17 in the treasury. Crew was asked not to come into the messhall in underwear at any time. Telegram was sent to the Lake Charles agent about the man who missed ship. Voluntary contributions will be accepted for the ship's fund. All hands should help keep the messhall, recreation room and laundry clean. All departments will make up repair lists.

ANTINOUS (Waterman), February 15—Chairman, Paul C. Carter; Secretary, Bill Varn, Jr. A. Larson was elected ship's delegate. Vote of thanks went to the resigning ship's delegate. Letter should be sent to the New York hall about doing something to keep unauthorized persons out of the messhalls and alleyways, particularly in New York. Trash cans should be kept much cleaner.

IRENESTAR (Triton), January 11—Chairman, Dave Rivers; Secretary, John Fisher. Ship's delegates reported about the requisition that was made before arrival in Long Beach. Captain will have foci's and heads painted as soon as the ship is under way. Ship's delegate asked all members to refrain from taking beefs topside, or requesting personal draws. Steward reported that the company was very good to him, and sent him all that was ordered, even including three extra bottles of tomato catsup. Ship's delegate asked the men to bring cots inside in stormy weather, or to stay with them, so that we will know when man and cot are missing, and they will be easy to locate.

MARYMAR (Calmar), February 15—Chairman, Joe Kowalski; Secretary, Nonest Al Whitmer. Copies of the repair list were given to the department heads, the ship and the patrolman. Lifeboats and gear are in working order, as are the second deck air vents. Three other men left the ship because they could not get along with the chief cook, which was not their fault. No beefs other than that against the chief cook and lousy preparation of food. Motion was passed to write out about 15 typical menus for the patrolman to see at the payoff so that he will know that this ship is not living up to the agreement to put better food on this ship. Washing machine will be put on the repair list. Chief cook will be reported to the patrolman for his inability to get along with the men under him and his inability to cook.

BENTÉ FORT (Cities Service), February 11—Chairman, Vincent H. Kickliwaj;

PERSONALS

Charles McKee
Please contact Floren Weintraub, Lyons, NY. Write from overseas if you are there.

William "Scotty" McKenzie
Write to Freddy Bruggner, c/o J. M. Carras, 21 West St., New York, NY, SS Michael.

Stephen Henry Fulford
Contact your mother immediately at 2623 Old Shell Road, Mobile, Ala. She is ill. Her phone number there is 7-4443.

C. O. Berry
Ex-Stonewall Jackson
Please contact Eugene Hoffman, Naugatuck, Conn., phone 6984, as soon as possible about your gear that he has.

Stanley G. Cooper
Please contact Mrs. Victoria Cooper, 1343 S. Olive St., Los Angeles, Calif.

Edward House
Please contact Charlotte immediately. Mother has gone to Florida.

Wallace E. Mason
Contact your father, Dr. E. W. Mason, 245 So. Central Ave., Quincy, Mass., immediately. Important.

Tony Tables
Please contact Arnold J. Valente, Centre St., Barnegat, New Jersey.

'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.

Secretary, B. F. Brice. More cold drinks should be put out, instead of so much water. Patrolman will be contacted about the poor quality of the food. There should be a first aid kit in the engine room. Roach powder should be put out. Watch should be served first. Patrolman will be contacted about sanitary men doing spot sougeeing in passageways. Cigarette butts should be kept off the deck in the showers. Washing machine should be turned off when finished using it. Warning light should be installed on it.

MAE (Bull), February 2—Chairman, E. Hoagy; Secretary, Herbert (Tiny) Kennedy. There is \$28 in the ship's fund. Crew will have an arrival pool—\$15 for the winner, \$15 for the ship's fund. Hipp was elected ship's delegate. Captain says the chief cook's room will be painted next trip. Discussion was held on the milk situation, which the steward says he now has regulated. Repair list will be turned in to the patrolman on arrival.

BURBANK VICTORY (Eastern), January 11—Chairman, James Lee; Secretary, Frank A. Radvilia. Motion was made to recommend the crew messman for his fine service in keeping the place very clean; the crew will cooperate with him through the voyage. Washroom should be kept a lot cleaner.

SAN-MATEO VICTORY (Eastern), January 11—Chairman, George Fowler; Secretary, Lawrence Kaufman. Two men missed ship in New York. Whitey Conn was elected ship's delegate. Patrolman will see about getting port blower in the engine room fixed before leaving for the Far East. Motion was passed to try to get a new library in San Pedro. Motion was passed to accept voluntary donations to the ship's fund. Crew was asked to help keep the pantry clean and keep feet off the chairs in the messhall. Vote of thanks went to the stewards department for fine preparation and serving of food. Patrolman will be asked to request fans and wind chutes. Steward was elected treasurer of the ship's fund.

ALCOA PURITAN (Alcoa), February 9—Chairman, P. Boyer; Secretary, J. Stringfellow. Motion was passed to have settees put in the crew messroom, next to the outside bulkhead; new chairs should be obtained, too. Vote of thanks went to the whole stewards department for a good job. There should be more quiet in the passageways, as men are sleeping.

DE SOTO (Waterman), January 3—Chairman, Ole Callahan; Secretary, Philip M. Reyes. There is a beef about the lack of a device to regulate hot and cold water in the showers back aft. Drinking water was discussed, and the electrician explained why it has not been fixed immediately. Several members suggested repairs that were needed. Steward and his department were thanked for the excellent food and service rendered to the crew. Suggestion was made to have oysters more often. Master was given a vote of thanks for providing the liquor for the eggnog. Money for the films will be collected at the payoff.

STONY CREEK (MarTrade), January 18—Chairman, J. E. Ashley, Jr.; Secretary, M. Marshall. Crew will send into the hall a telegram asking for dope on expiration of articles as soon as possible. February 8—Chairman, Martin Marshall; Secretary, William E. Mau. Captain is willing to see counsel with delegates at the first port of discharge. Motion

NOTICES

James Francisco
Your discharge from the Carolyn has been found and is being held for you at the LOG office in headquarters.

Salvatore Terricini
A film pack of yours has been returned by the Government and is being held for you at the LOG office in headquarters.

Charles Mosher
Herman H. Carney
You both have checks from the Triton Shipping Company waiting for you at the Boston hall.

was passed for them to do so. Black jack players will clean up after the game. Repair lists should be turned over to the purser. Washing machine should be cleaned and scuppers plugged in deck and stewards department heads.

TROJAN TRADER (Trojan), January 1—Chairman, M. Culp; Secretary, P. Piascik. A. Michalski was elected ship's delegate by acclamation. Better care should be taken of the washing machine. Toilets need repairs and painting. Some foci's and lockers need painting and repairs. Matter will be taken up with the captain by the ship's delegate. Each department in the future will submit a repair list to the ship's delegate.

February 1—Chairman, Thomas Murphy; Secretary, Pete Piascik. Because there have been delays on receiving draws in foreign ports for the last three trips and because the captain never seems to have any American money, motion was made, seconded and unanimously carried that no crewmembers are to sign on and off until the patrolman settles this beef. Same old beef was made about the washing machine being left running and dirty. Repair list will be submitted by each department delegate to the ship's delegate. Medicine chest should be checked. Stewards department got a vote of thanks for their efforts in preparing and serving chow.

MONTEBELLO HILLS (Western Tanker), February 1—Chairman, Emil Gretskey; Secretary, O'Connor. Pantryman thanked the members for the good cooperation, and also the watches who keep the pantry and messroom clean. Patrolman should be contacted about the condition of the drinking water.

CHIWAHA (Cities Service), February 6—Chairman, Theodore Smith; Secretary, K. P. Goldman. There is \$12.32 in the ship's fund. Buckner was elected ship's delegate. Jam jars and other items on the tables should be kept cleaner. Discussion was held on coffee. Crew wants the patrolman to check the ship's medicine chest, the first aid kit in the engine room. Vote of thanks went to the negotiating committee.

SEASTAR (Mercader), January 31—Chairman, T. Connell; Secretary, L. W. Pepper. Master said all quarters will be painted before the completion of the present voyage. There was full cooperation from the master and heads of all departments in getting repairs done during the voyage. Any performing done during the voyage will be explained to the patrolman at the payoff by the participant, who should not expect any leniency from the delegates or crewmembers. Minor beefs should be taken care of by the delegates instead of being taken topside. There should be no more waxing of water, or the chief engineer will be compelled to turn it off completely within a few days. Master will try to get from the Army any articles that are not in the slopchest, if possible. Men on the last standby of each watch in the deck department were asked to clean off the tables and put the cups in the sink.

FREDERIC C. COLLIN (Dry Trans), January 25—Chairman, Chuck Hostetter; Secretary, not listed. Captain was contacted about painting out messrooms and pantry. One man was hospitalized in Yugoslavia, and another logged. This will be reported to the patrolman at the payoff. Repair list will be made out by department delegates and turned over to the ship's delegate to be typed up. Discussion was held on the repair list. Vote of thanks went to the stewards department, especially the baker.

ROBIN GODFELLOW (Seas Shippings), January 23—Chairman, C. R. Mummel; Secretary, J. Stefank. Ship's delegate brought up the matter of the baffleboards and checks. According to the captain the baffleboards are under the lines forward, but investigation shows that only one has been located. Ship's delegate and several other crewmembers attended a safety meeting with the captain. Draws will have to be made in yen since American money cannot legally be taken ashore unless declared. Chief mate has been doing deck work; overtime will be put down for this. Question about some engine department OT will be referred to the patrolman. One new baffleboard will be made for the checks on lookout. Carrying reports to the captain is in violation of the Union policy. There has been an unusually high loss of linen

aboard the vessel. All dirty linen should be turned in.

SOUTHERN STATES (Southern Trading), February 7—Chairman, Charles Moore; Secretary, L.B. Bryant, Jr. Floyd L. Simmons was elected ship's delegate by acclamation. One man who failed to turn up was replaced and the incident reported to the Galveston patrolman.

GENEVIEVE PETERKIN (Bloomfield), February 1—Chairman, Homer Workman; Secretary, Gerald A. Hoeschen. An effort is being made to have the crew's quarters cleaned of lamp black. Repair list is being made up. Motion was made and seconded that the crew support in every way the case of a member. Motion was passed to have new washing machine installed. Repair list will be posted. Ship sailed one man short, since the man sent down did not have endorsement. Captain refused to sign on an AB, second electrician and BR in foreign ports. Copies of the repair list will be given to the captain, chief engineer, port captain and steward. Motion was passed to install innerspring mattresses, as per agreement.

DEL MONTE (Mississippi), January 15—Chairman, Alton Booth; Secretary, Lee Snodgrass. Chester Hughart was elected ship's delegate by acclamation. Steward asked for cooperation in conserving on coffee. Ship is stored for 80 days. Crew should make a list of needed repairs as they are discovered, and turn them in to the department delegates for later incorporation in one master repair list. Steward said the company stated that they were putting all new mattresses on board next trip. A few minor repairs are needed in the laundry.

GOVERNMENT CAMP (Cities Service), January 25—Chairman, M. L. Meacham; Secretary, W. A. Craig. Clothing allowance beef will be referred to the patrolman. Mitchel was elected ship's delegate by acclamation. The captain is being given special items not on the regular menu, and there is buttermilk in the officers' pantry but not in the crew's ice box. Ship's delegate will see the patrolman in Baltimore in regard to the quality of skimmed milk and imitation black pepper being put on ship. Motion was passed to have the ship's delegate see the patrolman about washing machine repairs.

MICHAEL (Carras), February 8—Chairman, Fred Bruggner; Secretary, George H. Seeburger. Two members were missing at sailing time in New Haven. Edward Mullineux was elected ship's delegate and Robert Hamlin, deck delegate by acclamation. Stewards delegate asked the cooperation of all hands in keeping the messroom a little tidier. Missing men will be reported to the patrolman. February 19—Chairman, Fred Bruggner; Secretary, George H. Seeburger. There is \$24.19 in the ship's fund. Action should be taken in New York to have a topside room made into a cook's foci's and recreation room. Repair list was read and accepted.

MARIE HAMILL (Bloomfield), January 31—Chairman, Raymond L. Perry; Secretary, Francis Fischer. Francis Fischer was elected ship's delegate by acclamation. Ship's delegate should see the first assistant engineer about fixing the deck department head. Stewards department heads should be painted.

NORTHWESTERN VICTORY (Victory Carriers), February 2—Chairman, R. Tallaksen; Secretary, Ed Rushton. Letter was sent to New York about the condition of the sinks in the galley. Patrolman will be asked to check mail service. Galley sinks, ice box and washing machine will be listed as major repairs. Captain's attention will be called to the condition of the galley. Screen doors should be put on the main deck for crew's security while in port. Captain should give US currency in draws in foreign ports, if possible. One member was asked to correct his behavior. New library should be put aboard. Additional fans are needed in some of the foci's. Stewards department got a vote of thanks for their fine cooperation during the trip.

LOGANS FORT (Cities Service), February 21—Chairman, William Todd; Secretary, Thomas Kautsch. Repair list will be turned in. Messhall should be kept clean. Beef on the abundance of cockroaches. The lockers are in a bad state and there are foci's keys missing. Messhalls and quarters need painting. The canned milk is no good.

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

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New York Babies Get In Their Innings



Carlos Gomez, left, holds Carlos Jr. while his wife Cecilla reads the good news about the Union maternity benefit. At right, Mrs. Enrico Tirelli props daughter Lucinda Geriann for the cameraman.



in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL
NEW ORLEANS, LA.
H. A. Anderson John E. Mayrhat
S. J. Anderson John Morrison
P. Blackwell Elvin Myers
J. L. Buckelew C. Nicholson
R. L. Butler H. F. Ostberg
Frank Carroll D. W. Ravestis
Herman H. Casas W. E. Roberts
Richard Clearman G. H. Robinson
S. Cope Nemesio Rodriguez
Rogelio Cruz Joseph W. Roy
Rey E. DeShong Wilbur H. Scott
L. E. Elland Luther C. Seidle
E. D. Foster E. C. Shaffer
Jack B. Gardner E. Silverstein
M. W. Gardiner Wiley Tait
Ernest E. Gross T. R. Terrington
James H. Jones Raybon Threat
Leonard Kay W. C. Vandersall
Leo H. Lang
- SEASIDE GENERAL HOSPITAL
LONG BEACH, CAL.
R. Schwartz
- WADSWORTH GENERAL HOSPITAL
LOS ANGELES, CAL.
B. J. Davis
- BELLEVEUE HOSPITAL
NEW YORK, NY
Eddie Driggers
- USPHS HOSPITAL
NORFOLK, VA.
William Guthrie Arthur Ronning
Leslie M. Jackson S. E. Roundtree
Frank S. James L. G. DeHaven
Joseph A. Long Norman E. Wroton
Luis Lopez James O. Manning
- USPHS HOSPITAL
SAN FRANCISCO, CAL.
George B. Dunn Peter Smith
F. J. Halgney D. K. T. Sorensen
Stanley Lesko Carl A. Johnson
Joseph J. Nappo Raymond Moody
Norville Sikes
- USPHS HOSPITAL
SAVANNAH, GA.
Warner W. Alfred Felix Gonzalez
Paul B. Bland J. T. Moore
James H. Burford Jack D. Morrison
Lucus A. DeWitt Norman D. Tober
Earl D. Forree L. T. McGowan
- USPHS HOSPITAL
SEATTLE, WASH.
E. A. Martell Henry J. Tucker
W. J. Meehan Gullford Sims
Joseph Neubauer P. D. Juagpao
John Patusky
- USPHS HOSPITAL
DETROIT, MICH.
Peter Gvozdic
- USPHS HOSPITAL
STATEN ISLAND, NY
Victor Arevalo Charles G. Miller
W. T. Atchason Isaac Miller
Bibencio Billarosa Michael Miller
James C. Blake John B. Molini
John T. Bowman Harry Morton
Ardell Burkett Alired Mueller
Maurice Burnstine Frank Nering
Irving DeNobriga William E. Pepper
John Galvin Catalina Ramos
Charlie A. Gedra John Ripley
F. D. Gilman C. R. Robertson
Nathan Goldfinger Vernon Rush
Earl Gonyea Virgil Sandberg
Joe Carl Griggs Ture Sandstrom
William Herman Charles Sexton
Phillip Korol Jose A. Silva
L. Kristiansen T. L. Simonda
Thomas J. Kustas Johannes C. Sorel
William E. Logan James R. Lewis
- POTTENGER SANITORIUM
MONROVIA, CAL.
E. L. Pritchard
- USPHS HOSPITAL
MANHATTAN BEACH, BROOKLYN, NY
Robert Atmore C. M. Davison
Rupert A. Blake Antonio M. Diaz
Edmund C. Blosser John J. Driscoll
Wilson O. Cara Enrique Ferrer
Walter Chaik Robert E. Gilbert
- Bart E. Guranick Claude A. Markell
John B. Haas C. Middleton
John W. Keenan Vic Mirazo
Leo Kulakowski John R. Murdock
Frederick Landry Eugene T. Nelson
James W. Lawlor Pedro O. Peralto
Martin Linsky G. E. Shumaker
F. F. Lynch Robert Sizemore
Harry F. McDonald Henry E. Smith
David McIlreath
- VETERANS ADMINISTRATION
HOSPITAL
FORT HAMILTON, BROOKLYN, NY
Enrico Tirelli
- KINGS COUNTY HOSPITAL
BROOKLYN, NY
J. W. Hamilton Pablo E. Perez
- USPHS HOSPITAL
SAN JUAN, PUERTO RICO
Joseph Bishop
- BALTIMORE CITY HOSPITAL
BALTIMORE, MD.
Henrich Wiess
- USPHS HOSPITAL
BALTIMORE, MD.
Samuel Anderson W. H. Puchinsky
T. L. Ankerson Allan Reese
Earl A. Blank Edwin B. Rhoads
Carl E. Chandler Robert Rogers
R. W. Garrison Nathan Rubin
Stuart M. Ginsburg A. B. Seeburger
Suleman M. Harb Robert D. Settle
F. W. Harris Joseph O. Snyder
Albert Hawkins Edward S. Spooner
C. E. Khus David F. Sykes
Comas Knight John N. Thompson
George Leancu A. A. Voyevotki
George B. Little C. D. Stennett
John M. Malpass Michael Jablonski
Hugh K. Mansfield David E. Emerick
William Mellon E. L. Nottingham
- FIRLAND SANITORIUM
SEATTLE, WASH.
Emil Austad
- USPHS HOSPITAL
MEMPHIS, TENN.
Charles M. Bean
- USPHS HOSPITAL
BOSTON, MASS.
John A. Duffy Tim McCarthy
John J. Flaherty J. Freshong
E. K. Harding Donald S. White
- USPHS HOSPITAL
CALVESTON, TEX.
Warren W. Currier E. Jeanfreau
Raymond M. Davis Marvin L. Leache
C. E. Dudley Robert A. Pace
Leo A. Swyer Henri J. Robin
Paul S. Foster James Robinson
Henry Gibson Rafael S. Saucedo
Richard W. Howell N. N. Zacharia
- VETERANS ADMINISTRATION
HOSPITAL
NEW ORLEANS, LA.
Frank J. Grilletta
- CHARITY HOSPITAL
NEW ORLEANS, LA.
James M. Lucky Edward Procter
- USPHS HOSPITAL
FORT STANTON, NM
Bruno Barthel
Charles Burton Thomas Isaksen
Adlon Cox D. P. McDonald
John G. Dooley A. McGuigan
Otto J. Ernst Jack F. Thornburg
F. J. Frenette Emano A. Villata
Francis I. Gibbons Virgil E. Wilmoth
Jack H. Gleason
- CITY HOSPITAL
WELFARE ISLAND, NY
Alfred Jackson
- ST. VINCENTS HOSPITAL
NEW YORK, NY
Joseph A. Pluttis
- ST. MARY'S HOSPITAL
WATERBURY, CONN.
Thomas M. Purcell
- GREENPOINT HOSPITAL
BROOKLYN, NY
August Valentine

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.

David Gonzalez, born January 29, 1953. Parents, Mr. and Mrs. Pedro Gonzalez, 177 Columbia Street, Brooklyn, NY.

Mercedes Camblor, born February 2, 1953. Parents, Mr. and Mrs. Joseph Camblor, 179 West 88 Street, New York, NY.

Charles Forrest Bennett, born January 13, 1953. Parents, Mr. and Mrs. Charles R. Bennett, P.O. Box 58, Pearl River, La.

Betty Rose Jackson, born January 29, 1953. Parents, Mr. and Mrs. Junior D. Jackson, 62 Tacon Street, Mobile, Ala.

Palma Jean Allen, born January 5, 1953. Parents, Mr. and Mrs. Lester M. Allen, 228 East York Street, Savannah, Ga.

Gail Hortense Marie Mosely, born February 22, 1953. Parents, Mr. and Mrs. Clemmie E. Mosley, 44 North Drive, Riverside Gardens, Savannah, Ga.

Daniel Anton Melnik, born December 9, 1952. Parents, Mr. and Mrs. Daniel Melnik, 1929 Burgundy Street, New Orleans, La.

Margaret Nora Torres, born July 28, 1952. Parents, Mr. and Mrs. Anthony R. Torres, 1228 Strand Street, Galveston, Tex.

James Andrew Hughes, born February 1, 1953. Parents, Mr. and Mrs. John C. Hughes, 1309 Drayton Street, Savannah, Ga.

Ronald Lee Jenkins, born December 18, 1952. Parents, Mr. and Mrs. Lloyd L. Jenkins, Bellefontaine, Miss.

Michael Lee Strickland, born January 30, 1953. Parents, Mr. and Mrs. Franklin Roosevelt Strickland, 311 Ogden Avenue, Crichton, Ala.

Paul Raymond Diaz, born December 18, 1952. Parents, Mr. and

Mrs. Amado E. Diaz, 382 Greenwood Lane, Spring Hill, Ala.

Willis Dale O'Berry, born January 21, 1953. Parents, Mr. and Mrs. George A. O'Berry, General Delivery, Dade City, Fla.

James Ebb Kelly, born January 28, 1953. Parents, Mr. and Mrs. James Chandler Kelly, 1713 East Lambright, Tampa, Fla.

Frances Epps, born February 3, 1953. Parents, Mr. and Mrs. Charlton W. Epps, General Delivery, Barnwell, SC.

Kathy Mae Mullis, born February 11, 1953. Parents, Mr. and

Mrs. John W. Mullis, 2004 Haas Avenue, Crichton, Ala.

Christine McLean, born August 29, 1952. Parents, Mr. and Mrs. Douglas B. McLean, 59 Charles Street, Dorchester, Mass.

Paulette Elizabeth Thornton, born February 13, 1953. Parents, Mr. and Mrs. Joseph P. Thornton, 503 "G" Court, Tattnell Homes, Savannah, Ga.

Michael Gardner, born January 31, 1953. Parents, Mr. and Mrs. Lloyd A. Gardner, 137-29 70th Road, Kew Gardens Hills, Queens, NY.

Federal, State Income Taxes Pose Problems For Seafarers

The month of March brings with it two things—spring and income taxes. For most citizens March 15 is Federal income tax time, and after the Federal taxes are paid, the state taxes come not far behind.

Like in other respects, there are some special rules that apply to seamen's income taxes because of the special nature of his work. The filing of a Seafarer's return is usually more complicated because a Seafarer will tend to work for many different companies each year and accumulates a stack of withholding statements.

State Taxes

Then there are the State taxes to contend with. In New York state, for example, there is a state income tax return due by April 15. In some cases seamen who do not live in this state but ship out of New York are required to file a state income tax return. This would apply to men who have worked on Isthmian, Bull, Robin Line, or Victory Carriers to mention a few.

On the other hand, if they do not live in this state and ship on Waterman, Alcoa, Bloomfield or other companies' ships they would not have to pay a New York State tax, but might have to pay in some other state.

Seafarers who live in New York would be required to file a state tax return in any case. Consequently, it's important for seamen to check up on this point, otherwise they might get slapped with penalties for failure to file.

Seafarers who are uncertain about their income tax obligations can get the information they need on the subject by consulting Welfare Services in headquarters either in person or by mail. Welfare Services can see to it that they receive sound advice on tax matters. In this way they can avoid difficulties that might arise merely because they didn't know how to go about things properly.

Payoff Date Counts

One of the common complications that arises affects Seafarers who sign on a ship for a long voyage that starts in one year and ends in another. Since a seaman doesn't get paid on a weekly basis, all the money he earns on that voyage goes into the year that he was paid off in. For example, a man might sign on a ship in June, 1952, and get paid off the next February, but all his earnings, except draws, slops and allotments, will have to be reported in 1953. In certain situations this could compel him to pay a higher tax rate for '53 than he would have to otherwise.

The law does make one allowance for seamen in that they are given an extension of time to file if they are on a ship when March 15 rolls around. The deadline is June 30, 1953, or whenever the man completes his voyage.

Atlantic Did Him A Favor



The Atlantic Refining Company really did Charles D. Shirley a good turn when it fired him. He's been sailing SIU, and here he is, \$200 check in hand, with wife, son, and new daughter, Joyce Lynn.

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.)

Charlie Collins and Jim Morris walked into the office the other day after having just paid off the Sweetwater. Both boys were anxious to get back to Galveston, Tex., the place they call home, not taking to the cold Yankee weather in New York.

"The New York wind," AB Collins said, "blows through you like a rabbit running through a briar patch. I'm going to grab the first scow south and head for my good old home town deep in the heart of Texas."



Collins

"Sailing for the Union in these times is quite different than in the past. I retired from the sea for a period of about two years, and when I came back I was simply amazed at the changes in seafaring life. The ship's washing machines and the Union Vacation Plan seemed the most striking changes. I never expected anything like it and I am amazed at the progress and benefits achieved under the Union. It is just great shipping out again."

Back in the USPHS hospital, on Staten Island, recuperating after aggravating an old complaint, is watertender Fred Hohenberger. Fred is off the Seatrain New Jersey and would like it very much if some of his old friends and shipmates from many years at sea drop him a line to cheer him up or come around to see him while he is out there.

James Blake, recently the bosun on the Camas Meadows, is another SIU member convalescing in the

Staten Island hospital. From all indications it looks as if he is going to be in there for quite a little while. Any of his former shipmates and Seafarer buddies who go around to give him a bit of a lift, or write to him, will be deeply appreciated. Let's get out there to see all these boys when they need us most for their morale.

Bob Phifer, off the Robin Kettering, dropped in to talk about his moving plans for the future and about his new wife. They haven't been married too long and she has been living in Port Elizabeth, South Africa, but Bob plans to move his little family to some point in the Lone Star State where the Phifer clan will have room to expand. This SIU book-member thinks Texas is the ideal place to live, and he will probably ship out of Galveston once he gets settled.



Phifer

It is extremely important that a man make a report aboard ship immediately upon becoming injured or ill. Then notify the Union so that we'll have a record, too. This cannot be emphasized too much for the protection of the men involved. Drop a line from the nearest port so that we'll have a record of the account and so that we may have everything ready in case there is any claim against the company for the benefit of the seaman. The companies do not always have the complete record, and this can serve as a double check and safeguard of the Seafarer's rights and privileges.

Welfare Office Is Busy Spot

One of the most popular spots in SIU headquarters these days is the Welfare Services office on the second deck. On a typical day, there will be anywhere from 20 to 30 men or more dropping in to get some information and assistance. That's to say nothing of the large amount of mail that comes in daily, plus the visits to the hospitalized men in the area, which are made regularly in every port.

The Seafarers coming in to the office or writing in from out of town and all over the world, are seeking help on a variety of problems. In addition to the regular items covered by the SIU Welfare Plan,—deaths, disability and hospital payments and maternity benefits—there are numerous other matters in which Welfare Services can aid Seafarers. It might be a maintenance and cure question, or getting credit, or a tax problem, or dealings with any number of Government agencies such as Immigration or Selective Service. Or it might simply be a request for general information that the Seafarer needs.

Lacks Shoreside Contacts

The popularity of Welfare Services is proof of the well-known fact that a Seafarer doesn't have the same contacts ashore as a shoreside resident has. Further, its been traditional in the past that a seaman, being a transient worker, was usually fair game for shoreside authorities and other people who took advantage of him. Consequently, he became suspicious of shoreside people and didn't trust them to help him out.

The average shoreside worker lives in one place for a number of years. He is in a position to get acquainted with how things are run in his particular town or city and where to go when he needs advice and help. He has friends, and relatives usually living in the immediate area to which he can turn to for help.

The Seafarer is in a different



A Seafarer discusses his problem with Welfare Services representative Al Thompson (left) while two others wait their turn in the ever-busy Welfare Services office.

position. Most Seafarers are young men who started sailing during World War II, and found conditions under Union contracts so attractive that they continued to ship. They come from all parts of the country, in many instances hundreds of miles from the ports they ship from. They are on the move most of the time, and even if they are married and have families, they don't have the kind of strong community ties that the shoreside dweller has. This fact is recognized in the preamble of the SIU constitution which states that it is especially necessary to have strong safeguards for the member-

ship because "most of our members are migratory... their duties carry them all over the world."

The Welfare Services department was created to fill the gap that would ordinarily be filled by agencies, clubs, family or community groups for the shoreside worker. There were those who opposed the idea of such a department as smacking of "social work," but actually since economic problems have been solved through Union contracts, the seaman needs more help on this score than any other.

Even such a simple thing that shoreside people take for granted such as information about a new and important law is not readily available to the seaman on a ship. He finds it difficult to keep abreast of developments at home while he is away. But when he gets into any SIU port, he can get his needs taken care of through the Union. The Union has the contacts and the access to shoreside services that the average Seafarer lacks.

All Seafarers are encouraged to take up any problems they might have, even if it is only a simple request for information, with Welfare Services. There is nothing that Welfare Services can't find out for them by consulting the appropriate agencies and authorities.

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.

Antonio Phelepedes, 62: Brother Phelepedes died of coronary thrombosis on January 29, 1953, in San Francisco, Cal. He sailed as an AB in the deck department since April, 1951, having joined the SIU at that time in New York. Burial took place at the Golden Gate National Cemetery, San Francisco, Cal. He leaves a stepson, Costa Reasos, of 329 - 57 Street, Brooklyn, NY.

George W. Stephenson: On October 3, 1952, Brother Stephenson was lost at sea off the coast of Japan. He was DM in the deck department and has been sailing on the Choctaw at the time of his death. He is survived by Nellie J. Stephenson.

William L. McLellan, 54: Brother McLellan died of natural causes at USPHS Hospital in New Orleans, La. this January 14th. He had been a messman in the stewards department and was buried at the Odd Fellows' Cemetery, New Orleans, La.

Roy Lee Hall, 52: Coronary occlusion caused the death of Brother Hall on November 6, 1952, at Lake

Charles, La. He began sailing in the SIU at Norfolk in September, 1951, and sailed with the ratings of junior engineer, deck engineer and FOW. He was buried in Norfolk, Va.

Henry Hence, 54: On February 16, 1953, Brother Hence died at the Cumberland Hospital in Brooklyn, NY. He had been a second cook in the stewards department. Burial took place at National Cemetery, Cypress Hills, Brooklyn, NY. A brother, Charles Hence, 464 Cantfield Avenue, Hartford, Conn., survives him.

Daniel J. Mullin, 24: Brother Mullin was drowned when he fell into the Schuylkill River at Pier 56, Gray's Ferry Avenue, on November 13, 1952. He was buried at Holy Cross Cemetery, Brooklyn, NY. Joining the SIU in Baltimore last year, he sailed as an oller in the engine department. The estate is administered by James J. Mullin.

Anthony Balchus, 50: On January 6, 1953, Brother Balchus died of natural causes at St. Joseph's Hospital, Aberdeen. He was a fireman in the engine department and a member of the Union since May, 1940. Surviving is his sister, Anna Yeager, of 322 1/2 East Center Street, Shenandoah, Pa.

Stranded Seafarer Gets Union Help In Big Town

One newcomer to the SIU who swears by the union is Seafarer Charles Terry. Terry found that the SIU's helping hand was just what he needed when he had to get off his ship in New York, the first time he'd been in this city.

Terry, who makes his home in New Orleans and has been sailing SIU a little over a year, suffered an ankle sprain aboard the Seatrain Savannah and had to get off the ship in Edgewater, New Jersey. Before that he had drawn all the money due him and sent it home to his wife, and since it was Friday before the long Washington Birthday weekend, he had no time to get maintenance from the company.

Got Him Lodgings

Since he'd never been to New York before and didn't know his way around, the first thing he did was call up the Union. He was put in touch with the Welfare Services office and instructed on how to get up to the Union hall in Brooklyn. Welfare services arranged for him to get a decent room at moderate cost near the hall, and one of the men gave him a hand in getting his gear over to his lodgings.

With a three-day weekend coming up, Welfare Services advanced a SIU cafeteria meal book and saw that he had some ready cash until the company offices opened on Tuesday. When the weekend was over, the Union made arrangements for transportation and maintenance so that he could go back home to New Orleans in style.

The next day Terry had his train tickets and took the train out of Pennsylvania station back to New

Orleans. He's convinced now that sailing with the SIU was the best decision he ever made. "I had heard what a good outfit the SIU is," he said, "but this is just wonderful."

He Hails Welfare Plan



"The maternity benefit checks sure come when you need them," writes Daniel C. Robinson of Galveston. Here he is with his wife and daughter, Carol Ann, at home.



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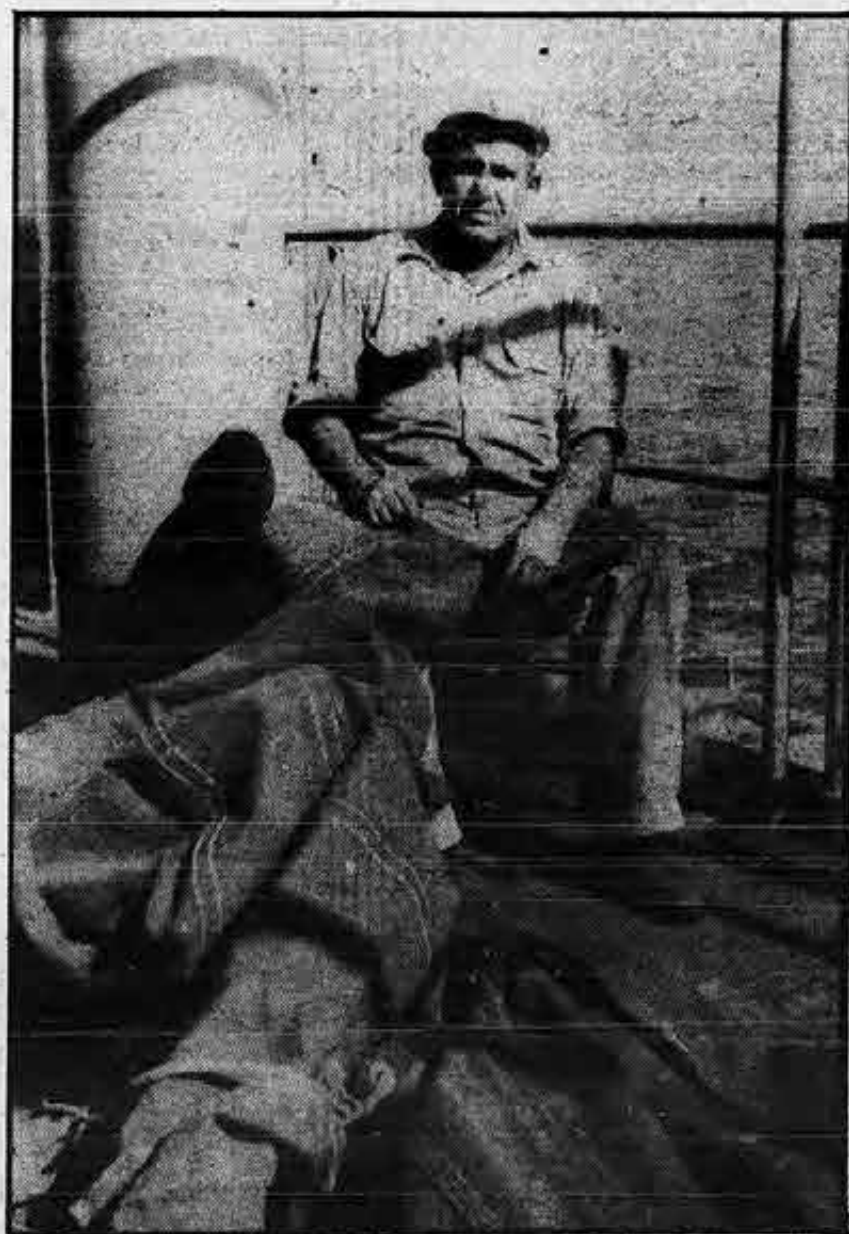
Dishing It Out. Dinner party's salad course is readied by Del Mar pantrymen Frank Vivero, (left), and A. Patina while waiters Francisco Rodriguez (second from right) and Walter Orman pick up. Delta Line ship was host to visiting dignitaries at the affair.



Snowy Morn. All ready for snowball fight are these three Mission Carmel crewmembers, H. Fine, MM; L. Estrada, MM; and Charles Anderson, AB. Ship was in Labrador.



Neat Splice. Under watchful eye of bosun Moore (right), "Spooks" Broderick, DM, and Mitchell, AB, splice a hawser aboard the Mission Carmel, an SUP ship. Allan Ritchie, chief cook, photographed his shipmates.



Timely Stitch. Here Anderson, an SUP member, puts some of his needlecraft skill to work mending torn canvas aboard the ship. He can darn socks very neatly too.



'Like This, See.' Crewmembers of the Seatrain Savannah rehash collision with tanker which buckled ship's bow. They are (left to right), Robert Landry, OS; Carl E. Hargroves, cardeckman; T. J. Constantin, oiler; S. Wagenmaker, QM.