



SIU STRIKE LOOMS IN CITIES SERVICE

Union Sets April 21 Deadline

Story On Page 3



New Services. The board at the A&G hall in San Francisco is shown clear of jobs as Patrolman Jeff Gellette (back of counter) fills out assignment cards for Seafarers just shipped. Looking on is new West Coast Representative Marty Breithoff, appointed by headquarters to help put Union's expanded services on the coast into effect. (Story on Page 3.)



Deadline Nears. Preparations for a possible SIU strike against Cities Service go forward, as headquarters employees wrap and mail picket signs, records for picket captains and other strike literature to all outports for use at CS installations all over the country. Deadline for the walkout is Tuesday, April 21. (Story on Page 3.)

MFOW Takes First Step Toward SIU Affiliation

SAN FRANCISCO.—Sentiment within the Marine Firemen, Oilers and Watertenders Association (independent) appeared to be leaning overwhelmingly in favor of affiliation with the SIU of NA, with a preliminary vote showing the membership 9-1 in favor of placing the question on a 90-day ballot beginning June 2.

Terms of the proposed affiliation were approved earlier by delegates from all SIU districts and affiliates at the Union's sixth biennial convention in San Diego last month. The convention acted in response to a bid to join the powerful SIU family from the MFOW, which represents nearly 6,000 unlicensed crewmembers in the engine departments of West Coast ships.

The possibility of the MFOW becoming the newest autonomous district of the international union was considered of far-reaching importance in the maritime industry. "The linking of the MFOW to the SIU will provide greater strength for all the great maritime unions in the AFL and serve to further isolate the remnants of the Communist Party leadership on the waterfront," asserted SIU-A&G Secretary-Treasurer Paul Hall.

Welcomed In

Speaking at the headquarters meeting of the Marine Firemen here in San Francisco on April 2, he said that affiliation of the MFOW with the SIU "would unquestionably prove valuable to both our organizations. We of the SIU will be happy to welcome you back into the American Federation of Labor as a full partner with the other autonomous districts of maritime workers in the SIU."

Organized in 1883, the MFOW was affiliated with the AFL until 1937 and has been independent since.

Committee Report

A report of the MFOW committee studying possible affiliation with either the AFL or CIO indicated that the National Maritime Union (CIO) had also been approached on the subject of affiliation, but that the terms set forth by the NMU were not satisfactory.

Accordingly, the MFOW committee, headed by union president Vincent J. Malone, urged affiliation with the SIU on the basis of terms outlined by the international union. These featured a guarantee of full autonomy, including the right to elect their own officials and negotiate their own agreements, the right to govern their own internal affairs in conformity with SIU and AFL policies plus the right to control their own finances, property and assets.

MFOW-SUP Parleys

The question of jurisdiction, on which it was agreed the Sailors Union of the Pacific had a vital say, was left in general terms, with the understanding that jurisdiction over unlicensed engine department personnel would remain unchanged for the present time. To handle the issue, provision was made for periodic meetings, held at least once a month, to grapple with any outstanding problems affecting either or both unions.

It was expected that in a 90-day ballot among the MFOW membership on the question of SIU affiliation, the bulk of the marine firemen would be polled and the tally known by Labor Day, September 7. The resolution simply requires either a yes or no answer.

The MFOW, with headquarters in San Francisco, and halls in Seattle, Portland, San Pedro, Honolulu, New Orleans, Baltimore and New York, presently holds con-

tracts covering unlicensed engine department personnel on ships operated by 32 freight and passenger companies on the West Coast. In

addition to Malone as president, the other national officers are vice-president Sam E. Bennett and treasurer C. A. Peterson.

Ice Traps Great Lakes 'Convoy'



Looking almost like a World War II convoy, this group of Great Lakes freighters was trapped when slush ice blocked the entrance to the Soo Locks, near Sault St. Marie, Mich. The surprise formation of ice trapped a total of 60 ships. The vessels just kept up steam and waited for the ice to melt.

Satpost Lauds Lundeberg

SUP Secretary-Treasurer Harry Lundeberg, who is president of the SIU of North America, is the subject of a lengthy and laudatory article in the April 18, 1953, issue of the Saturday Evening Post. The article entitled "Roughneck Boss of the Sailors' Union" stresses Lundeberg's unrelenting fight for

good conditions and shoreside facilities for the members of the SUP, as well as his successful battles with the Communist elements on the West Coast waterfront.

Beginning with a description of the SUP headquarters in San Francisco, the article goes on to relate how Lundeberg led the fight against leftwingers who attempted to control the SUP in 1934-35 and his role in the founding of the SIU of North America, parent body of the SUP and the SIU A&G District.

A good deal of space is devoted to the SUP's crucial strike against the West Coast shipowners last

spring and summer when both the employers and the West Coast longshore union lined up together in an attempt to break the SUP. The author points out that the SUP's original demands were modest ones, but that it was the shipowners' decision to adopt a "get-



President Harry Lundeberg studies report while presiding at recent SIU Convention.

SEAFARERS LOG

April 17, 1953 Vol. XV, No. 8

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

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf Districts, AFL, 475 Fourth Avenue, Brooklyn 32, N.Y. Tel. STerling 9-4671. Entered as second class matter at the Post Office in Brooklyn, N.Y., under the Act of August 24, 1912.

tough" policy and try to "teach Lundeberg a lesson."

"The result," the author states, "was one of the most unnecessary and expensive strikes on the West Coast waterfront . . ."

"After some two months of haggling, without negotiating, it dawned on the operators that instead of teaching the sailors a lesson, they were taking a beating at the hands of the SUP. Lundeberg held all the chips . . ."

The result, as Seafarers know, was that the shipowners had to sign a contract on the SUP's terms, terms that were tougher than the union's original offer.

The article is spiced with several interesting anecdotes of Lunde-

(Continued on page 17)

Korea Shore Leave Ban Lifted In Some Ports

The long-disputed Army ban on shore leave in Korean ports has been lifted in at least three major ports and possibly in the whole peninsula. Removal of the ban in the ports of Inchon, Pusan and Masan, and possibly others came on March 13, after nine months in which seamen were restricted to their ships and the

piers under threat of severe penalties.

First word of the lifting of the ban came via a letter from a Seafarer now in the Army who reported that crewmembers of the Purplestar (Triton) were permitted ashore in Masan. Subsequently it was established that shore leaves were being permitted in Pusan and Inchon as well.

No Information Here

However, neither the Army nor MSTs here had any copies of the order lifting the ban, since the order was issued by Far East headquarters in Tokyo. It is not yet known then, whether or not the order covers the entire Korean peninsula under UN control.

The shore leave ban was originally imposed in Pusan last June when the South Korean government declared martial law in that port because of local political disturbances. The Korean martial law edict was lifted on July 28, 1952, but that same day the local Army port commander issued an order restricting merchant seamen to their ships except on business or for sick calls. Similar orders were subsequently issued for other Korean ports.

Seafarers on SIU ships in Pusan at the time obtained statements from the Korean Ministry of Justice to the effect that conditions were orderly and as far as they were concerned, seamen were welcome in the town. Nevertheless the Army refused to relax the ban.

Heavy Fines

Men who did go ashore without permission and were caught by MP's were subject to stiff fines by the Army.

The Korean shore leave ban was especially irksome this past winter because sometimes merchant ships will stay in port alongside a dock for as long as 30 days. Between the severe winter weather and the lack of leave, crewmembers had a trying time of it.

With the ban off in the above-mentioned ports, any restriction to ship by the master will be payable as overtime. Crewmembers are advised to make note of such restrictions for presentation to the patrolman at payoff.

Bull Hails SIU Cruise Ship Crew

Seafarers came in for high praise recently from the officials of the A. H. Bull Steamship Company and, indirectly, from passengers of the former cruise ship Puerto Rico.

In a letter to the Union, W. A. Kiggins, Jr., vice president of the steamship company, lauded the men of the SIU for their top-notch job while the vessel was in operation as a cruise ship between New York and Puerto Rico. It has been laid up since March 30.

"Hundreds of unsolicited letters are in the company's files," wrote Kiggins, "attesting to the excellence of the service provided. These letters invariably speak of the personnel as courteous, efficient and obviously intent upon seeing to the comfort and pleasure of the passengers."

Job Well Done

"Certainly all of us, the company, the Union and especially the officers and crew who have manned the Puerto Rico, can take satisfaction and pride in a job well done."

The company announced the withdrawal of the vessel from its service to the West Indies last month as a means of economizing. The ship had been under contract to the SIU since mid-1949, having been bought by the company in March of that year.

The Puerto Rico, which had featured an 11-day trip to PR, the Dominican Republic and the Virgin Islands, carried some 7,000 passengers on the Caribbean cruise each year.

SIU School Plan Lauded

SHREVEPORT, LA.—The SIU's college scholarship plan is one of the most "progressive and forward-looking" measures to be adopted by any trade union in recent years," Charles H. Logan, New Orleans labor relations consultant, told delegates to the annual Louisiana State Federation of Labor (AFL) convention here April 6-9.

The scholarship program, financed under the SIU Welfare Plan, provides for awarding four full \$1,500-a-year college scholarships annually to children of Seafarers or Seafarers not over 35 years of age who qualify in competitive examinations.

"In a few years, this plan will begin to produce men with leadership qualities who will be equipped to see straight—and think straight about the economic problems that confront us," Logan said.

As a shipping company representative on the Welfare Plan's board of trustees, Logan helped set up the scholarship program.



Paul Hall, Secretary-Treasurer, takes the deck at the regular membership meeting in San Francisco and discusses the Union's program and objectives. He attended the meeting there following the SIU Convention held in San Diego.



Tom Banning (left), San Francisco Port Agent, checks the vacation pay applications of Robert Hellig (center), AB, and William House, oiler. Services and space in 'Frisco have been expanded.

New Union Services Added On West Coast

Expanded representation and increased membership facilities are rapidly taking shape for all Seafarers on the West Coast as a result of a series of changes instituted by the Union. The changes followed a survey of West Coast facilities made by Secretary-Treasurer Paul Hall at the conclusion of the SIU convention in San Diego.

With West Coast shipping holding steady at a high level and a sizeable portion of the membership using the West Coast ports, the new changes will mean more complete coverage of the ships, and more shoreside services for men on the beach and in the hospitals. The offshore runs by SIU-contracted companies to Hawaii, Korea, Japan, Formosa and other Far Eastern ports have been increasing of late. The same being true for intercoastal services. This points up the need for more extensive service and facilities by an increased SIU staff.

Additional Space

In the main West Coast port of San Francisco additional space for SIU services has been provided in the SUP headquarters hall. Generous provision for the SIU's offices was made by SUP Secretary-Treasurer Harry Lundberg and the SUP staff, who cooperated fully to assure the A&G District of necessary facilities.

To supplement the present San Francisco staff consisting of Tom Banning as port agent and Carl Lawson as patrolman, Hall has appointed Jeff Gellette as patrolman in San Francisco. He is also sending New York dispatcher Marty Breithoff to San Francisco as West Coast representative. Breithoff will

set up a new dispatch system and operate regularly out of San Francisco.

In addition, Assistant Secretary-Treasurer Bill Hall is going to the West Coast temporarily to establish (Continued on page 17)

SIU-Company Panel Sifting Pact Kinks

Formation of a permanent committee on clarifications that will meet regularly to take up contract interpretations has been agreed on by Union and shipowner representatives. Under present plans the committee will meet monthly to deal with any clauses in the dry cargo contract which need clarification.

One meeting to organize the group has already been held with Assistant Secretary-Treasurers Sonny Simmons and Joe Algina representing the SIU. The employers were represented by negotiators for several major companies including Captain John Boughman (Isthmian), Mr. R. Shilling (Alcoa), Mr. J. P. Imlay, (South Atlantic) and Mr. Max Harrison representing a group of shipowners such as Waterman SS Corp. and Bull Lines.

The committee will not meet for the purpose of settling beefs, which will be handled as before on the spot between Union patrolmen and

SIU Prepares For April 21 Strike Of Cities Service Ships

Barring a late-hour change of heart by the Cities Service Oil Company, Seafarers in all ports will pull the pin on the Cities Service tanker fleet, Tuesday morning, April 21. The strike, if it comes off, will be the result of the company's refusal to accept certain clauses of the standard SIU tanker contract, clauses negotiated and approved by the company's own labor relations representative.

Two SIU membership meetings in all ports have unanimously voted to give the Union Negotiating Committee full authority to call a walkout, if necessary. All necessary preparations have been made for the strike. Picket signs have been printed up, and a plan of action drafted, with all outports alerted on a standby basis, ready to swing into immediate action on a national scale should the strike come off.

Shoreside Support

Further, the SIU will be able to count on solid support from shoreside workers in Cities Service refineries. The Lake Charles, La., Metal Trades Council, AFL, which mans the main Cities Service refinery, as well as all AFL trade unions in Louisiana have pledged their aid. A resolution was passed at the Louisiana State AFL convention on April 8 offering "full physical, financial and moral support" to the SIU.

Similarly, CIO Oil Workers manning the company's shoreside installations in Perth Amboy and Linden, New Jersey, can be counted on to back up the SIU. Both the Oil Workers International Union and the Lake Charles Metal Trades Council have their own contract grievances with Cities Service. The Oil Workers, in fact, have been operating without a formal written contract.

The dispute with Cities Service grew out of negotiations of the new SIU standard tanker agreement. In the course of the negotiations, the Cities Service representative served as chairman of the tanker employers negotiating committee. He personally approved of all terms of the agreement and recommended acceptance by the company.

While 15 other SIU-contracted (Continued on page 17)

company representatives. What it will do is deal with provisions of the contract which have caused persistent misunderstandings.

Money Draws

The first contract item, to be taken up at the next meeting of the group, will be the question of money draws in foreign ports. The SIU contract specifies that such draws should be issued in American currency, but some captains have claimed that local laws do not permit them to give out dollars. This has led to many queries from crews who were entitled to dollars under the contract.

The Union has secured a comprehensive list of regulations from various countries and will take them up with the shipowners group for the purpose of clarifying this issue.



Charles Bedell, Robert Soule and Fred Kreger (left to right), all District Vice-Presidents of the Louisiana State Federation of Labor, examine the Federation's resolution to support the SIU.

Louisiana AFL Offers Full Aid In CS Beef

SHREVEPORT, La.—All-out support of the SIU in its drive to end the Cities Service hold-out against the standard tanker agreement was pledged by the Louisiana State Federation of Labor in its annual convention here April 8.

In a resolution adopted unanimously by over 600 delegates representing more than 50 AFL trade unions, the Federation offered its "full physical, financial and moral support" to the SIU "in the event economic action by the Seafarers International Union should become necessary to support its position in its present contractual difficulties with Cities Service Refining Corporation."

In resisting the "reasonable and just contractual demands" of the SIU, Cities Service has "resorted to unfair tactics," said the resolution which was presented to the convention by Walter Mayo, president of the Lake Charles, La., Metal Trades Council. The resolution was strengthened further by the signatures of more than 100 delegates who affixed their names to it as co-introducers.

Shoreworkers, Too

The Lake Charles council also is trying to negotiate a new contract covering shoreside Cities Service workers in the area.

Unfair tactics being used by Cities Service include "attempts to break down the morale of unlicensed seamen aboard Cities Service tankers through a campaign of continued harassment of these seamen" by Cities Service supervisory personnel, the resolution said.

Cities Service is the lone hold-out against coming to terms on the

standard tanker agreement as other SIU-contracted tanker companies have done.

"A work stoppage would seriously affect the port of Lake Charles, not only with respect to the members of the Seafarers International Union who ship through this port, but also with regard to the welfare of the many shoreside workers employed in the Cities Service installation at Lake Charles," the resolution pointed out.

SIU New Orleans agent Lindsey Williams, who was to lead the SIU delegation, was unable to attend because of his duties in connection with the SIU Convention and West Coast survey.

Text of resolution is on page 17.

Two Co's Have Retroactive \$

The Troy Steamship Company and the Trojan Steamship Company have announced that they now have the retroactive wages due under the new SIU agreement ready for payment.

Seafarers who have retroactive wages due from either of these companies can collect it by writing to the company and giving it their mailing address. Both companies are located at 21 West Street, New York, NY.

New Art Contest Deadline Set



Seafarer James Penswick displays some of his entries in the Seafarers Art Contest. At left, is one of his bas relief copper works, while he has some of his hand-made bracelets, in various designs and color combinations, stacked on the table in front of him.

In a move aimed at allowing more time for Seafarers to get their entries in, the Union has agreed to set back the deadline of the Second Annual Art Contest to May 14. The decision to extend the deadline to May 14 came after several Seafarers out on trips wrote in asking for time to return home and send their entries in. Judging will now take place on May 19 and awards will be made at the membership meeting of May 20.

The latest and largest entry of the contest belongs to James Penswick, who flooded the handicraft category with copperplate handiwork. Of 18 such entries, Penswick depicts 12 sailing ships sailing on a sea of copper; other works in copper include engravings of men, women, children and dogs. In addition to his copper displays, Penswick entered four dozen hand-wrought plastic and copper bracelets, along with tie clips made of the same material.

At the moment, entries are continuing to pour in. Of the four categories, watercolors, handi-crafts, oils and drawings, handi-crafts lead all the rest in the number of entries. At the present time there are 29 entries in this classification. Last year the handicraft section fared poorly, having the least number of entries of any of the categories. However, the attentions of Seafarers seem to be more heavily directed to the handicraft section this year. There is, however, room for more in every category. Entries have been received for every category to date, and with the deadline extended many more are expected.

Entries On Display

All entries will be displayed at the SIU headquarters. In addition, they will be shown at the Architectural League of New York, 115 East 40th Street, New York 16, NY, in Gallery "A" under the sponsorship of the New York Public Library. This showing will precede the contest at headquarters.

The judging will be handled by a panel of art experts not as yet determined. Three winners will be picked in each category, making a total of 12 prizewinners, in addition to those chosen for honorable mention. Last year wrist watches were awarded to the winning Seafarers. No prizes have been determined as yet for the current contest.

Each entry should be sent to the Art Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY. Be sure to wrap the entries well. Send them special delivery or registered mail, if possible, or bring them into headquarters. Be sure to write your name and address on the back of each entry.

Philly Hall Renovated; New Comforts Built In



The office of Steve Cardullo (center), SIU Philadelphia Port Agent, came in for some redecoration. Here, he chats with Victor Carney (left) and Frank McGann, officials of I.L.A. Local 1242.

In line with the SIU's policy of providing up-to-date halls in all ports, the Philadelphia branch hall is now undergoing thorough renovation. When the job is completed, Seafarers in that port will have comfortable facilities for shipping, recreation and meetings.

Extensive alterations have already been made on the shipping floor, in the recreation room and the Union's business offices. The floor of the shipping hall and the recreation room topside have been asphalt-tiled throughout and new paint job has brightened up the hall considerably. A conference room in the rear of the hall has been refinished and new furniture installed for meeting purposes.

Music, Too

The public address system connecting both floors has been wired for piping music throughout

the building. In addition, floor mikes have been hooked up to the public address system so that members hitting the deck at meetings will be heard with ease and comfort.

New and more comfortable furniture is on order for both the business offices and the hall. The outside doorway on the street floor has been completely redesigned while work is now going ahead on repairing and tiling the stairway.

"Some of the boys were so surprised by the new look," Philadelphia Port Agent Steve Cardullo reported, "that for a minute they thought they were coming into the wrong place."

As I See It . . .

Paul Hall



WHILE OUT ON THE WEST COAST ATTENDING THE SIU convention, your delegates took the opportunity to visit with Seafarers shipping out of the West Coast ports. We found a considerable number of men who used to sail out of the East Coast and the Gulf have moved West with their families and are shipping out of our West Coast halls.

Aside from renewing old acquaintances, your delegates had a chance to get the personal opinions of the membership there on the policies and operations of your Union. We're happy to report that Seafarers on the West Coast expressed their satisfaction with the way the Union has been operating.

Prompt Welfare Service

Many of the men were particularly pleased with the benefits they have been receiving from the Seafarers Welfare and Vacation Plans. They expressed themselves as being well-satisfied with the prompt service they have been getting even though their halls and homes are across the continent from our New York headquarters.



Our maternity benefits have come in for a good deal of praise from the men and their wives. Aside from their immediate need for the dough that these benefits satisfy, they have done much to spread the word about the SIU and its way of operation in the many small towns and neighborhoods where Seafarers have made their homes.

It should be noted along these lines that some of our biggest Union boosters have been the wives and parents of seamen. Judging from the mail we receive at headquarters, these people feel that your Union has done much for their well-being through our contracts and conditions as well as the benefits we have for the family men.

Additional LOG Mailings

With the West Coast ports 2,500 miles away from the center of Union operations, the SEAFARERS LOG is much in demand to keep the membership acquainted with what's going on in the Union and in maritime. Accordingly we have made arrangements to mail additional bundles of the LOG to our West Coast halls to assure enough copies to go around.

Our West Coast brothers have been enjoying steady shipping for some time. Thanks to the cooperation of our brothers in the SUP, they have the use of the SUP's comfortable shoreside facilities, particularly in the new buildings in San Francisco and Wilmington. As has been reported elsewhere in this issue, we are increasing our representation and services on the West Coast so as to assure Seafarers there of the same kind of first-class SIU service that has been the rule throughout the Atlantic and Gulf District.



A RECENT NEWSPAPER REPORT INFORMS US THAT THE construction of new ships in US shipyards has reached a 21-month low. Aside from the remainder of the Mariner ships under construction for the Government, there are no dry cargo vessels for saltwater service under construction, and no orders for any new ships have been placed in the month of March.

This steady decline in the building of new ships comes eight months after the passage by Congress of the long-range shipping bill. According to its declared purposes, this bill was supposed to pave the way for a revival of our merchant fleet by encouraging the construction and operation of new ships.

Bill Weakened By Amendments

At the time the bill was passed, your Union pointed out that it had been greatly weakened by amendments and would have little or no effect on the shipping picture. Your Union's predictions on this score have been proven correct by the developments of recent months. Judging from the results of the legislation, the last Congress and administration in Washington spent a good deal of time and effort in bringing out a totally unworkable and unrealistic piece of legislation. Although there were some in Congress who understood the nature of the problem, their views did not prevail.



It was expected that the new administration would take a second look at the maritime picture and come up with a positive program of its own to deal with the problem. However, up until now there has been no action on this score. The House Merchant Marine Committee, which normally is the starting point for merchant marine legislation, has not taken any steps along these lines, nor has the administration made its views known on the subject.

No Action Seen This Year

Under such circumstances, it appears that there will be no steps taken at this session of Congress, and the present policy of inaction, so dangerous to our national well-being, will prevail.

Your Union has long felt that the core of the problem has been lack of knowledge and understanding on the part of the general public, and in turn, by the average member of Congress. Until the public realizes the importance of the merchant marine to the nation's economy and security, there will be no widespread demand for sensible, constructive maritime legislation.

The Union has attempted to acquaint both Seafarers and the general public with the nature of the problem through the pages of the SEAFARERS LOG and other sources. It would be desirable if the shipping industry as a whole were to take its problem to the American people. Once they understand it, there will be little difficulty in getting the kind of maritime legislation the industry needs.

Bryson Indicted For Denying Commie Ties

Hugh Bryson, president of the National Union of Marine Cooks and Stewards, is facing a 10-year jail term and a \$20,000 fine as the result of a perjury indictment returned against him by a Federal grand jury in San Francisco.

The Government cracked down and ordered Bryson's arrest only two weeks after the SEAFARERS LOG published a four-page expose of "The Communist Plot in Maritime," revealing the Communist Party domination of Bryson's union.

Specifically, Bryson has been indicted on two counts of perjury.



Hugh Bryson

The first charge says that he lied when he swore to a Taft-Hartley affidavit that he was "not a member of the Communist Party."

The second charge says that he lied in the same affidavit when he swore that he was not "affiliated" with the Communist Party.

As the LOG reported in its expose, Bryson "has operated in (Harry) Bridges' shadow. What is definitely known about Bryson is that he was a protegee of Bridges, who got his start through the West Coast longshore leader."

Bridges was convicted on a similar charge three years ago, but is still free on bail pending appeal.

Bryson's indictment touched off a number of reports on the West

Coast. One report was that his arrest may mean a victory for the Marine Cooks and Stewards, AFL. The NLRB has ordered representation elections involving the Bryson union and the MC&S-AFL.

However, this latest development, according to a reliable Government source, could mean that the NLRB might have Bryson's union taken off the ballot, and award the elections to the MCS-AFL by default.

Another possibility, according to this same source, is that the NLRB might postpone the election, and wait to see if Bryson is convicted of the charges. If Bryson is convicted, then his union would be taken off the ballot.

There have also been persistent reports since Bryson's arrest, that the NUMC&S might merge with Bridge's International Longshoremen's and Warehousemen's Union. This, however, would mean very little change in policy as far as the NUMC&S is concerned, since the NUMC&S and the ILWU have both followed all the twists and turns of the Communist Party policy line.

As the LOG pointed out in its expose, Bryson, "through the years, has consistently served Bridges in all his operations."

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

SIU Opens Books For Job Audit As AMEU Backs Out



Despite the hour and their desire to get ashore after an extended foreign trip, crewmembers of the SS Atlantic Traveler listen intently as SIU organizer Frank Bose (facing camera) outlines developments in the book-job hassle with the AMEU. SIU organizers were on the spot as usual although the ship docked at 2 AM at the Atlantic Refining docks in Port Newark, NJ.

Failing again to get an answer from Atlantic Refining's company union, the SIU is going ahead on its own hook with plans to show conclusively that it does maintain a ratio of one job or better for every active bookmember in the Union, one of the key issues in the current Atlantic organizing campaign.

A controversy developing since early this year reached its climax last week. At that time, the Atlantic Maritime Employees Union, so-called "independent union" in the Atlantic tanker fleet, balked for the second time at indicating whether it accepted or rejected a \$10,000 offer made by the SIU and conditioned on a like amount being posted by the AMEU. It would have set in mo-

tion an impartial audit of SIU records to determine the ratio of active SIU books to jobs during 1952. The SIU had already posted its \$10,000.

Shows Good Faith
Moving to show its good faith and at the same time bring these vital job facts to the forefront so that Atlantic men can have no questions on the issue, the SIU went ahead with one of the steps

in its original offer. Accordingly, the Union, with full membership authorization, called on the American Arbitration Association, an outside organization, to name one to three accountants to look into Union records and then certify the actual book-job ratio for all of last year.

The original offer made by the SIU made it plain that this was an issue on which the AMEU could "put up or shut up" once and for all on its charges of SIU misrepresentation. Even so, though prodded on all sides, even by many of its own supporters, the AMEU maintained an official silence on the offer for more than a month, since it was first published February 14.

It wasn't until the renewal of the SIU offer on March 24 that it ventured a comment, and then only to say that it would discuss it in the next issue of its irregularly-published magazine, The Fleet, which, it said, "will go to press within the next few days." This statement appeared in a "bulletin" of March 25 and had reference to the April issue of The Fleet, which has just been issued, but completely evades the issue.

How Controversy Began
The whole controversy began when the AMEU challenged an SIU claim that the Union had one job or better per active bookmember during a period late in 1952, and the SIU countered on February 11 with a \$10,000 offer to back its claim not only for the period in question but for all of 1952.

Under the terms of the SIU challenge, the AMEU and the SIU were each to put up \$10,000, with the total \$20,000 held in trust by a responsible public official for an "Atlantic Seamen's Widows and Childrens Fund." Then, the American Arbitration Association was to be called on to name accountants to conduct an impartial audit of SIU records and certify the actual ratio of active SIU books to jobs during 1952.

After that, whoever was proved wrong in his claims would forfeit his \$10,000, while the other's money would be returned. The forfeited \$10,000, less expenses, was then to become payable as the ASWCF, under the terms of which the fund would pay out \$300 to supplement the meager \$300 death benefit now paid to the beneficiaries of Atlantic seamen, until it was used up.

West Coast Dockers Get Sub Prexy For Bridges

Amid growing rumblings of non-Communist opposition, the Communist leaders of the International Longshoremen and Warehousemen's Union steamrollered their program through the tenth biennial convention of the West Coast union last week.

The principal highlight of the convention was the election of a president pro-tem to fill Harry Bridges' post in the event the Supreme Court turns down his appeal from a perjury conviction. Otherwise, the decisions of the convention provided no surprises in following the standard Communist Party line.

Opposition Grows
Nevertheless, despite Bridges' overwhelming control of the delegates, opposition voices were raised against ILWU support of the Communist Party line, and ILWU financing of the trials of Bridges, Jack Hall and other ILWU leaders.

The decision to elect a president pro-tem, initiated by Bridges, is taken as an indication that the ILWU president expects to start serving sentence some time this year on his three-year-old perjury conviction. The conviction was based on the charge that he swore falsely that he was not a member of the Communist Party when he applied for American citizenship in 1945. It carries a five year sentence, which is now on appeal to the Supreme Court.

Other steps taken by the program include denunciation of the Coast Guard screening program, approval of a "peace crusade," and a pledge of support to Hugh Bry-



Harry Bridges

son, president of the National Union of Marine Cooks and Stewards, who was also indicted on perjury charges.

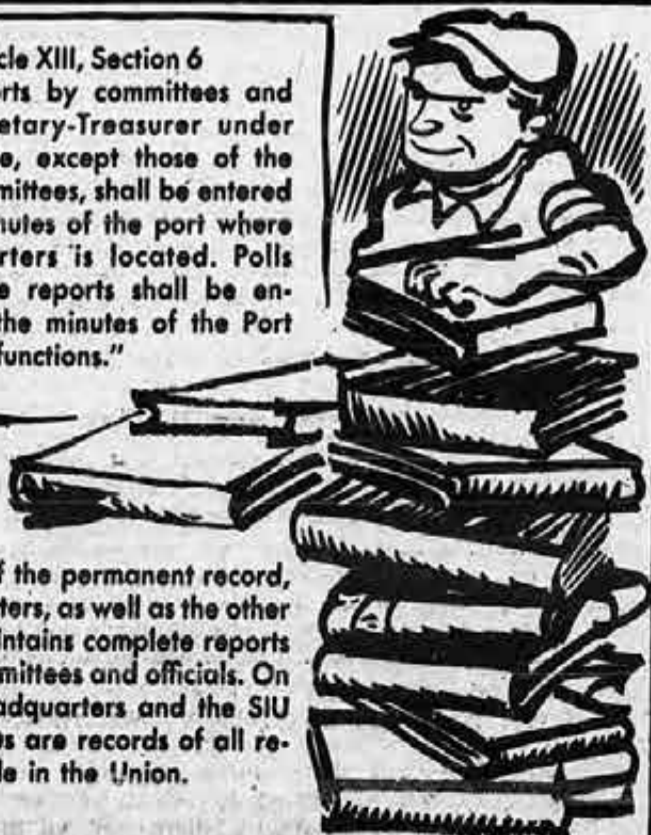
The ILWU and the NUMC&S are the only two waterfront unions to oppose the Coast Guard program of screening poor security risks off the ships and the docks.

Right-wing opposition at the convention was led by Frank Maxey, a delegate from Warehouse Local 6 in San Francisco. Maxey charged that Bridges and the leadership of the union had "consistently followed every twist and turn of the Communist Party line."

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THE FLAG IS DESIGNED TO ACCURATELY YOU WITH THESE RIGHTS AND PRIVILEGES.

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



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

Ex-Seafarer Spurs College Drive

A former Seafarer who was prominent in organizing drives for the SIU, has taken his talents south of the border and is putting them to good use in Mexico's scholastic circles.

Mike Darley, who retired his book in June, 1951, after carrying it for five years following his discharge from the Navy in 1946, has made himself felt in Mexico City College organizational drives. He was chairman of the recent Mexico City College Front Page Ball which many Hollywood and Mexican picture stars attended through the influence of Darley's dynamism. He comes by this organizational work naturally, having done yeoman work for the SIU in the organizational drives in Isthmian and Cities Service.

Makes Ball Success

Darley, a journalism major at the college, is credited with making the ball a social and financial success. The purpose of the affair was to send delegates from the Mexico City College Press Club to the Texas Intercollegiate Press Association to be held in Wichita Falls, Texas, on April 22.

In his two years at MCC, Darley has become associate editor of the school paper, vice-president of the Student Council, a member of the Press Club and a member of the Latin American Economic Society. In addition to continuing his organizing activities which he began with the Union, Darley is taking several courses in labor economics. His interest in the field was stimulated when he was a member of the SIU.

As a member of the Union, Darley was instrumental in seeing the two organizing drives through to a successful finish. His work, along with the rest of the membership, helped to establish many of the benefits enjoyed by Seafarers today.



A onetime rank-and-file SIU organizer, ex-Seafarer Mike Darley (right) is now using his organizational talents for publicity work at Mexico City College. Above, Mike is shown talking with Gary Cooper, one of the Hollywood notables invited to attend a college dance he helped stage. With Cooper, among others, was actress Barbara Stanwyck. The couple standing were not identified.

Hollywood stars present at the Ball included Gary Cooper, Barbara Stanwyck and Ward Bond, along with lesser lights of the silver screen. The players were on location in Mexico City when Darley signed them on.

SIU COMMITTEES

AT WORK

The procedure set up in the SIU constitution for trials of accused Seafarers also provides for a system of appeals. After the trial committee in any port has passed judgement against the defendant and the judgement has been affirmed by membership meetings in all ports, the Seafarer still has the right of appeal.

In order to do so, he sends a notice of appeal to the Secretary-Treasurer at headquarters within 30 days after the trial committee decision has been affirmed. This leads to election of an appeals committee in headquarters to consider the case.



Adams

The Appeals committee gets all the evidence and documents connected with the case, while the Seafarer can either send in a written statement or argue his appeal in person if he so desires.

The Appeals Committee then makes findings and recommendations by majority vote. It can reverse a decision of guilt, dismiss charges, recommend lesser punishment, order a new trial, or simply uphold the trial committee's decision. In no case may it increase the punishment recommended.

The latest Appeals Committee, elected in New York, consisted of E. F. Spear, C. Adams, D. Dean, A. G. Espenada, R. L. Brock, and J. L. Masters. It heard three appeals, one in which it reduced the

penalty, the other in which it reversed the decision of a Baltimore trial committee and the third in which it upheld a committee decision without change.

In the first case a Seafarer who had been found guilty by the committee and also had run afoul of the law submitted statements and evidence that he was successfully rehabilitating himself. The evidence consisted of an official report from a probation service.



Dean

The appeals committee then decided to lift the man's suspension effective immediately and permit him the full privileges of membership.

The second case involved a baker who had been found guilty by a Baltimore trial committee of failure to carry out his duties and gross inefficiency, as well as refusal to cooperate with the ship's delegates. The Seafarer appeared before the appeals committee and presented arguments in his behalf.

After hearing the accused man and reviewing all the evidence, the appeals committee reversed the decision which meant lifting the suspension of the Seafarer and revoking a fine that had been levied against him.

In its third hearing, the committee heard the defendant involved but found nothing to justify reversal of his conviction. Accordingly it upheld the judgement of the trial committee.

Barber Shop To Open In Union Hq.

Another new service for Seafarers is being added in SIU headquarters with the construction of a barber shop and bootblack stand on the second deck. Two barber chairs and all modern equipment necessary to provide haircuts, shaves, hot towels and shoe shines are being installed in a room next to the poolroom.

Like all other SIU services, such as the Sea Chest, Port O' Call and the SIU cafeteria, the barber shop will be run directly by the Union.



John Keri cleans up in SIU's new barbershop after tilelayers got through.

In this instance however, it will not be open to the general public.

Present plans call for two union barbers to operate the shop, plus one man on the bootblack stand. If business is heavy enough, there is room to add a third chair and another man.

Necessary alterations are now going on with the opening date dependent on delivery of the chairs. It's expected that they will be ready in about three weeks, at which time the shop will open for business from 9 AM to closing time.

SIU NEWSLETTER from WASHINGTON

As a consequence of World War II, a US flag tramp fleet sprung into being. However, today this large segment of the merchant marine, numbering about 160 ships, mostly Libertys, and employing over 6,000 seamen, may not be able to survive over the long pull unless Congress comes forward with certain aids.

Actually, about the only thing keeping the tramps alive today is the business they receive from the Military Sea Transportation Service, which charters the tramps for fairly long periods. For a while after World War II, the 50-50 shipping proviso in the ECA law proved very helpful, but the US-aid shipments now have fallen way off.

The tramps soon will put on a strong Congressional campaign to become eligible for operating subsidy and for permission to form their own freight conferences. However, it is very doubtful if Congress is in a frame of mind to approve these aids for the tramps. Ship subsidies are not popular these days, except among the recipients.

Under the law, only the so-called liner companies are eligible to receive subsidies, but even here, the liner ship subsidies will come under the close supervision of special Congressional committees soon, and ultimately may be eliminated or greatly modified.

The American-Hawaiian SS Company, one of the oldest domestic lines, and which recently announced it was getting out of the inter-coastal trade in order to go into the ore carrying business, is having its own troubles with the Government these days. The company wants to convert 3 of its 5 C-4's into ore carriers for use in the Labrador trade and applied about 1 1/2 years ago to the Federal Maritime Board for a construction subsidy to aid in the reconversion work.

It is estimated that the conversion of the 3 C-4's could be accomplished for a little over \$9 million, of which the Government was supposed to pay a construction subsidy of something up to 50 percent of the \$9 million figure. However, in the meantime, added to the factor that the FMB has not yet approved the subsidy plea, Secretary of Commerce Sinclair Weeks has sent to Congress a revised budget eliminating all funds for ship construction, other than for the Mariner program. This means that even if the FMB should approve the American-Hawaiian subsidy application, that the Department of Commerce still will not have the funds to authorize the C-4 conversion work, and that the Department then will have to reappear before Congress to ask for a supplemental appropriation if the American-Hawaiian ship ore program is to be realized.

Congress will not interrupt the continuation of the Mariner building program but will order discontinuation of plans to build the new prototype tanker and four large passenger ships. These passenger vessels were to have been started this year for account of the Grace Lines and the Moore-McCormack Steamship Line.

The Department of Commerce, even though engaged in an economy move, has decided that it would be unwise to terminate the Mariner program, but that, in order to cut government spending, the tanker and passenger ship program could be cut out, at a saving estimated at \$118 million.

In another effort to whittle down maritime appropriations for the coming year, Congress also will order the security personnel cut at all Government reserve fleets, the cut to be from a total of 396 guards down to 185.

While on the subject of Mariner ships, all steamship lines interested in eventually purchasing such tonnage will be interested in the development within the Maritime Administration of legislation on the subject. The MA is working on a Mariner sales formula to recommend to Congress.

The average building price of the Mariners amounts to about \$9 1/2 million each, and, under the law as it now stands, steamship lines operating in the foreign trade may be able to purchase them at about half of the original construction cost, or about \$4 1/2 million each.

However, chances are good that the MA soon will recommend to Congress legislation under which the selling price would be a little more favorable from the point of view of the prospective purchaser.

Perhaps the most spectacular development of any foreign merchant fleet has been that of Panama, a small Central American nation. In essence, Panama provides a replica of the State of Delaware.

On September 1, 1939, there were 130 ships registered under the Panamanian flag; by June 30, 1946, this fleet had increased substantially; and by December 31, 1951, the Panamanian merchant marine was the fourth largest in the world, comprising 545 ships. It has about one million more gross tons of shipping than all the other Latin American registries combined, and its tanker fleet is 233,000 tons greater than the total of all tankers registered under French, Italian, and German flags.

Practically all of the present fleet of Panama is known to be owned by foreign nationals, either directly or through wholly owned or controlled subsidiaries. However, how much and by whom cannot be ascertained with any great degree of accuracy.

A United States law, namely the 1946 Merchant Ship Sales Act, was an extremely important factor in the rise of the Panamanian fleet. Between the last half of 1946 and January 31, 1951, a total of 152 ships were transferred from US to Panamanian registry under this Act. The magnitude of these transactions becomes more apparent when it is considered that the US ship transfers accounted for 36 percent of the increase in the Panamanian fleet.

None of the ships in the Panamanian fleet was built in Panama, but were acquired from the US, United Kingdom, Canada, Germany, Netherlands, Sweden, Norway, Italy, Belgium, China, Japan, and Denmark.

Your SIU Washington Reporter

Top of the News

RECIPROCAL TRADES ACT COMES UP—President Eisenhower has asked Congress for a one year extension of the Reciprocal Trades Act under which the US has lowered many of its tariffs. High tariff backers in the Republican Party are fighting to amend the Act so as to limit the President's power to lower tariffs by agreement with foreign countries. Supporters of the Act argue that low tariffs are needed to encourage a greater flow of trade and enable Europeans and other countries to earn dollars and become self-supporting.

TURKISH SUB SINKS IN DARDANELLES—After being rammied in the Dardanelles by a merchant ship, the Turkish sub Dumlupiner sank with a loss of 91 lives. The Turkish government immediately arrested the skipper of the merchant ship, charging him with responsibility for the sinking.

CHINESE AGREE TO SWAP SICK PRISONERS—An exchange of sick and injured prisoners of war has been agreed on between UN and Chinese negotiators in Korea. The Chinese will turn over 600 prisoners beginning April 20 in return for 5,800 disabled Communist prisoners. This preliminary exchange is expected to clear the way for a full resumption of truce talks.

ACCUSED RUSSIAN DOCTORS FREED—A group of prominent Russian doctors who had been arrested on charges of causing the death of top Soviet leaders as part of a US-inspired plot have been freed by the Soviet Government. Instead, a member of the five man Central Committee of the Communist Party, S. P. Ignatiev, has been removed for causing their arrests. The doctors had previously "confessed" to various assorted crimes and were denounced in the press as wreckers, espionage agents and terrorists. Now the Soviet government admits that the confessions were fabricated and calls the freed men "outstanding figures of Soviet science."



More pleasant words than ever before are uttered by Soviet delegate Andrei Vishinsky at UN Assembly meeting.

US PLANS TO SELL ATOMIC ENERGY—The Atomic Energy Commission has recommended an end to the Government monopoly of atomic energy. If the step is approved the Government will be able to release information and equipment for use by private industry in the development of atomic power plants. Meanwhile the Government conducted another in a series of atomic tests in Nevada. In this case, the weapon was exploded 5,000 feet in the air. It broke store windows in Las Vegas, 75 miles distant, and was visible 1,000 miles away in Mexico.

UN ELECTS NEW BOSS—The United Nations has elected Dag Hammarskjöld, a Swedish diplomat, to replace Trygve Lie as secretary-general of the world organization. Lie, a Norwegian, has headed the organization since it was first founded. The new secretary-general will serve for a five year term.

BURMA COMPLAINS ABOUT CHINESE NATIONALISTS—The Burmese government is trying to get several thousand nationalist Chinese troops out of the country. The Chinese crossed the border into Burma after being driven from South China by the Communists. Negotiations are now under way on the problem, with the US trying to arrange for a shift of the Nationalist troops to Formosa.



D. S. Kirkaldie (left), coxswain of the Ramsgate Lifeboat, and John Walker (right), coxswain of the Dover Lifeboat, display the plaques presented to them by Seafarer Ed Larkin, who represented the crew of the ill-fated Western Farmer at the formal presentation ceremonies in Ramsgate, England.

English Rescuers Get Honors

Two bronze plaques are now on display in England, one in Ramsgate and one in Dover, commemorating the bravery of the lifeboat crews from those two places in rescuing the SIU crew of the ill-fated Western Farmer.

The plaques were presented at a formal gathering in Ramsgate this month on behalf of the crew of the ship, which was rammed by a Norwegian tanker on August 21, 1952, in the English Channel, and broke in two shortly afterward.

At the gathering, which included the townspeople, the mayor and county council of Ramsgate, in addition to the representatives of various newspapers and press associations, Seafarer Ed Larkin represented the Western Farmer crewmembers in presenting the plaques. Larkin is now attending college in England as an SIU member on a labor scholarship.

In addition to the plaques, the crew of the Western Farmer had also chipped in and bought a supply of hard-to-get food and butter, which was sent to the men who had manned the two lifeboats.

As a result of the quick and brave action of the Dover and Ramsgate boats, not a single man was lost off the Western Farmer,

despite the fact that the accident happened and the ship broke in two and later sank during a heavy storm.

Each of the plaques reads: "In deep appreciation to the crew of the Ramsgate (Dover) lifeboat who, during a severe English channel gale came to our rescue when our ship was rammed and split in half on August 21, 1952. Their brilliant seamanship and courage made possible our rescue without loss of life. Crew of the SS Western Farmer, members of the Seafarers Int'l Union, AFL."

Larkin, while making the presentation to Coxswain Kirkaldie of the Ramsgate lifeboat, said the plaques were a tribute from the crew of the Western Farmer, "who frankly admitted that they doubted if they would have ever gotten home if it had not been for the Dover and Ramsgate lifeboats."

The crews of the two lifeboats expressed their appreciation to the

Seafarers for the food that had been sent to them, and promised that the plaques would be displayed in a very prominent place in their home towns.

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.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

Don't Get Soaked For Vitamins

The average person who eats a balanced food diet ordinarily doesn't need to take vitamin pills. But doctors often prescribe vitamins for people who are nutritionally-deficient in some respect, or for other medical reasons, and of course young children and pregnant mothers need additional vitamin preparations, especially Vitamin D.

Certainly a Seafarer or members of his family shouldn't embark on expensive vitamin dosage without a doctor's advice. A lot of people swallow expensive vitamin pills these days who don't need them, or who really may need other medical treatment.

But while doctors may know whether or not you need a vitamin supplement, and what vitamins to prescribe, apparently many of them don't know or don't care about the price their patients must pay for them. Doctors often prescribe the nationally-advertised brands for their patients, at a cost often twice as much as the same preparations under other names.

There is no need for a working man or his family to pay these steep prices. Vitamins sold under such widely-advertised names as Squibb, One-A-Day, Parke-Davis, Lederle, Mead and Miles are no better and no safer than the less expensive ones sold under the private labels of the consumer cooperatives, the big mail-order houses like Sears and Montgomery Ward, and large department stores who have their own private brands.

The difference in prices charged for the same preparations is amazing. One man who had to buy a certain type of vitamin reports that one druggist wanted \$7.50

for it and a cut-rate pharmacist asked \$5.50 for the same brand. He finally bought it at a large department store under a different brand name for \$3. In all three cases, the vitamins were the same strength and met the same Government standards.

You can safely buy the lowest-priced brand of any vitamin or drug preparation your doctor prescribed as long as the label carries the initials "U.S.P." That means the product meets the standards for that preparation established by the U. S. Pharmacopoeia. Similarly you can buy any drug product like aspirin that carries the initials "U.S.P." or "N.F." with assurance that it meets the official standards for the drug. For example you can find aspirin selling for 19 cents a bottle of 100 up to as much as 59 cents, under different brand names but all meeting the same "U.S.P." requirements.

If your doctor hasn't prescribed a specific type of vitamin, but has given you a prescription which you of course can't read, then ask him to identify the vitamin so you can save by buying a private brand.

Not only are the private-brand vitamin preparations much less expensive than the "famous-name" brands, but often they're even better quality—they have higher potencies. Government regulations require that labels on all vitamin preparations state the number of units or milligrams they contain of each vitamin. Most people don't take the time to compare the potencies of the various brands, as shown on the labels. If you do, you'll save a lot of money. For example, if you'll compare the label on Montgomery Ward's own-brand vitamin B complex at \$1 for 100 capsules, with the label on the highly-advertised One-A-Day brand which costs twice the price, you'll see the Ward capsules have higher potencies in

two vitamins, the same strength in two other, and are lower in only one.

The vitamin preparations sold by the consumer co-op stores also beat the nationally-advertised brands by a wide margin. Co-Op brand B complex costs \$1.69 for 150 tablets, as compared to the price tag on Parke-Davis B complex tablets of \$2.63 for the same quantity.

Similar price differences exist in the vitamin preparations sold for small children. For example, Sears Roebuck's oleum percomorphum and the nationally-advertised Mead brand both contain the same amounts of vitamins A and D, but the Sears brand costs 20 per cent less.

Many large department stores have their own brands of vitamin preparations and household remedies at comparatively low prices, such as the Macy department stores throughout the country.

If you or your family require certain vitamins or drugs and can't find co-op stores or other sources in your town handling reasonably-priced private brands, you can order them by mail from a co-op medical firm sponsored by the Group Health cooperative and co-op hospitals. This is Celso Laboratories, at Celso, North Carolina. Celso will send you a catalog of its products and prices. For example, it sells Vitamin C tablets (ascorbic acid 100 mg) for \$1 for 175, and APC tablets at 100 for 65 cents. You can also get similar low prices on prescription items if your doctor will write to Celso for prices.

You can also buy vitamin preparations and medicines by mail or in person, at reasonable prices from a firm called Vitamin-Quota, which has offices at 880 Broadway, New York City, and at 2594 15th Avenue, San Francisco. Vitamin-Quota also fills prescriptions by mail.

British Scholarships Open For US Unionists

Applications are again open to American union members for four one-year scholarships in Great Britain for the study of labor relations. The scholarships are at Ruskin College, Oxford, and Coleg Harlech in Wales.

In recent years two Seafarers have won these scholarship

awards: The first one was Irwin Suall, who attended Ruskin College in 1948. Suall had previously served as an Isthmian organizer and was a member of the Union publicity committee during the 1946 General Strike.

A second Seafarer, Ed Larkin, won a scholarship last year and is now completing his studies at Coleg Harlech. As far as is known, the SIU is the only American union thus far to win two awards.

Branch Of Oxford

Ruskin College is a branch of Oxford University which was founded to make the facilities of Oxford available to British workers. Coleg Harlech is an adult education institution located in a several-hundred-year-old castle in Wales.

Scholarships now open are offered for the year October, 1953, to June, 1954. In order to be eligible, an applicant must be an active union member between 20 and 35 years of age. He should be capable of handling college studies, and must intend to return to an active role in the labor movement when his year is up.

The scholarships, three at Ruskin and one at Coleg Harlech, cover tuition, room and board. Scholarship winners are expected to supply their own transportation and personal expense money. In some instances it's possible to obtain a Fulbright travel grant to cover transportation costs.

Seafarers interested in applying for scholarships should get in touch with the Committee on Labor Scholarships, Institute of International Education, 1 East 87th Street, New York 21, N. Y. The deadline for receipt of applications is May 10, 1953. The Transatlantic Foundation, located in London, makes the scholarships possible through an educational exchange program.

Great Lakes SIU Paper Is Published

The latest addition to the SIU family of newspapers, "The Great Lakes Seafarer" made its first appearance this month. The new publication is the official organ of the SIU Great Lakes District, which represents fresh-water seamen on ore boats, barges, carferries and other American-flag vessels plying the Lakes.

In its first issue the newspaper appears as a four-page monthly but its lead editorial expresses the hope that the publication will experience "growing pains" in the near future.

As the editors put it, the purpose of the new publication is to bring to Seafarers on the Lakes and other seamen accurate information about developments in the industry. Further, they point out that the constitution of the Seafarers International provides that the affiliates should support a journal to keep the membership informed.

The new publication is another in a growing list of newspapers put out by SIU affiliates, including the SEAFARERS LOG, the "West Coast Sailor," publication of the SUP; the "BME Marine Engineer," the "Fishery Worker," newspaper of West Coast fish and cannery affiliates, and the "Canadian Sailor," official publication of the SIU Canadian District.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS REPORT ON BENEFITS PAID From 3/29/53 To 4/11/53

No. Seafarers Receiving Benefits this Period	1155		
Average Benefits Paid Each Seafarer	69 90		
Total Benefits Paid this Period		80,733	64

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4,650 00		
Death Benefits	19,000 00		
Disability Benefits	875 00		
Maternity Benefits	4,400 00		
Vacation Benefits	51,808 64		
Total		80,733	64

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	308,890 00		
Death Benefits Paid Since July 1, 1950 *	560,639 53		
Disability Benefits Paid Since May 1, 1952 *	8,175 00		
Maternity Benefits Paid Since April 1, 1952 *	104,600 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	2,002,395 33		
Total		2,984,689	86
* Date Benefits Began			

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	311,417 27	
	Welfare	437,542 93	
Estimated Accounts Receivable	Vacation	365,000 00	
	Welfare	360,000 00	
US Government Bonds (Welfare)		1,580,707 82	
Real Estate (Welfare)		255,000 00	
Other Assets - Training Ship (Welfare)		10,096 34	
TOTAL ASSETS			3,319,764 36

COMMENTS:
There is a growing tendency on the part of beneficiaries under the Seafarers Welfare Plan to engage legal counsel or other outside assistance in connection with death benefit claims.
Persons covered by the Plan are urged to tell their beneficiaries that in the event of their death, that they need only to notify the Welfare office or the nearest Union Hall. Prompt attention is given to all claims and the services of a third party are not necessary or required. A brief letter with the death certificate enclosed is sufficient for the payment of death benefits.

Submitted 4-14-53
Al Kerr, Assistant Administrator

MEET ME AT THE

Port O'Call

NEW LOW PRICES

Swap yarns or watch the fights on television with your old shipmates at the Port O' Call—YOUR union-owned and union-operated bar. Bring your friends — where you're always welcome. And the tab won't fracture that payoff.

AT SIU HEADQUARTERS
4th Ave. & 20th St. - Brooklyn

OWNED AND OPERATED by the SEAFARERS INTERNATIONAL ATLANTIC AND GULF DISTRICT A.F.L.

... 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

Our organizers have found they can talk turkey with even the most violent member of the so-called anti-SIU fringe guiding the declining fortunes of the AMEU. True, some of them wouldn't admit the sun was up even if they had a first-degree burn from lying in it too long. They're the do-or-die type, who've got their applications in already for jobs with Esso and Socony. But talking it out never hurts.

Show them a typical handful of pay vouchers from SIU ships. They'll hint around about some sort of shadowy deal we have with the operators to get blank vouchers and make up any figures we like on the ones we show around for organizing purposes. But when you point out that you have made a standing offer to pay \$10,000 to anyone who can prove SIU misrepresentation with the pay vouchers it uses, they chuckle meaningfully, and add ominously that it would be pretty tough to collect it, though any court in the land would uphold a proper claim for the dough.

'No Overtime' Blues

Then, failing to establish the point, they'll remark that assuming the pay vouchers are legit, who in Atlantic wants to break his back to make "that kind of money." So you point out significantly that most of the men on virtually every ship in the Atlantic fleet feel that it wouldn't hurt them one bit to earn the same payoffs enjoyed on SIU ships, and that they don't feel they'd be working any harder than they do now, especially since they're doing a lot of work now that should be paid with overtime in the first place.

The discussion then follows the line that maybe a lot of SIU guys do make a better living than guys with the same rating in Atlantic, but money isn't everything. You agree with this, adding that a professional seaman likes to feel that he doesn't have to be told how to do his job all the time by a so-and-so of an officer who isn't represented any better than he is, and who hounds him only because that's the price of his own continued employment with the same outfit.

But you listen further, although it seems you've heard it all before. Money isn't everything, he says, and what about all the other things the company provides for us?

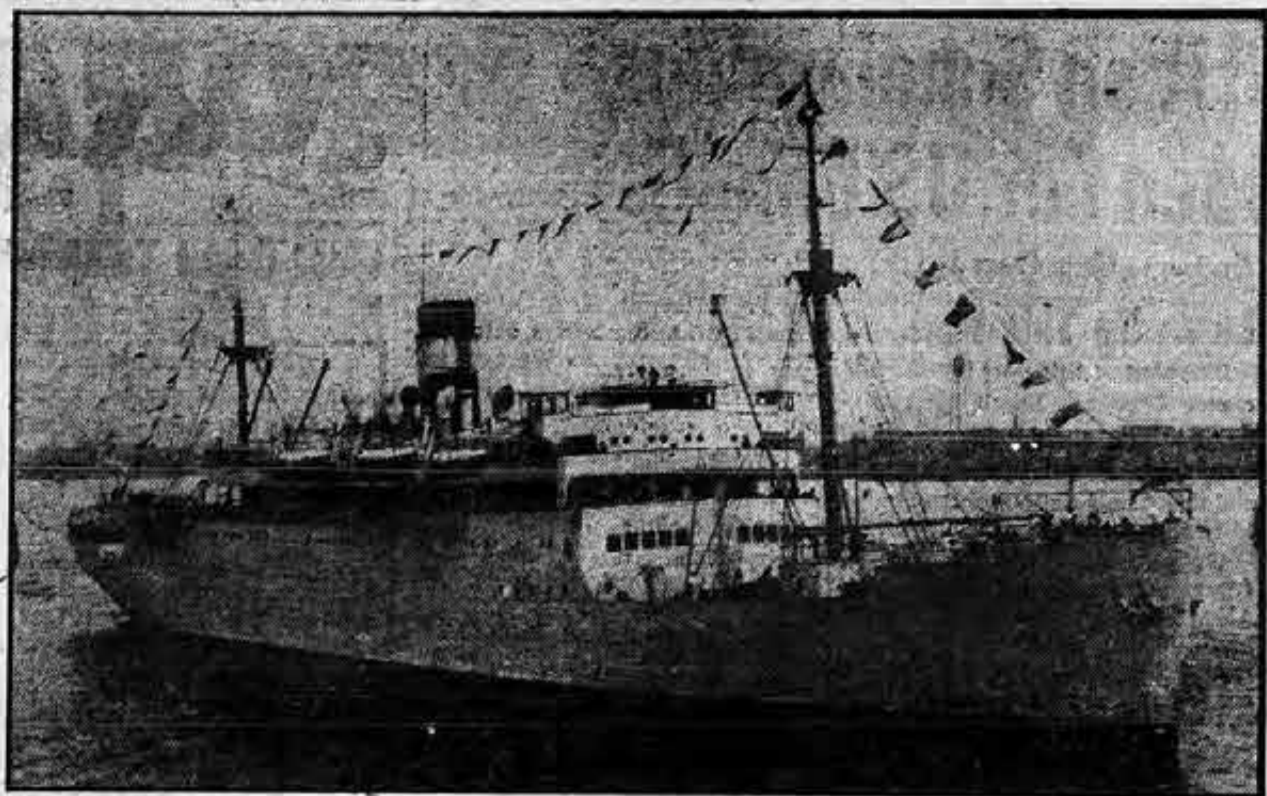
Company Paternalism

Yes, so you list a few for him, like the two guys scalded from busted steam lines on faulty washing machines that should have been repaired six months before . . . the firing of another because he had the "nerve" to file a claim against the company when he was disabled on the job and they wouldn't even pay him maintenance . . . or the runaround given another who had a fit for duty slip from USPHS but was told by the company to come back in six months and "they'd see" what they could do for him.

You mention the movie machines both the company and the AMEU claim credit for when the men's own nickels and dimes in the coke machines paid for them . . . the innerspring mattress he's still waiting for on his ship . . . the lack of fresh milk for the unlicensed crew while the ship sat in a US port for two weeks . . . the empty icebox in the crew mess while the saloon icebox was packed full . . . and sending guys on vacation whether they want it then or not, and then calling them back even if it's Christmas eve and not shipping them until a week later anyway.

In his turn, he rattles off four or five items you never heard anybody but the company publicity department rave about in the first place. Then you ask the guy point-blank, when it's over, if he thinks the fleet would have gotten its recent pay increase if the SIU hadn't needed them into it, and he agrees, maybe the company was "a little slow" acting on that score.

Finally, you toss out the clincher: "Do you think the SIU will take Atlantic?" He looks around him furtively, checking to see if anybody else is listening. By this time the dock is deserted, so he slips something out of his pocket and gives off with a sigh of relief. "My pledge card . . . signed it two days ago. Can't sell the AMEU line to myself anymore. Figured I'd give it a last whirl just for laughs." It happened just that way less than a week ago.



The Lady Rodney steams out to sea on her final trip with flags flying. The vessel with a long passenger and wartime service is bowing out of service and no plans have been made for her future use.

Proud 'Lady' Makes Last Voyage

Now on her last voyage as a combination passenger-freighter is the graceful, white-hulled Lady Rodney of Canadian National Steamships, a type of small passenger steamer not often seen in American waters.

She is making the rounds of British possessions in the Caribbean and upon completing her present voyage at St. John, NB, will be laid up in company with her sister ship, the Lady Nelson.

Built at Cammell-Lairds, Birkenhead, in 1928, both ships have been pronounced too old for profitable operation against airline competition and rising costs of crews and cargo handling. They have been on the tropic run for 20 years; have accommodations for 125 passengers in three classes, plus "deckers" carried "in the open" between the islands.

Torpedoed Once

During World War II, Lady Nelson was torpedoed in the harbor of St. Lucia, but was towed to Mobile and converted into a hospital ship. The Lady Rodney was also in war service as a Canadian Navy transport.

Similar ships on the same service for Canadian National Steamships prior to 1941 were the Lady Somers, Lady Hawkins and Lady Drake, all sunk by enemy action in World War II. These five ships were named after famous British Admirals who sailed to fame in the Caribbean.

The fleet served Montreal, Halifax, St. John, NB; Boston, Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad,

and Georgetown, British Guiana.

Officials of Canadian National Steamships say there are no plans at present to replace the Lady Rodney and Lady Nelson.

Sen. Saltonstall Raps Ship Construction Cut

Cuts ordered in the Maritime Administration ship construction budget by the Department of Commerce were sharply criticized by Senator Leverett Saltonstall, Massachusetts Republican. Salton-

stall declared that the proposal to eliminate \$118,500,000 for four new passenger ships and a new type of tanker imperiled the modernization of the American merchant fleet. The Government, he said, should provide both construction and operating subsidies for these ships.

Economy Drive

The cuts were ordered by Commerce Department Secretary Sinclair Weeks as part of the administration's drive to reduce budget estimates. Thus far maritime ap-

propriations have been fair game for such budget cuts.

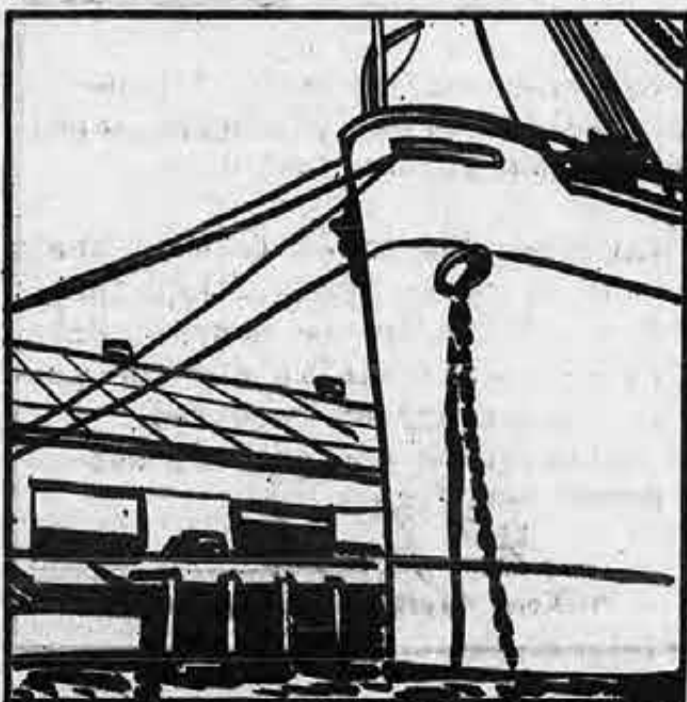
Meanwhile no action is being taken by Congress on a maritime program, pending completion of a study by the Commerce Department on the Government's ship construction and subsidy program. No date was set for the completion of the study or presentation of a legislative program to Congress.

With Government policy unsettled, US ship construction reached its lowest point in the last 21 months. No new contracts for ship construction were entered in the month of March.

Cartoon History Of The SIU

The 1946 General Strike

No. 35



The 1946 General Strike for higher wages was the most complete tie-up ever known. Longshoremen and teamsters refused to work. The AFL-MTD worked as a unit, with the weight of the entire AFL behind the strike.



The strike held despite intervention by WSB and other Federal agencies. The tie-up and support by labor was carefully planned by the SIU. In all ports similar strike tactics were used with the front stay-



Signifying unity, the strike was supported by independent, anti-Communist and CIO unions. All marine workers fell in line. Aid by Seafarers in the past paid off with interest. Our brother unions were fully behind us.

PORT REPORTS

Mobile:

Retroactive Pay Will Liven Up This Port

Shipping in this port for the last couple of weeks hasn't been anything to brag about, with about 100 men shipping out to regular jobs, and about half that number shipped to towboat and other local jobs.

We paid off the Alcoa Patriot, Clipper, Polaris and Corsair, all of Alcoa Lines, and the Morning Light and Monarch of the Sea of Waterman. The Alcoa Patriot and Alcoa Polaris signed on again, with the balance of the ships paying off going on the Puerto Rican or passenger runs. The in-transits for the period were the Chickasaw and DeSoto of Waterman, and three West Coast Victories.



Gunter

All the ships hitting this port were contacted, necessary replacements furnished, and all beefs settled to the satisfaction of the crew.

Shipping prospects for the coming two weeks don't look too good, with about six offshore ships due to pay off and five ships in-transit. These offshore payoffs, along with the usual run of Puerto Rican and passenger jobs should keep the job situation on a pretty even keel, however.

The two major companies in this area are both starting to pay their retroactive pay, and we should be seeing some excitement around here and a lot of loot in circulation as practically all the members in this area have some of this dough coming to them. What with the offices right here in Mobile, it will make it that much easier for them to stop up and pick up their money.

Battle Quiet

As reported in our last report, the battle for the Theodore Naval Magazine depot has quieted down, and right now the depot is still functioning normally, waiting for some final word from Washington. They want to add an additional 8,000 acres to the shipping center, but the property owners in this area have protested to the Government.

There still is no solution in sight for our affiliate, the SIU Fishermen's Union, in its fight to have the state reopen some waters that have been declared polluted. However, Urban Bosarge, business agent of the Bayou Fishermen, is leaving no angle unexplored and is currently meeting with various people in charge of this program in an effort to find a long-range answer to this problem.

On The Beach

For our Seafarer of the Week, we nominate John Gunter, who joined the SIU in New Orleans in 1947, and has progressed right along with his Union ever since. His last ship was the Lafayette, and while acting as ship's delegate aboard this vessel, he was instrumental in collecting a sizable gift for the family of Brother McNab, who died while aboard the ship. He sails in the deck department, and says that there have been "so many great gains made by the SIU since I joined, that I can't decide which one I like best. They're all great."

Some of the oldtimers currently on the beach here include Colden Aubert, who got back in town after a year on the run from Seattle to Alaska; and Pickney Piner, who is waiting for a Far East run. Jim-

mie Nelson, the ex-bartender of the passenger runs, is sweating out an Alcoa passenger ship that he wants to get. Some of the others are Fred Havard, H. G. Ridgeway, Frank Hill, Eddie Moore, Paul Collins, L. Morrow, E. Wasden and C. Jordan.

Cal Tanner
Mobile Port Agent

Lake Charles:

State Federation Will Back SIU Beef

Shipping here for the past two weeks has been very good, especially in the non-rated jobs, although the rated boys haven't fared too badly. The weather is the kind that the fishermen really pray for, with the thermometer hovering around the 80 mark, and a cool breeze blowing. Just the kind of weather, where you can lie down under a shade tree and enjoy life.

The cause of the activity here was the Winter Hill, French Creek, Fort Hoskins, Bents Fort, Bradford Island, Paoli, Salem Maritime, Lone Jack, Cantigny, Government Camp and Council Grove, all of Cities Service. The W. E. Downing of State Fuel, and the Sea Comet of Colonial also managed to get into this port.

During the past six days, we were in Shreveport, La., attending the Louisiana State Federation of Labor's Convention. Several good resolutions were passed at this convention, with one of them dealing with the SIU and with Cities Service.

The Louisiana State Federation unanimously voted to give full support to the SIU in a strike against Cities Service for a new contract.

Leo J. Kennedy, who sails in the steward's department, is one of the men on the beach here at present. With years of seafaring to his credit, he is a real heads-up SIU cook, and you can just ask the men who have sailed with him to back up that statement. J. H. Parker served here in Lake Charles while we were at the State convention, and really did a bang-up job.

Some of the other Seafarers on the beach are: Vic Burns, J. H. Patton, L. P. Hagmann, Jr., E. W. Cox, J. B. Berzas, H. Williams, A. Fruge and H. Richardson.

Leroy Clarke
Lake Charles Port Agent

Wilmington:

West Coast Talking About Bryson's Arrest

Shipping was red hot in this port during the last period, and from the looks of things, it won't be cooling off for some time. The weather out this way has the Chamber of Commerce real happy, and we're not kicking either. In fact, our only trouble is trying to convince the men here that the weather aboard ship will be as nice as it is here ashore.

We paid off the Liberty Bell (Dover) and the Kyska (Waterman), and signed-on the Seatiger (Colonial) and the Kyska. The in-transits included: the Chotaw, Raphael Semmes, Warrior, Beauregard and Bienville (Waterman), the Steel Admiral and Steel King (Isthmian),



Jerolimich

the Marymar, Alamar and Seamar (Calmar), the Liberty Flag (Dover), the Queenstown Heights (Seatraders) and the Maiden Victory (Mississippi).

The payoffs were clean, although the membership did crack down on a couple of performers. The crew of the Liberty Bell got a clear demonstration of what the Sea Chest-supplied slopcheats mean to them in addition to top quality gear. We collected a total of \$170 for the crew in overcharges on slopcheat items.

Bryson Nabbed

Most of the West Coast is talking about the way the Government has indicted Hugh Bryson, notorious leader of the NUMCS on perjury charges. The Government has charged that Bryson lied when he signed a Taft-Hartley affidavit saying that he wasn't a Communist. A great many people have commented on the fact that the indictment of Bryson, which has been such a long time in coming, took place only about two weeks after the SEAFARERS LOG printed that expose of Bryson and his Commie-dominated NUMCS.

The MCS-AFL crewmembers of the Lurline were sure enthusiastic their last time in port when they heard about the way we had pledged them our full support in their fight. They were also happy to hear that the MCS-AFL is now operating on the East Coast.

The MFOW members out here are also very enthusiastic about their proposed merger with the SIU. They all feel that this move

will give them the support and backing that is so important in their beefs, and will go a long way in consolidating the West Coast.

Baltimore Native

George Jerolimich, a Baltimore-bred man, is one of the members enjoying this wonderful weather on the beach. George has been sailing under the SIU banner for the past seven years, and is one of the men who has decided to make the West Coast his shipping base. He's been sailing from here for the past four years. George has the distinction of having served in the Marine Corps twice. He's 25 now, and was in the Marines from '46 to '48. Then, he was recalled to active duty for the Korea fighting, and fought over there in the Chenampo campaign.

In between his stints in the Marines, he sailed with the SIU, and he got right back aboard an SIU ship as soon as he was discharged this last time. He was pleasantly surprised about the gains the Union had made in pay, conditions, welfare benefits and vacation pay, while he was in the service this last time. In fact, after he got out this last time, he collected some vacation pay for the first time since he started sailing.

Sam Cohen
Wilmington Port Agent

Miami:

Be Sure To Call Hall When You Hit This Port

Shipping has been pretty fair in this beautiful, sunny port, and looks as if it will stay that way. In fact, right now, we've got no rated men on the beach at all.

In addition to the Florida (P&O), which is on continuous articles, we paid off the Ponce (Puerto Rico Marine), which is also on continuous articles, and which has now left for the shipyard in Tampa for an overhaul. The ships that called in-transit were: the Yaka, Chickasaw and DeSoto (Waterman), and an SUP ship, the Chestatee.

There were a few minor beefs about overtime, but everything was straightened out to the satisfaction of the crew.

Joe Hargraves, one of the Atlantic Fleet men, is in the Veterans' Hospital here after he was taken off the Atlantic States.

We'd appreciate it, if the men would call the hall here just as soon as they get into port here, since we still have a lot of trouble getting information on ship arrivals.

Eddie Parr
Miami Port Agent

San Francisco:

Payoffs Are Clean, All Beefs Settled

We've been busy here moving and expanding our staff and space for more efficient service to the members. Under the new set-up, we now have the staff to give our members all the SIU services, such as Welfare service, as well as shipping and registration services. We're located in Room 104 now, instead of 100.

We had the pleasure recently to visit the MFOW hall here, and found it to be a wonderful set-up. It is something along the lines of the hall that we have in New York. We spoke to the members over there, and to the officials, and had a very pleasant visit.



Leidig

Had Visitors

At our last membership meeting, we had the pleasure of having Paul Hall, our Secretary-Treasurer, attend, along with Lindsay Williams, New Orleans Port Agent; Earl Sheppard, Baltimore Port Agent; Cal Tanner, Mobile Port Agent; and Herb Brand, Editor of the SEAFARERS LOG.

Shipping has been tops in this port, and nobody has had any trouble in getting right out. If anyone wants to ship from the West Coast they can come right on out, and shouldn't have any trouble getting out.

We paid off the Topa Topa (Waterman), the Ocean Ulla (Ocean Trans) and the Mankato Victory (Victory Carriers). The same three ships signed on, in addition to the Madaket (Waterman). The ships in-transit were: the Fairisle, Madaket, Bienville and Raphael Semmes (Waterman), the Calmar (Calmar), the Steel King (Isthmian) and the Binghamton Victory (Bull).

Few Beefs

We settled a small beef on the Calmar about the food, but in general, the ships were all in good shape. On the Mankato Victory, we found the mate had had some of the men painting over the side and on the gangway, and soon settled this in SIU style. However, we would like to tell the members, we would like to tell the members to be sure to report any unsafe working conditions to the master, just as soon as they come up. Even if the master won't act, make sure that you get a protest on record, and see if the captain won't correct the condition.

The members on the beach here are all talking about the way the Federal Grand Jury finally got around to indicting Hugh Bryson, the head of the Commie NUMCS, on two counts of perjury. The reputation of Bryson as one of Harry Bridges' "bright boys" has long been known to everybody out here, and the Communist domination of his NUMCS has also been known. Everybody on this coast noted that Bryson's indictment finally came only a couple of weeks after the SEAFARERS LOG printed that heads-up expose of Bryson and his Red-dominated outfit.

We've got W. Welborn, S. Gale, L. Leidig, W. Smith and some of the other oldtimers on the beach right now, and Carl Johnson is in the hospital out here.

T. E. Banning
San Francisco Port Agent

SIU HALL DIRECTORY

SIU, A&G District

BALTIMORE... 14 North Gay St.
Earl Sheppard, Agent Mulberry 4540

BOSTON... 276 State St.
James Sheehan, Agent Richmond 2-0140
Dispatcher Richmond 2-0141

GALVESTON... 308 1/2 23rd St.
Keith Aloop, Agent Phone 2-8448

LAKE CHARLES, La... 1413 Ryan St.
Leroy Clarke, Agent Phone 6-5744

MIAMI... Dolphin Hotel
Eddie Parr, Agent

MOBILE... I South Lawrence St.
Cal Tanner, Agent Phone 2-1754

NEW ORLEANS... 323 Bienville St.
Lindsay Williams, Agent

NEW YORK... Magnolia 6112-6113
775 4th Ave., Brooklyn
STERLING 8-4670

NORFOLK... 127-129 Bank St.
Sen Reez, Agent Phone 4-1083

PHILADELPHIA... 337 Market St.
E. Cardullo, Agent Market 7-1635

PORT ARTHUR... 411 Austin St.
Don Hilton, Rep. Phone 4-2341

SAN FRANCISCO... 450 Harrison St.
E. Banning, Agent Douglas 3-4475

PUERTA DE TIERRA, PR... Pelyo 51-143
Sal Colla, Agent Phone 2-3999

SAVANNAH... 2 Abercorn St.
E. B. Tiley, Agent Phone 3-1728

SEATTLE... 2700 1st Ave.
Jer 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 4-2874

HEADQUARTERS... 675 4th Ave., Bklyn.
SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURERS Lloyd Gardner Robert Matthews Claude Simmons
HEADQUARTERS REPRESENTATIVE Joe Algina

SUP

HONOLULU... 16 Merchant St.
Phone 5-9777

PORTLAND... 522 N. W. Everett St.
Beacon 4336
257 5th St.
Phone 2599

SAN FRANCISCO... 450 Harrison St.
Douglas 2-8363

SEATTLE... 2700 1st Ave.
Main 0290

WILMINGTON... 505 Marine Ave.
Terminal 4-3131

NEW YORK... 675 4th Ave., Brooklyn
STERLING 8-4671

Canadian District

MONTREAL... 634 St. James St. West
MARQUETTE 5009

HALIFAX, N.S... 128 1/2 Hollis St.
Phone: 3-9911

FORT WILLIAM... 118 1/2 Syndicate Ave.
Ontario Phone: 3-3221

PORT COLBORNE... 103 Durham St.
Ontario Phone: 5561

TORONTO, Ontario... 86 Colborne St.
Elgin 5719

VICTORIA, BC... 617 1/2 Cormorant St.
Empire 4531

VANCOUVER, BC... 565 Hamilton St.
Pacific 7824

SYDNEY, NS... 304 Charlotte St.
Phone 6346

BAGOTVILLE, Quebec... 20 Elgin St.
Phone: 545

THOROLD, Ontario... 37 Ormont St.
Phone: 7-3202

QUEBEC... 113 Cote De La Montague
Quebec Phone: 2-7078

SAINTE JOHN, NB... 177 Prince William St.
Phone: 2-3049

Great Lakes District

ALPENA... 153 W. Fletcher
Phone: 1236W

BUFFALO, NY... 180 Main St.
Phone: Cleveland 7391

CLEVELAND... 734 Lakeside Ave., NE
Phone: Main 1-0147

DETROIT... 1638 3rd St.
Headquarters Phone: Woodward 1-6857

DULUTH... 331 W. Michigan St.
Phone: Main 2-4110

SOUTH CHICAGO... 3261 E. 62nd St.
Phone: Essex 5-2416

PORT REPORTS

Galveston:

Political, Labor Front Quiet For A While

Shipping in this fair city has been very good, and all ratings are able to get out without much of a delay. The shipping picture looks as if it will stay that way for the next few weeks, at least.

We paid off the Republic (Trafalgar), the Genevieve Peterkin (Bloomfield), and the Burbank Victory (Eastern). All three ships signed on right away. The in-transits included that W. E. Downing (State Fuel), the Seatrains Louisiana, New Jersey, Texas and Georgia (Seatrains), the Del Valle (Mississippi), the Golden City (Waterman), the Archers Hope and Royal Oak (Cities Service), the Julesberg (Terminal Tankers), the Petrolite (Tanker Sag), the Mae (Bull) and the Steel Fabricator (Isthmian).



Wilburn

Victories Come Out

We have the New Rochelle Victory, the Dennison Victory and the Hattiesburg Victory coming out of the boneyard in this area, and this is making for many jobs for the men on the beach.

Aaron "Salty" Wilburn is one of the men on the beach right now, just taking it easy and enjoying himself. Salty is one of the men who got his SIU book by working for the Union during the Cities Service organizational drive. Right now, he ships out of Galveston as a night cook and baker, and he says that getting in the SIU was the smartest thing that he's ever done.

Keith Alsop
Galveston Port Agent
* * *

New Orleans:

New Orleans Has Top Ball Club This Year

Business affairs of the port are in good shape and shipping is on the up-grade with quite a few more men shipping than registering. Since the last meeting we had 191 registering for deepsea jobs and 215 shipping.

Business should be booming here in the next couple of weeks with ships due in and Victories due out of the bone yard, as New Orleans in all probability will get her share of the boneyard Victories. To date we have one here, the Dennison Victory, and she will be refitted here and go to Waterman.

Help Black Gang

Not only will the refitting of the ships for SIU companies help the beach here, but will also help engine department men that care to work thru the machinist union, as they have called us and they can use any men that have engine room experience.

Sports minded SIU men in the port are looking forward to the opening of the baseball season with hopes of NO having a good ball club. From all reports and the good showing that New Orleans made in their pre-season games it looks like they will be the club to beat for the Southern Association Pennant and they will be out to beat the Mobile Bears.

Ready For Mobile

Speaking of ball clubs the SIU Beachcombers are again getting into stride and will be ready very shortly to take on all comers including the challenge to the Mobile

Branch that was not accepted last year when the Beachcombers had such a good club and they challenged any and all comers.

Among those briefly hospitalized and since discharged are Claude Davis, Ray Perry, Jessie Lockler and Blackie Stevens. The latter returned immediately to his favorite home port of Mobile.

George Zechenelly, William J. Doyle, Clarence "Red" Hancock, Ernie Bucano and Floyd Peavoy reported new arrivals in their respective families. Each expressed delight with the simplicity and complete lack of red tape in filing for the maternity benefit.

New Bridegroom

On the beach and proudly bragging about his recent marriage is Brother John W. "Bill" Malcolm. Bill was married to Miss Gladys Hartzog of Dallas, Texas. Being well known in the Texas area and also in the NO area as he had shipped from Texas until the closing of the Houston hall he then shifted his shipping port to NO. Bill has been a member of the SIU since its inception and sails at all engine ratings.

He and his wife will probably settle in NO, as Bill is undecided about settling in Texas after the State went Republican in the last election. Bill has high praise for all benefits received from the SIU and is looking forward to more advances under the SIU and its various welfare, vacation, maternity plans. Due to liking the runs made by Alcoa and Mississippi Ships, Bill will adopt Louisiana for his home State and NO as his home port.

The payoffs included that Alcoa Puritan (Alcoa), the Steel Fabricator (Isthmian), the Del Valle, Del Norte, Del Sol and Del Monte (Mississippi), the Desoto (Waterman), the Catahoula (National Nav.), the Lucile Bloomfield (Bloomfield) and the Salem Maritime (Cities Service).

The sign-ons included that Alcoa Puritan (Alcoa), the Del Rio, Del Norte and Del Valle (Mississippi) and the Lucile Bloomfield (Bloomfield).

The in-transits were the Alcoa Cavalier, Patriot, Clipper and Polaris (Alcoa), the Del Rio and Del Valle (Mississippi), the Seatrains New Jersey and Savannah (Seatrains), the Neva West and Genevieve Peterkin (Bloomfield), and the Golden City, Morning Light and Monarch of the Seas (Waterman).

Lindsey Williams
New Orleans Port Agent

Baltimore:

Repair Beef Settled; Jobs Are Plentiful

There are plenty of jobs available in this port, and all ratings have been getting out just as fast as they wanted to sail. In fact, we've had a slight shortage as far as manpower is concerned, and the shipping situation looks as if it will stay very good for some time.



Muches

There's plenty of chance to get out of here if you want to ship. The payoffs during the last period included: the Bethore, Feltore, Cubore, Baltore, Chlore and Stealore (Ore), the Bents Fort and Lone Jack (Cities Service), the Mobilian, Yaka, Gateway City and John B. Waterman (Waterman), the Stony Creek (American Tramp), the Tainaron (Actium), the Portmar (Calmar), the Mae (Bull), the Steel Maker (Isthmian), the Frederic Collins (Dry-Trans), and the Trinity (Carras).

Sign-Ons

The ships that signed on were: the Bethore, Santore, Feltore, Cubore, Baltore and Chlore (Ore), the Steel Inventor and Steel Maker (Isthmian), the Mobilian and Yaka (Waterman), the Portmar and Yorkmar (Calmar), and the Frederic Collins (Dry-Trans).

The in-transit vessels that visited this port were: the DeSoto and Iberville (Waterman), the Julesberg (Terminal Tankers), the Alcoa Roamer and Ranger (Alcoa), the Hilton and Dorothy (Bull), the Robin Mowbray (Robin), The Cabins (Cabins), and the W. E. Downing (State Fuel).

Most of the payoffs were very clean, with few beefs. However, the Frederick Collins came in with a big repair beef. Before she sailed, all the repairs were made. She got new mattresses, a new coffee urn, the bunks were all repaired, the lockers were fixed, all port hole gaskets were renewed, and screen doors were installed. By the time she sailed, she was in real top condition.

Some of the oldtimers on the beach are Harry Muches, Oliver Headley and John Taurin.

We've got quite a few of our brothers in the local marine hospital. Some of them are: E. Rhoades, E. McKendree, A. Hoornweg, A. Selgmiller, L. Hauger, W. Hartman, A. Swenson, G. Pritchett, T. Oliver, C. Allison, J. Lewis, N. Rubin, S. Sykes, R. Rogers, J.

Clatchey, T. Mungo, W. McIlveen, J. Davis, W. Mitchell, A. De-Felippie, S. Kutzer, R. Settle, A. Seeberger and L. Glanville.
Earl Sheppard
Baltimore Port Agent
* * *

Boston:

Expect Visit From Atlantic Men Soon

Everything is going smoothly in this port, and the shipping picture is beginning to get a little brighter. We have hopes that it will be picking up considerably within the next couple of weeks.

Things have been quiet in the Atlantic drive during these past couple of weeks up here, since we haven't had any of their ships in here. However, we expect to be seeing some of our Atlantic friends in the near future, since we get together whenever



Dakin

one of the Atlantic wagons pulls into this area, and it always makes us feel good to see the enthusiasm they have for the SIU, the Union of their choice.

During this past period, we paid off the Chiwawa, Fort Hoskins, Winter Hill and Paoli, all Cities Service wagons. These same vessels all signed on again.

The in-transits visiting us were: the Trinity (Carras), the Antinous and Chickasaw (Waterman), and the Steel Artisan and Steel Flyer (Isthmian).

Coffee Beef

On the Chiwawa and the Fort Hoskins, we heard beefs about the coffee. This coffee beef was turned over to the company, and the company has promised to look into the situation.

Some of the men on the beach right now are S. Rubery, E. Dakin, V. Maffucci, E. Ameriault, J. Duffy, L. McDonald, P. Norton, G. Smith, J. Cash, P. Albano, O. Kala, R. Johnson, M. Olson, H. Martin and B. Gooden.

The men in the marine hospital here include: John Duffy and J. J. Flaherty who are in Ward Two and showing good progress; D. S. White, who is getting around now and making lots of friends over there; Tim McCarthy, who is due out in the near future; R. Crowley, who is due out this week, and J. Carello, who just went into the hospital. F. Dirksmeyer just got out of the hospital and is doing fine.

James Sheehan
Boston Port Agent

New York:

Shipping Booming; 200 Jobs In One Day

Shipping and business has been booming in the Port of New York for the past two weeks, with all hands kept busy covering the ships and filling the jobs. There have been jobs for all ratings on the open board, and few takers. Monday, April 7, was the busiest single day that we've had for the dispatcher since the war. We had over 200 jobs on the board that one day.

The ships that we paid off during the past period were: the Simmons Victory, Suzanne, Puerto Rico, Edith, Beatrice, Frances, Jean, Evelyn and Elizabeth (Bull), the Royal Oak, Bradford Island, Abiqua, Council Grove, Bents Fort and Logans Fort (Cities Service), the Robin Mowbray (Robin), the Seatrains New Jersey, New York and Texas (Seatrains), the Azalea City, Wacosta and Afoundria (Waterman), the Steel Traveler and Steel Artisan (Isthmian), the George Uhler (Southern), the William Downing (State Fuel), the Bull Run (Petrol Tankers) and the North-western Victory (Victory Carriers).

Sign-Ons

The ships that signed on were the Coe Victory (Victory Carriers), the Robin Mowbray and Robin Wentley (Robin), the Taddel (Ship-Enter), the Simmons Victory and Catawba Victory (Bull), the Transatlantic (Pacific Waterways), the Steel Traveler (Isthmian), the Wacosta and Gateway City (Waterman), and the Camp Namanu and Arickaree (US Petroleum).

The ships that visited here in-transit were: the Southland (South Atlantic), the Hilton (Bull), the Iberville and Antinous (Waterman), the Government Camp (Cities Service), the Steel Flyer, Steel Inventor and Steel Maker (Isthmian), the Seatrains Texas, Georgia, Savannah and Louisiana (Seatrains), the Robin Locksley (Robin), the Longview Victory (Victory Carriers), the Alcoa Planter and Alcoa Pioneer (Alcoa) and the Amberstar (Traders).

Few Beefs

All of these vessels were paid off and signed on with just a few minor beefs that were quickly straightened out and settled aboard the ships.

The Abiqua came in from a 13-month trip, and was in very good shape. There were 15 of the original crewmembers aboard her when she came back in, and these men are to be commended for a job well done. This ship was on 12-month articles, which expired while the vessel was in Tripoli. We succeeded in getting a \$300 bonus for each man who stayed aboard the extra month after the articles expired and brought the ship back to the States, so all hands were very happy about the whole thing.

The Bull Run was another vessel that came in from a year-long trip, and had a very clean and smooth payoff. One of our contracted companies, US Petroleum Carriers, took over four T-2 tankers that had previously been operated by a non-union outfit, and we crewed them up with Seafarers. We also got two additional Victory-type ships, one under Bull Line and the other under Robin Line.

Sonny Simmons
Assistant Secy.-Treas.

A & G SHIPPING RECORD

Shipping Figures March 26 to April 8

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	30	22	35	87	14	7	9	30
New York	187	163	178	528	180	169	138	487
Philadelphia	36	28	22	86	52	52	43	147
Baltimore	163	126	123	412	111	112	93	324
Norfolk	18	24	5	47	15	15	8	38
Savannah	17	20	12	49	10	14	7	31
Tampa	4	13	8	25	2	3	4	9
Mobile	52	35	31	118	38	28	23	89
New Orleans	92	60	86	234	97	80	94	271
Galveston	59	62	52	173	72	51	42	165
West Coast	91	60	76	227	109	70	88	267
Totals	749	613	628	1,986	700	591	540	1,858

IN THE WAKE

Nausea, meaning an upset stomach, a distress that landlubbers suffer at sea, is really derived from a ship. The Greeks coined the word from their word *naus*, for "ship," the vehicle that produced the condition. . . . Although geographers think of an archipelago as any large body of water studded with islands (such as the Bismarck Archipelago off New Guinea in the Pacific), the Greeks had only one. To them, *archos* meant chief and *pelagos* sea. Their chief sea was the isle-abounding and ancient Aegean which lies between Greece and Asia Minor.

The expression hand over fist (or hand over hand) first was a nautical one with a very literal meaning—advancing the hands alternately, as in climbing a rope, hoisting a sail or the like. It later acquired the figurative meaning of advancing continuously, as if by pulling something toward one by a rope. Thus, when overtaking another vessel rapidly, one spoke of coming up with it "hand over hand." Early in the 19th century it gained another meaning, to haul in rapidly, such as reeling in a fish, and the second "hand" in the term became "fist." Today, when we say a man is "making money hand over fist," we fall back on this meaning and refer to the fact that he is moving up in the world financially.

Some writers still call Venice, Italy, the "Bride of the Sea," from a medieval ceremony "the marriage of the Adriatic," in which the Doge, or ruler, of Venice, threw a ring into the sea, saying, "We wed thee with this ring, O Sea, in token of our true and perpetual sovereignty." The ceremony symbolized the fact that the sea was subject to the Republic of Venice, the same as a wife is subject to her husband. A procession of gondolas, led by the Doge and his grandees, was the chief feature of the celebration originated about the year 1,000 and held each year on Ascension Day. In those days

Venice was the ruler of the Adriatic and her ships visited nearly every important port in the civilized world.

Later to become a notorious refuge for pirates, Tortuga (Turtle) Island, located north of Haiti in the Caribbean, was named by Columbus for its fancied resemblance to the humped shell of a turtle asleep on the sea. In his turn, Ponce de Leon, returning from his first expedition to Florida in 1513, discovered near the coast a group of islands that he named the Dry Tortugas because they contained no springs but had an abundance of turtles. On one tiny island the Spanish voyagers caught 170 of these reptiles in one night.

Although the word itself does not occur in the Russian language, caviar has been a staple in Russia since ancient times. Archeologists have unearthed vats and stone platforms on which caviar was prepared for shipment to Rome 2,000 years ago. The delicacy is prepared particularly in Astrakhan and other regions around the Caspian Sea, where sturgeon is caught in large numbers. Caviar is expensive because the best grade can be prepared only in winter and because it is difficult to preserve.

To observers on parts of the Isthmus of Panama the sun rises in the Pacific and sets in the Atlantic, an interesting switch since we are accustomed to seeing the sun rise in the east and set in the west. This condition arises on the Isthmus, however, because it twists and turns in such a manner that the end of the Panama Canal farthest east touches the Pacific and the end farthest west touches the Atlantic. This is contrary to what one unfamiliar with the area would suppose, as most people imagine that the Canal runs east and west when, as a matter of fact, it runs in a northwesterly-Southeasterly direction. Salboa at the Pacific entrance is farther east than Colon, at the Atlantic entrance.

THE INQUIRING SEAFARER

Question: Have you ever thought of owning a ship?

Leopold Brooks, cook: I certainly would like to have a ship of my own if it was at all possible. A dry cargo ship would be nice to own. I would like to see how it feels to be on the other side of the fence and live like a shipowner for a while instead of working.



August Steinmann, deck engineer: No, I wouldn't want any part of it. It's never come to my mind. There are too many headaches with the officers always on your neck and having to worry about crews. I would rather work for myself, or better still not work at all if I had the money.



A. Larsen, carpenter: I wouldn't want to have anything to do with owning a ship. If I go into business it will be in the trucking line. I'm planning now to buy a truck for myself and get a little business started. It's a lot easier than having a ship to worry about.



Otto Berg, electrician: No, I never thought of it. I've wanted for a long time to get myself a farm with a few chickens and ducks. It would have to be near a nice river so I could go fishing whenever I felt like it. I've no ambitions to become a shipowner.



William Ortiz, electrician: I've thought of it, but I never considered it seriously because of the money involved. But I would like to own one, and in my estimation a Liberty would be the best. It is the cheapest ship to run. Maybe they are slow but they are good, reliable ships.



Rocky Vellinga, FOW: I would never get that far, but if I could get a ship I would put it under the SIU banner. I would like to own a tanker because the tankermen make themselves a lot of overtime and the owner makes his dough too. The tankers are the ships of the future.



MEET THE SEAFARER



"CHUCK" KIMBERLY, cook

Registered and ready to ship out again from the Port of New Orleans after an absence of two years is a Seafarer who can truthfully say he has been experiencing some "high living" since he paid off from his last voyage back in 1951.

And just as truthfully, he is happy over the chance to exchange the nylon and khaki that have been the mark of his occupation for the last two years for the stewards department whites that are the badge of his chosen profession. The Seafarer in question is A. C. "Chuck" Kimberly, cook and pantryman, who recently was discharged from the Army after completing two years of service as a paratrooper.

Immediately after completing his tour of duty with Company I, 508th Airborne Infantry Regiment, at Fort Benning, Ga., Kimberly headed for the port that was home to him during the six years that he followed the sea as a career before he was called into military service.

While he has many pleasant memories of his service life, Chuck said nothing can compare with the life enjoyed by Seafarers.

Kimberly, who came out of the Army a private first class, made 17 parachute jumps during his two years as a paratrooper.

Jumping No Fun

"I suppose that after awhile you begin to get accustomed to it, but I don't believe there are very many men who can say they ever really enjoy it," he said when asked for an expression of opinion about the most hazardous part of a paratrooper's life.

Weighing a stalwart 160 pounds well-distributed over his five feet, nine inches frame, Chuck came through each of his 17 jumps without so much as a scratch. Some of his buddies were not so fortunate, however.

"You have to keep your mind on what you are doing," he explained. A lot of time is spent by instructors in teaching novices how to fall when they tumble to earth at the

end of a drop. That is the crucial point, he said, and unless the jumper falls in unfavorable terrain or he encounters unsafe winds at the ground level, he should complete his jump safely.

While Kimberly's paratrooping experiences are entertaining topics of conversation to his former shipmates, he is more interested in discussing shipping and being brought up to date on developments in the SIU while he was away.

Likes Alcoa Runs

Kimberly is a native of Beloit, Wis. Now 24 years old, he started shipping out of New Orleans at the age of 16 after journeying to the Crescent City to visit his brother. Most of the trips he made during the six years he put in sailing before going into the service were aboard Alcoa passenger ships, notably Alcoa's Cavalier, Corsair and Clipper. Those runs are tops, in his opinion, and he is waiting to throw in for a job on one of these vessels.

"I've heard a lot from my old shipmates about the changes in shipping conditions and Union benefits that have taken place since I went into the service," Kimberly said. "The Vacation Plan seems to be the most popular of the new benefits with most of them. I can see that the vacation pay is a real help to the guys when they hit the beach. The whole Welfare Plan is amazing. Most of it was either just in the making or hadn't even been dreamed of when I left New Orleans."

On one of his first trips to the New Orleans hall, he was handed copies of the revised constitution and the new standard cargo agreement.

"A fine document," was his opinion of the constitution and as for the new contract, he said the wages and conditions that had been negotiated were "real progress."

While he said he is able to sit tight for awhile renewing acquaintances with shipmates on the beach while waiting for the job of his choice, the chance to see the blue Caribbean again "can't come too soon."

The Seafarers Puzzle

ACROSS	DOWN	21. Beware of this	35. Island off Honduras
1. Moved easily, as into dock	1. Wise man	22. In the wake	36. Capital of Peru
2. This is what counts	2. Deceitful man	23. Set of tools	37. Places for valuables
3. Annual SIU show	3. On the beach	24. Parnell of Boston	38. Food
4. Helper	4. Ireland's PM	25. A friend, in Paris	39. It's at the end of a trip
5. Port in Norway	5. — Rica	26. Related by blood	40. Near East stop
6. The Dodgers' preacher	6. The Thin Man's dog	27. Do this from Slop Chest	41. Monster
7. A flood hit this port	7. Warning sign	28. Actress Merkel	42. The SIU has the best
8. Eisenhower's mother	8. What the LOG wins	29. Adjective ending	43. Macaws
9. Before "—boy!"	9. Like the Sahara	30. A number	44. South American stop
10. How to keep one's gear	10. Floated	31. Baseball's former "boy wonder"	45. Best labor paper
11. Man's name	11. Job for a needle		
12. Isthmus in Siam	12. The life of Riley		
13. Hoppe's best shot			
14. A cook makes this			
15. Gives off, as fumes			
16. Three strikes			
17. Leg joint			
18. A type of ship			
19. What SIU scholarships help you do			
20. Decay			
21. Take a seat			
22. Our ships don't go here now			
23. Herd of whales			
24. Former price agency			
25. Horta: Abbr.			
26. Where Nelson won			
27. Lee —, ex-fighter			
28. River in France			
29. Killer whale			
30. Skin growth			
31. Bumps			
32. Obtains			

(Answers on Page 25)

TEN YEARS AGO

Allied and US planes made an air raid on the Krupp works in Essen and followed it up with a day air attack on the Renault plant in Billancourt near Paris, dropping 900 tons of bombs. It was reported that 133 planes took part in the Renault raid, and that four-ton explosives were showered at the Krupp plant at the rate of six a minute. The Allies lost 21 bombers. Of the Renault raid, Berlin said the population suffered several hundred dead and wounded. Vichy said 400 persons were killed. The Axis made no mention of property damage.

London announced the British destroyer Harvester was sunk in March while defending an Atlantic convoy. . . . An Allied bulletin said that Sousse fell to the British 8th Army which had raced 48 miles in a day and that Kairouan was taken with the aid of American forces. . . . SIU crewmembers of the Shickshlmy were eligible for 60 percent bonuses for the run from the west coast of South America to the Panama Canal, and the crew of the Alcoa Banner had bonus money coming to them as well. . . . The President of the University of Cuzco in Peru named as a member of the faculty, Vice-President Henry A. Wallace, who was mak-

ing a good-will tour of South America.

The Berlin radio announced that the Nazis had moved former French Premiers Deladier and Blum and the former Allied military chief General Gamelin to prison to thwart an alleged Anglo-American coup to place them at the head of a new French Government. . . . The SIU, acting in the best interests of the Seafarers, rejected the RMO-fink card system. . . . In San Francisco, Mrs. Thomas E. Sullivan christened the new US destroyer, The Sullivans, named in honor of her five sons who perished in November, 1942, when the US cruiser Juneau was sunk in a sea fight off Guadalcanal.

United States planes in the Solomons bombed Munda, 200 miles northwest of Guadalcanal. . . . The SIU demanded that deferment requests for active seamen continue to originate in the unions and not pass over to the authority of the WSA. . . . Four French warcraft from Dakar arrived in United States waters, the battleship Richelieu in New York, the cruiser Montcalm in Philadelphia and the destroyers Le Fantasque and Le Terrible in Boston.

SEAFARERS LOG

April 17, 1953

Vol. XV. No. 8

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, NY. Tel. STerling 8-4670.

PAUL HALL, Secretary-Treasurer

Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD BEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, ARY FERFALL, JERRY REBER; Gulf Area Reporter, BILL MOODY.



The Cities Service Contract

Next Tuesday morning Seafarers will know definitely whether the Cities Service Oil Company has decided to risk an all-out strike against their tankers. By 12:01 AM of that day the company either will have signed the standard tanker agreement as did 15 other companies or picketlines will be out at every pier where a Cities Service ship docks.

If the strike comes off, it will be the first walkout of any consequence the SIU has had in the last six years. The last one took place in 1947 against Isthmian and led to the signing of the first Union contract with that company. Since then the Union has maintained a record of successful collective bargaining with all its contracted companies without once having to resort to major strike action.

Should that record be broken, it will clearly be the responsibility of Cities Service. It was the Cities Service labor relations representative who served as chairman of the employers' negotiating committee. The tanker contract that emerged was very largely his handiwork. And it was he who recommended acceptance of the agreement to the company, only to have the company try to weasel out on a few items in an attempt to win for itself an unfair competitive advantage over other SIU tanker outfits.

The SIU does not welcome this strike. But it has made all necessary preparations if it comes. If Cities Service insists on a fight, the SIU is ready.

MFOW Affiliation

Affiliation of the Marine Firemen, Oilers and Water-tenders Union with the SIU of North America is another step closer with MFOW membership meetings voting overwhelmingly for a referendum on the subject. The next step will be to hold a 90-day secret ballot vote on the question. Judging from the expressions of membership opinion thus far, the affiliation move is certain to go through.

Naturally the SIU is highly pleased with the favorable response of the MFOW membership. Affiliation of the MFOW is certain to strengthen the hand of all SIU sea-going affiliates in their dealings with employers, the Government and the Communist waterfront apparatus. It will also lead to healthier labor relations on West Coast ships.

MFOW membership in the SIU family does raise problems in that the Sailors Union of the Pacific holds contracts for the engine department in some companies. But given the desire to weld a powerful federation of all non-Communist sea-going unions, these problems can be overcome.

West Coast Expansion

The decision to expand Union representation and membership services on the West Coast is a logical extension of SIU policy. Recently the West Coast has loomed increasingly important in the shipping activities of East Coast companies. It's only natural, that the SIU, in accord with its established policy of complete, on-the-spot representation, should take the necessary steps to provide fuller service for Seafarers in Pacific ports.

Nor is the Union marking time on the question of shore-side facilities. Our Philadelphia hall is now undergoing extensive repairs and modernization designed to make it more comfortable for Seafarers in that port. And it is only a matter of time before the Union will open a brand new hall in Baltimore.

All this is part of the SIU's belief that Seafarers are entitled to the best in maritime—the best in representation, facilities, benefits and contracts.

Tribute At Ramsgate

A public ceremony in the English channel town of Ramsgate recently culminated a story of rescue at sea. With officials and townspeople looking on, a Seafarer presented bronze plaques and gifts to English lifeboatmen who rescued the crew of the Western Farmer in the English Channel last August.

Many of the crewmembers of the Farmer undoubtedly owe their lives to the skill of the English volunteers. The story of their experience and their tribute to the rescuers proves once again that the Brotherhood of the sea is more than just a phrase.

LETTER of the WEEK

Job Agencies Usually Frauds

To the Editor:

Congratulations on exposing the "Travel and See the World" boys in your neat article in the LOG.

The price we pay for freedom is constant vigilance. Another evil has slipped in an economic evil to which we are all exposed—the paid employment agencies and so-called placement bureaus.

They have a large file of persons of various occupations, and should a strike ever occur, they become very instrumental in breaking it.

They always have a very large supply of unemployed labor on hand, people who are looking for jobs and might not worry too much about whether they are breaking a strike. This is the sort of situation that is a threat and a danger to all unions, and particularly to those unions representing office workers, and "white collar" workers.

In New York City these have grown to astronomical figures, and nobody is doing anything about it. A trip to one of these agencies is enough to fill one with disgust.

Another injustice is their lawful fee for obtaining you employment. Of course, the agency kicks back a certain sum to the personnel manager of the job to be filled. I even had a personnel assistant of a large non-union shop tell me that "I fire five to six a week and keep replacing them, and in that way I double my pay."

Screen Applicants

Agencies don't just give you jobs. They screen you first, to see if you are the right color, height, personality, age, etc., etc. Then they send you up for the job. If you're lucky, their 75-cent ad in the newspaper will net them anywhere from a week's salary to 7% of your yearly pay, plus all bonuses. If you don't pay you're a lawbreaker and will have the bulls down upon you.

And, of course, if you're late in paying them, you can lose your job again. You have no recourse in a deal of this sort. You have to pay to get a job. This whole business is just a legalized form of the old crimp house or waterfront boarding house, where seamen had to pay to get a job.

Even the Federal Government is guilty of this practice. Look at all of the overseas construction jobs at US Air Force bases going through employment agencies. This, despite a Federal law.

Should Be Abolished

Before the American workingman accepts this attitude, of paying for his job, I believe that somebody should agitate for the abolition of this evil. The man who gets a job, this way doesn't get an ounce of security and must pay immediately—in some cases it's deducted from his pay envelope. He can be fired almost immediately, and he takes an aloof attitude towards unionism. The agencies are also an employers' blackball.

Who's this guy down on lower Broadway who is always advertising for marine engineers and mates and once in a while for unlicensed crewmembers?

Ed Larkin

'Don't Worry, They Won't Show Up!'



LABOR ROUND-UP

AFL Teamsters Local 815 has decided to experiment with radio as a union organizing medium by sponsoring locally, in New York, the already-popular weekly drama program, "Freedom USA," which stars Tyrone Power. The union has signed up for 52 Sunday shows, beginning last month, at a minimum cost of \$1,000 a week. The drama will take up 26½ minutes of the show, with the other 3½ minutes devoted to union commercials. The commercials will appeal to non-union workers in the drug, chemical, pharmaceutical, cosmetics, plastics and related industries in the area to join Local 815, which already has 7,500 members in the field.

Two-thirds of 602 post-Korea union contracts studied by the National Industrial Conference Board provide for some type of union security clause and nearly three-fourths of them call for the checkoff, NICB reported. The full union shop occurs in 207 of the contracts, maintenance of membership in 121, and a modified union shop in most of the others with security clauses. The analysis covered 277 AFL, 219 CIO and 106 independent union contracts for three million workers.

Industry-wide wage increases in excess of 10 cents an hour were won by the AFL Glass Bottle Blowers Association in a wage reopening agreement with 27 leading manufacturers. The agreement with the Glass Container Manufacturers Institute reached after five days of negotiations in Atlantic City, NJ, provides for a boost of four percent plus a flat increase of 4½ cents an hour. It covers about 7,000 machine operators, upkeep men and apprentices. Organized in 1846, the union has been bargaining for many years on an industry-wide basis with few labor difficulties. Last nationwide strike in the industry was in 1886.

Seventy-seven percent of the workers voting in collective-bargaining elections in the last three months of 1952 voted in favor of unions, winning 70 percent of such elections, the NLRB reported. Of 1,607 such elections

in the quarter, 1,112 of them resulted in union representation. The AFL won 683 and lost 409 of the 1,105 it took part in, with 13 results indeterminate. The CIO won 289 and lost 279; while unaffiliated unions won 125 against 92 losses.

An office of the International Confederation of Free Trade Unions has been opened in Rio de Janeiro, Brazil, to act as an information and advisory center for the unions affiliated with ICFTU in Brazil. The new office will act also as an agency for the Inter-American Regional Organization of Workers, which coordinates free trade union activities in the Western Hemisphere.

In a new agreement with AFL United Auto Workers Local 188, the Polymer Corp. of Illinois, Ill., agreed to pay half the cost of four suits of work clothes and two pairs of safety shoes each year. The contract also guarantees eight days' paid sick leave with the further provision that if all the time is not actually used workers will be paid for the remaining days at the end of the year.

A pay increase of 10 cents an hour for 100,000 shirt, pajama and cotton garment workers throughout the US has been won by the CIO Amalgamated Clothing Workers in New York. The raise will be applied May 25 to rates now averaging \$1.25 an hour. The new contracts include improved hospital benefits together with six paid holidays throughout the industry.

For the sixth time since the war, workers on bus lines in Akron, Ohio, have been forced to strike for contract renewals. Other strikes lasted seven days in 1946, one day in 1947, 26 in 1948, three hours in 1949 and 15 days in 1952.

The first state in 1953 to pass the model bill sponsored by the Brotherhood of Railway Clerks requiring employers to pay for medical examinations of employees is Montana. Twenty other states now have such laws.

MOBILE

ALABAMA STATE DOCKS

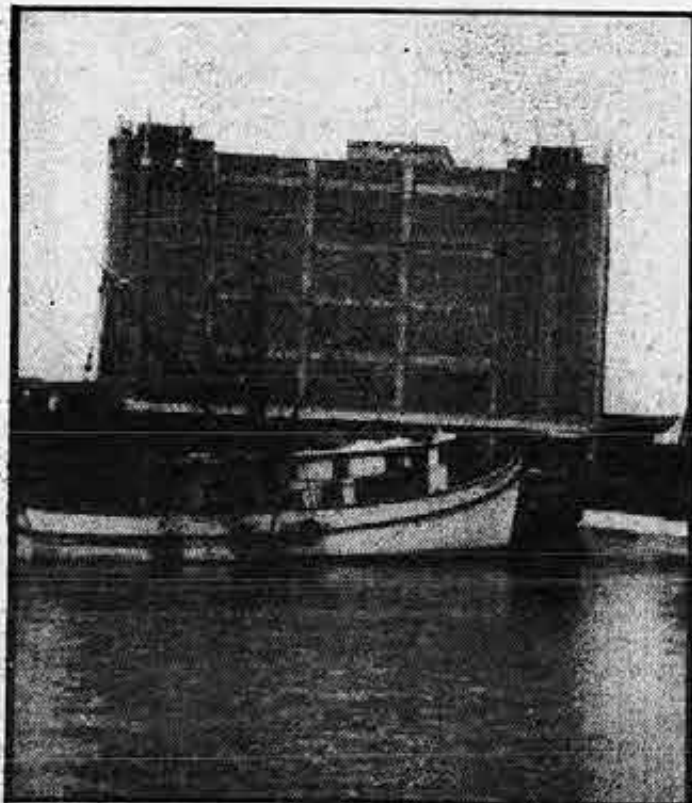
MOBILE—Celebrating its 25th anniversary this year, Alabama State Docks has within a quarter of a century developed Mobile into one of the nation's leading ports and offers facilities that shipping interests here proudly boast are among the most modern and efficient in America.

Seafarers play a big part in the business of the Alabama State Docks program, both in its water commerce and its activities ashore.

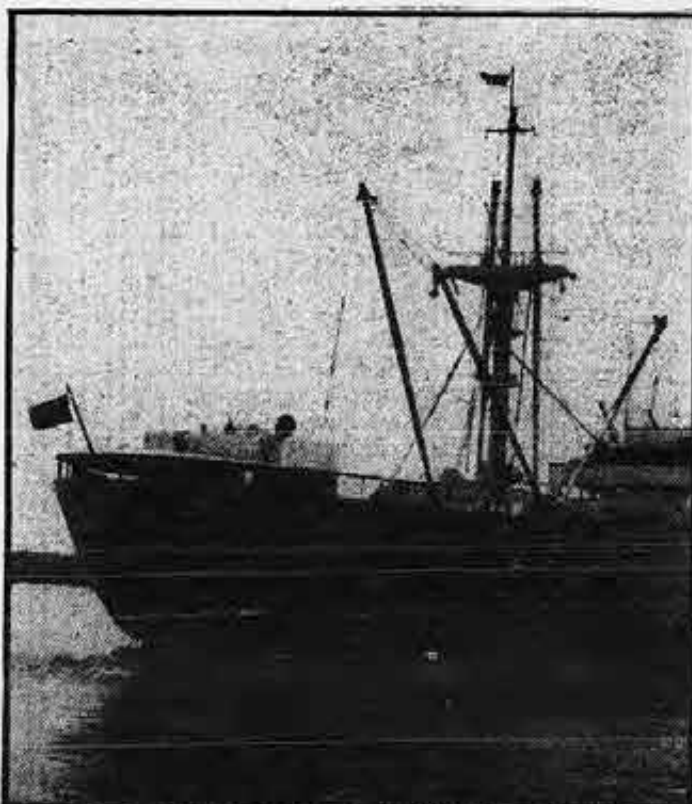
Two major steamship companies, Waterman and Alcoa, whose vessels are manned by SIU crews, make Mobile and the state dock facilities their home port. Additional millions of tons of cargo in SIU-contracted bottoms operated by other companies, annually move through this port.

Development and expansion of dock facilities are continuing at a steady rate. Since 1951, new improvements valued at \$4,000,000 have been added to the port.

Facilities at the \$35,000,000 docks system include a shipside cold storage plant, said to be the only one of its kind on the Gulf Coast; a "Class A" shipside bonded cotton warehouse, with a high density press and adjacent storage compartments; a bulk materials plant for loading and discharging such cargoes as bauxite, coal and iron ore; a new \$3,500,000 grain elevator, which produces much business for SIU-contracted ships; cargo piers, transit sheds with covered floor space for storage exceeding 47 acres and an integrated terminal switching railroad system.



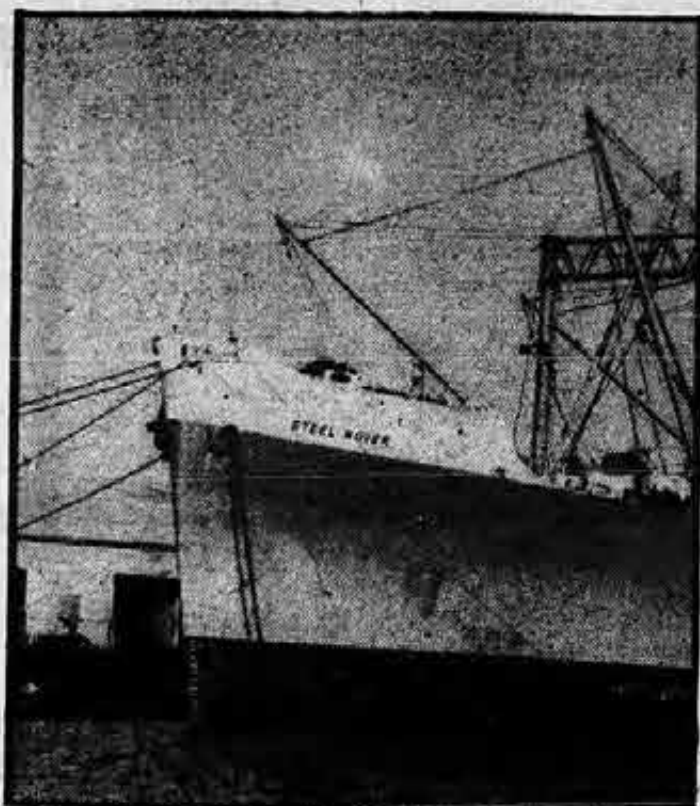
Cold Storage Plant, the only shipside facility of its kind on the Gulf Coast, is shown in background behind an SIU shrimp boat tied up in the State Docks.



Bound for New Orleans from Mobile, the SIU Alcoa Cavalier churns up waters of the Mobile River as she glides away from the docks headed for mid-stream.



Seafarers in Alcoa shoring wheel canvas from Cavalier into dock shed. Canvas protects passenger quarters from bauxite dust while ship is discharging ore.



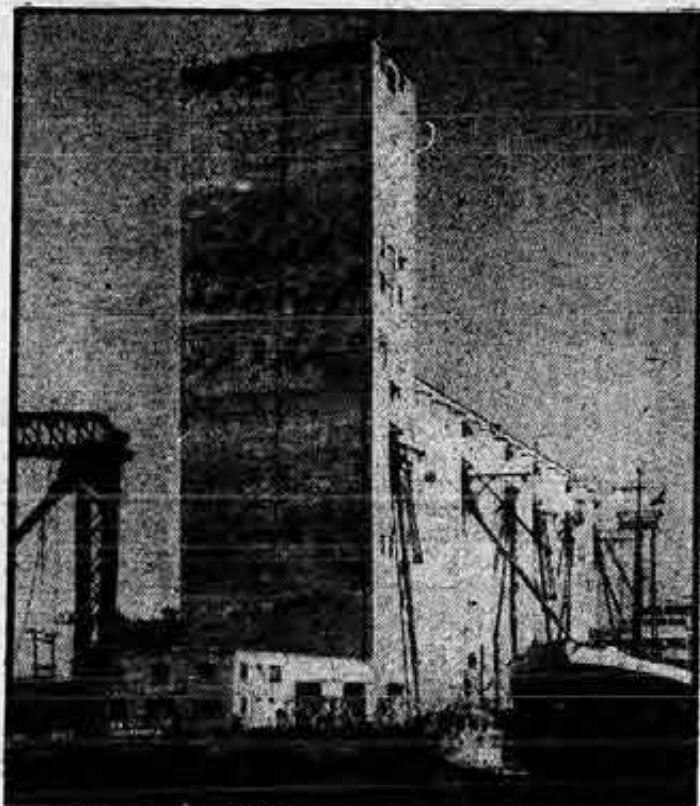
One of Isthmian's queens of the sea, the Steel Rover, manned by a full SIU crew, lays at anchor in one of the berths at the Alabama State Docks.



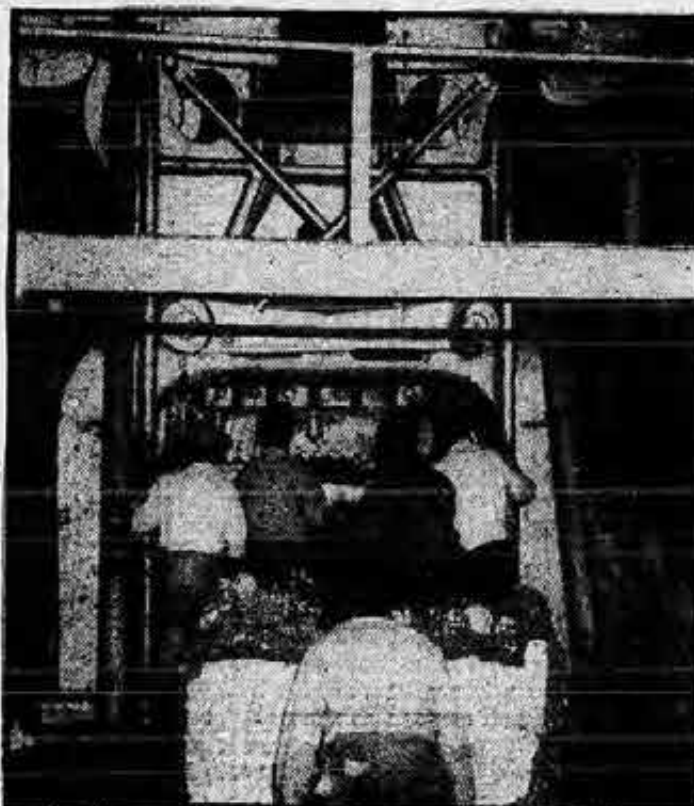
SIU crewmembers wave farewell to friends and relatives seeing them off as the Alcoa Cavalier edges away from her berth at the docks.



Dockside workers in the hold of a ship as they are about to hoist coffee onto the docks. It is one of many cargoes handled at the versatile state docks.



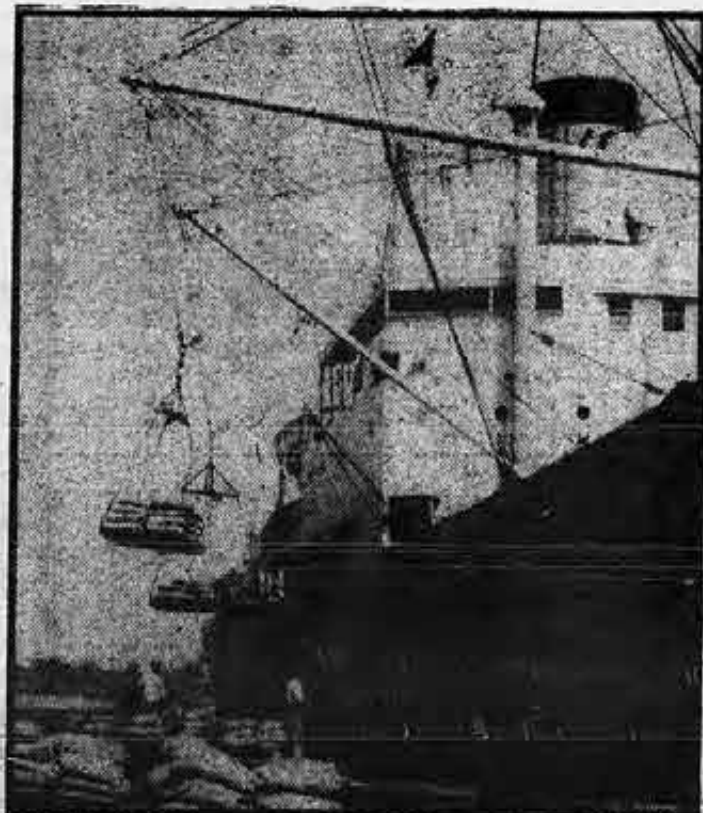
Grain elevator is equipped with marine leg (foreground) for discharging barges. Elevator also is equipped with car and truck dumpers for grain handling.



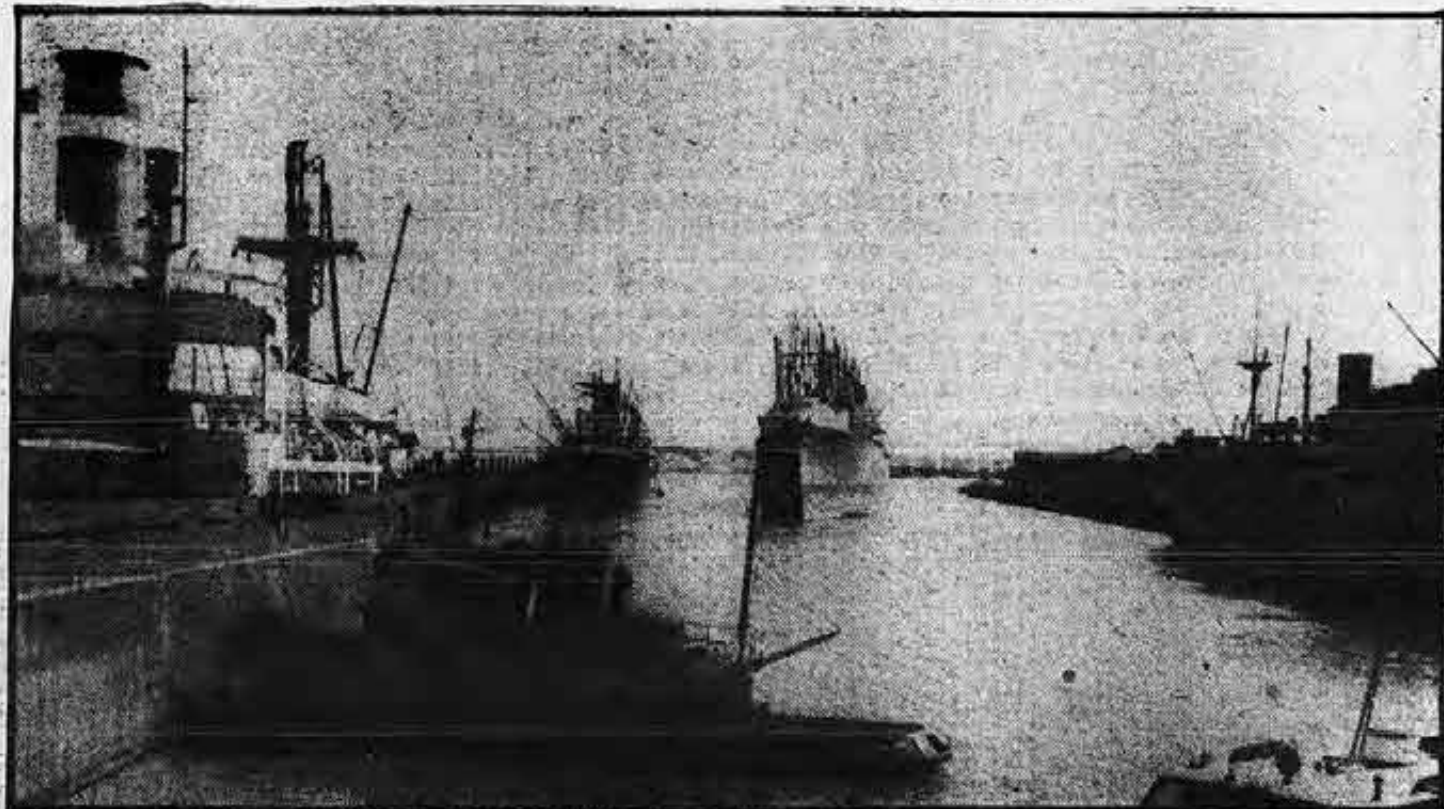
Workers are shown at the mouth of the cotton compress in the dockside bonded cotton warehouse, a small part of the intricate docks which serve Mobile.



Aerial view of docks with rail yards, roadways and industrial canal (left). In center are three ship berths with in-transit assembling sheds alongside.



Vessel is shown discharging cargo at docks. Port traffic has increased at a steady pace since state docks program was instituted 25 years ago.



Heavy traffic in one of the slips at the docks typifies the hustle and bustle associated with the feverish activity in the Mobile installation. Serving the tugs, ocean-going vessels, shrimpers and other vessels which frequent the docks are a bulk material handling plant, a grain elevator and a dockside cold storage plant.

MARITIME

The detail of Customs inspectors at Quarantine in New York will be eliminated as of April 26, Francis B. Laughlin, Acting Collector of Customs, announced. For the last 20 years the detail has processed the preliminary entry requirements of shipping in this area, but with more extensive use of radio clearance, only about six to eight ships a day were being boarded by the Quarantine staff. Certification of ships' manifests, checking of crew lists and similar duties will be handled by inspectors at the piers of arrival.

The icebreaker Saurel punched through ice surrounding Newfoundland's eastern seaboard to the port of St. John's, the first vessel to break the icy grip in 18 days. After repairs to her radar, the stubby ship cracked open a channel through nearly eight miles of jam-packed ice to allow eight vessels to leave the port. . . . The port of Boston, for the third consecutive year, set a new record in 1952 for the handling of cargo tonnage, with 19,233,685 tons of cargo moving through the port an expected increase in the \$918,600,000 total cargo worth for 1951.

The formation of a central port promotional bureau is being given serious consideration by shipping and port leaders in New York who envision a single loose affiliation of all of the associations, clubs and agencies devoted to shipping and port business. The "drum-beater organization of the Port of New York" would initiate measures to offset increased competition from other ports and to seek solutions to problems that hamper operations within this harbor. Organizations probably available for membership include the Foreign Commerce Club, the Maritime Association, the Propeller Club, the New York Shipping Association and the New York Board of Trade among other groups.

The Cunard liner Queen Mary took aboard 52,830 barrels of fuel oil recently in the record time of eight hours 55 minutes at her berth at Pier 90, North River, by means of a new pumping process enabling oil barges to deliver 5,325 barrels an hour, bettering a record set by the vessel a year ago here of 3,680 barrels an hour. . . . St. Louis' ambition to be a major inland port will be realized when direct waterborne freight service to Alaskan, Canadian and West Indies ports is inaugurated. The first vessel to make the run will be a barge running down the Mississippi River to New Orleans, through the Panama Canal and around the West Coast to Canadian and Alaskan points.

The General Accounting Office announced it was withholding \$6,350,000 in Government subsidies from the American Export Lines on the grounds the company had been overpaid that amount for two passenger liners, the Independence and Constitution. . . . Coal barge crews in New York have received a wage increase of \$30 monthly retroactive to March 16, upping the monthly base pay to \$225 for nearly 500 men on as many barges handling more than 75 percent of the coal moved in NY Harbor, on the Hudson River and along Long Island Sound. . . . The construction of a waterside chemical bulk storage plant at a Bayonne, NJ pier, capable of berthing tankers up to 560 feet long, will be begun in May, containing storage tanks with a capacity of 3,250,000 gallons of liquid chemicals.

A new 7,800-ton bulk cargo ship, the Camellia, is said to be the first British vessel to have been fitted out with steel panels rather than with the customary wooden boards used as temporary bulkheads in ships' holds to prevent cereal cargoes from shifting while under way. The steel panels are cleaner and weigh no more than the wooden panels, which tend to absorb moisture from the grain cargoes.

Ship movements in and out of Antwerp, Belgium, exceeded by almost four million net tons the port's pre-war traffic volume, in 1952, with 11,755 vessels or better than 28 million net tons moving through the port. British vessels accounted for 23 percent of the traffic, with the Netherlands holding second place, Norway following in third position and US tonnage accounting for 7.7 percent of all vessels in and out of the Belgian port last year.

The volume and value of waterborne foreign commerce shipped through the port of New York in 1952 declined more sharply than that of the nation's foreign waterborne commercial trade, an analysis of official trade statistics showed. Last year the port registered a 4.1 percent drop in tonnage, or double the nation-wide decrease. It also showed a 19 percent drop in the dollar volume of its commerce, compared with a country-wide reduction of eight percent. . . . The American Merchant Marine Institute has prepared a pictorial description of the evolution of American shipping from the Indian canoe to the new liner United States on a one-sheet representation depicting ten ships as milestones in American shipbuilding.

SEAFARERS

in ACTION

Crewmembers of the Robin Locksley (Seas Shipping) had quite a few words of praise for one of their shipmates, Merwyn "Doc" Watson. Watson helped pass many an idle hour on the long run to South and East Africa by showing films to the crewmembers. And as always, he was busy with his camera, taking newsworthy photos of his shipmates' doings, many of which have appeared in the SEAFARERS LOG.



Watson

Watson is a relative newcomer to the SIU, having been sailing with the Union for just a year and a half. He comes originally from Maryland, and recently celebrated his 56th birthday.

The fact that the cooking on the Mankato (Victory Carriers) was enjoyed by all hands the last trip out is due in large part to the competent work of Charles W. Gann, chief cook, as well as the rest of the stewards department. The whole department got a well-earned vote of thanks for their superior feeding.

Gann isn't letting any grass grow under his feet either. He's already made arrangements with the steward to see that a wider variety of stores is ordered for the next trip out, so that the next crew will have an equally good, if not better, choice of menus.

Gann has been an SIU member since October, 1945, when he joined in the port of Philadelphia. His native state is Missouri where he was born 41 years ago.

There's always that temptation at the end of a tanker trip to pay off in a hurry on the ship and hit the beach as soon as the docks, because shore leave during the trip is usually limited. Seafarer Philip Gradozzi made a point of this on the Julesberg (Terminal Tankers) when he urged his shipmates to stick around at the payoff and wait for the patrolman. That way, he said, everybody is sure of getting all overtime due, as whatever is disputed can be settled properly.

Gradozzi, who sails in the engine department, has been a member of the Union since November 8, 1947, joining in the port of New York. The 28-year-old Seafarer was born in Massachusetts and still makes his home in Boston.



Gradozzi

On the Job

Caring For The Rope Supply

The ship's rope supply like anything else, needs proper care and maintenance if long and useful service is to be obtained from it and difficulties avoided. Such care begins with the opening of a new coil of rope and continues throughout its varied shipboard life.

Some of the simple, general maintenance practices dealing with stowing, coiling and whipping of rope can do much to prolong rope's usefulness and avoid difficulties.

Coils of rope are delivered wrapped in burlap and tied. It's considered best to cut the lashings around the coil from the inside of the hole in the center of the coil, known as the eye, leaving the burlap covering on the coil. To avoid kinks when uncoiling the rope, it should be placed with the inside end of the coil towards the deck. The rope is uncoiled from the inside out, not the other way around as might seem the obvious method.

Stow In Cool, Dry Place

Since rope is affected by heat and humidity, it should be stowed, where possible in a cool, dry place. Every precaution should be taken to make sure that the rope is dry when it is stowed, and assured of ventilation to avoid keeping moisture in. Heat or moisture will cause rope to lose its strength, with possibly dangerous consequences. Another danger posed by moisture is shrinkage. The fibers absorb rain or even a heavy dew and swell up, causing the length rope to shrink and become taut. That creates the danger of parting under strain, which is one reason why it's a good idea to slacken off lines at night when moisture is always greater.

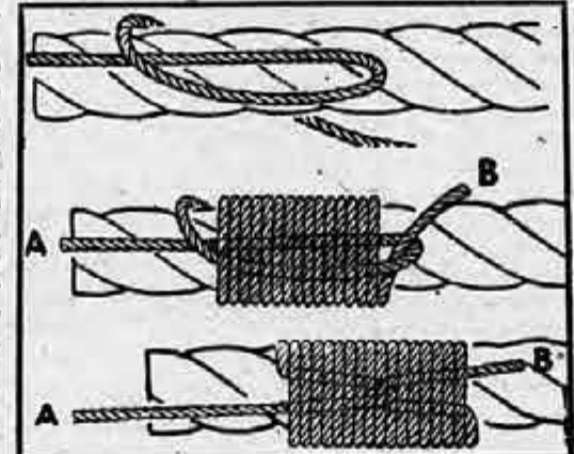
When coiling up rope it must be handled according to the lay of the line. Right-handed rope, which is the form in which most rope is made, is coiled in a clockwise direction, left-handed rope in the opposite manner. The only exception to this ruling is if the line has a lot of turns in it which have to be removed. In this case, the line is coiled against the lay, or exactly opposite to the normal manner. The lower end is then pulled up through the center of the coil and the line coiled the regular way.

A straight coil is made by starting with a secured end and simply placing circular bights on top of each other. Flemishing down a line involves starting with a small circle of the free end and then coiling larger and larger flat circles around it in the form of a flat coil spring. When a line is faked down, the free end is laid out in a straight line and then turned back on itself in a flat, narrow loop, with the ends over the ends of the preceding one.

Whipping The Ends Of A Line

To keep the ends of the rope from unraveling, the rope can be whipped or tightly bound around the end. Small cordage is used for this purpose, such as marline or spunyarn.

One way to make a whipping is to place the end of the yarn at the end of the rope and then make a loop along the rope. A great many windings are then made around both the loop and the rope itself as in the illustration. The windings should be tight and a distance approximately equal to the diameter of the rope. Whippings are always made with the twine wound against the lay of the rope.



One common way of making a whipping to keep a line from unraveling.

This simple whipping is finished off by putting the winding end (B in the illustration) through the loop, and then pulling the other end tight until the loop is no longer visible. Both ends are then trimmed off for neatness.

There are several other methods of whipping, most of which are used for the same purpose of preventing the end of a line from unraveling, although on occasion whippings are placed in the center of a rope. In such a case, the so-called plain whipping is used which simply involves running back an end of twine a short distance and taking turns around them. Several turns are left slack and the end of the whipping twine is passed under them. Each turn is then pulled tight, and the end of the twine pulled to take out the slack.

Burly

Misery Loves Company

By Bernard Seaman





SIU Lake Charles port agent, Leroy Clarke (center) holds resolution of Louisiana State Federation of Labor pledging full support to SIU in Cities Service contract beef. Discussing situation with Clarke is E. H. (Lige) Williams, (left), State Fed president, and Walter Mayo, head of the Lake Charles Metal Trades Council representing Cities Service refinery workers.

La. Fed. Resolution Supporting SIU In CS

(Story on Page 3)

WHEREAS, the Seafarers International Union, Atlantic and Gulf District, is presently involved in contractual difficulties with Cities Service Refining Corporation, which has a large refinery and other facilities at Lake Charles, Louisiana, and

WHEREAS, the Lake Charles Metal Trades Council also is engaged in contract negotiations with Cities Service Refining Corporation at this time, and

WHEREAS, Cities Service Refining Corporation, in its efforts to resist the reasonable and just contractual demands of the Seafarers International Union, has resorted to various unfair tactics, including attempts to break down the morale of unlicensed seamen aboard Cities Service tankers through a campaign of continued harassment of these seamen by the supervisory personnel of Cities Service Refining Corporation, and

WHEREAS, these seamen are determined to stand steadfast with their union, the Seafarers International Union, in support of their just demands for improvement of their rates of pay, working conditions and welfare provisions, and

WHEREAS, a work stoppage in

the Cities Service tanker fleet would seriously affect the port of Lake Charles, not only with respect to the members of the Seafarers International Union who ship through this port, but also with regard to the welfare of the many shoreside workers employed in the Cities Service installation at Lake Charles, and

WHEREAS, the Seafarers International Union is and has been an integral part of the Louisiana State Federation of Labor and has always come forward to assist the Louisiana State Federation of Labor and its affiliated local unions in time of stress, and

WHEREAS, it has been the policy of the Louisiana State Federation of Labor to support its affiliated unions whenever such assistance has been needed,

THEREFORE, BE IT RESOLVED that this convention of the Louisiana State Federation of Labor go on record as wholeheartedly supporting and endorsing the Seafarers International Union's policy and position in its present contractual negotiations with Cities Service Refining Corporation, and

BE IT FURTHER RESOLVED that in event economic action by the Seafarers International Union should become necessary to support its position in its present contractual difficulties with Cities Service Refining Corporation, that this convention go on record as offering the full physical, financial and moral support of the Louisiana State Federation of Labor to the Seafarers International Union, and

BE IT FINALLY RESOLVED that wide publicity be given to the action of this convention by supplying copies of this resolution to the press of the State of Louisiana and to the press of Lake Charles in particular.

SIU Expands West Coast A&G Service

(Continued from page 3)

lish additional services that will be comparable to those available on the Atlantic and Gulf Coast.

Similar changes will be made in Wilmington where Sam Cohen has been serving as agent and Chuck Allen as patrolman. Baltimore agent Earl Sheppard, who was a delegate to the convention, and Johnny Arabasz have been assigned to help set up improved services in that port. Arabasz will stay on temporarily until the necessary changes are made.

Mobile port agent Cal Tanner is performing a similar function in the port of Seattle where Jeff Morrison is serving as agent and Paul Drozak as patrolman.

Put Number On Meeting Excuses

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

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

SIU Prepares To Strike Cities Service For Pact

(Continued from page 3)

tanker companies put the terms of the agreement into effect, Cities Service delayed signing of the contract. When pressed for approval, top company officials declared their acceptance of the new wage and overtime rates and the bulk of the tanker general rules and working rules.

Seek Special Treatment

However, they objected to some of the contract clauses including those on repatriation, increased Welfare Plan contributions, and revisions of the tank cleaning clause calling for overtime for men hauling buckets and a minimum of three men on butterworth machines. The company sought special treatment on these items.

In subsequent meetings with the SIU negotiating committee, Union representatives pointed out that the other SIU tanker companies had accepted all terms of the contract as well as all SIU freight companies on items common to both agreements. Further, they emphasized that the Cities Service representative had played the leading role in negotiating a new agreement, and in the give and take of negotiation the SIU had agreed to a settlement that was satisfactory to him as well as to the other tanker companies.

By refusing to sign the contract,

they said, Cities Service was breaking faith with the Union and its own spokesman and was asking for special, discriminatory preference over all other contracted companies which the Union could not grant.

In the face of Union firmness on these issues, the company negotiators at the last meeting spent a good deal of time complaining about the milk clause which calls

for 40 gallons to be on board on sailing day, and fresh milk three times daily in port.

In an attempt to meet the company objections the Union extended the contract deadline 60 days to allow time to reach an agreement. The deadline runs out on April 21, at which time the Union will be free to strike if the company has not yielded on the items in dispute.

Sen. Long Sees Relief For Unions Under T-H

SHREVEPORT, LA.—Labor appears certain to gain improvements in the Taft-Hartley Act at this session of Congress, Louisiana's US Senator Russell Long predicted at the annual convention of the Louisiana State Federation of Labor here April 6-9.

"Senator Taft himself proposed 23 amendments to the act at the last session," Senator Long explained. "Almost all of these were amendments which would have favored labor."

"Both President Eisenhower and Mr. Taft, his party's leader in the Senate, agree the act as presently constituted is one-sided against labor. It appears certain, then, that labor must gain relief from some of the more discriminatory features of the act."

Democratic Aid

So far, Senator Long said, the President has received more support for his program from the Democratic side of Congress than he has been given by his own party, particularly in the foreign policy field.

"Some have said," the Senator remarked, "that it appears the Democrats don't know they lost the election and that the Republicans don't know they won it."

The Democrats are determined to support the Republican administration in any measures to help forestall a major depression.

Some Republican moves, however, do not agree with Democratic theories of what should be done to maintain prosperity, he said.

Among Republican policies in this category which Senator Long



Sen. Russell Long

viewed with alarm is the administration's apparent determination to put the damper on new construction of public housing, its announced intention to abolish the Reconstruction Finance Corporation and an increase in the interest rate on the national debt.

An increase of one-half of one percent on refinancing a portion of the national debt means that \$1,300,000,000 more in interest payments annually is finding its way into the hands of "insurance companies and other big investors," he charged.

"That isn't the way to stop depressions," he warned. "It is the way to start them."

Lundeberg Lauded By Satevepost

(Continued from page 2)

berg's often stormy struggles with shipowners and left-wingers. Back in 1935 when Lundeberg first was chosen secretary-treasurer of the SUP, he had to contend with an experienced waterfront clique of some 80 left-wing activists. At first, the article relates, they tried to buy Lundeberg off by offering to throw the CP waterfront apparatus behind him and make him an outstanding West Coast labor leader. When this approach failed they tried a new tack.

Invaded Room

"The next time the committee called, it was different. Hearing a noise one night in his room . . . Lundeberg switched on the light. At the foot of his bed stood three husky left wingers.

"What the hell do you want?" he demanded.

"Taken aback, the committee explained that it had come to talk things over. Lundeberg yawned and stretched. As he did so, his right hand slipped under the pillow and came out with a revolver. Having got the drop on his visitors, Lundeberg lined them up facing the door and one by one, booted them into the hallway."

Violence Falls

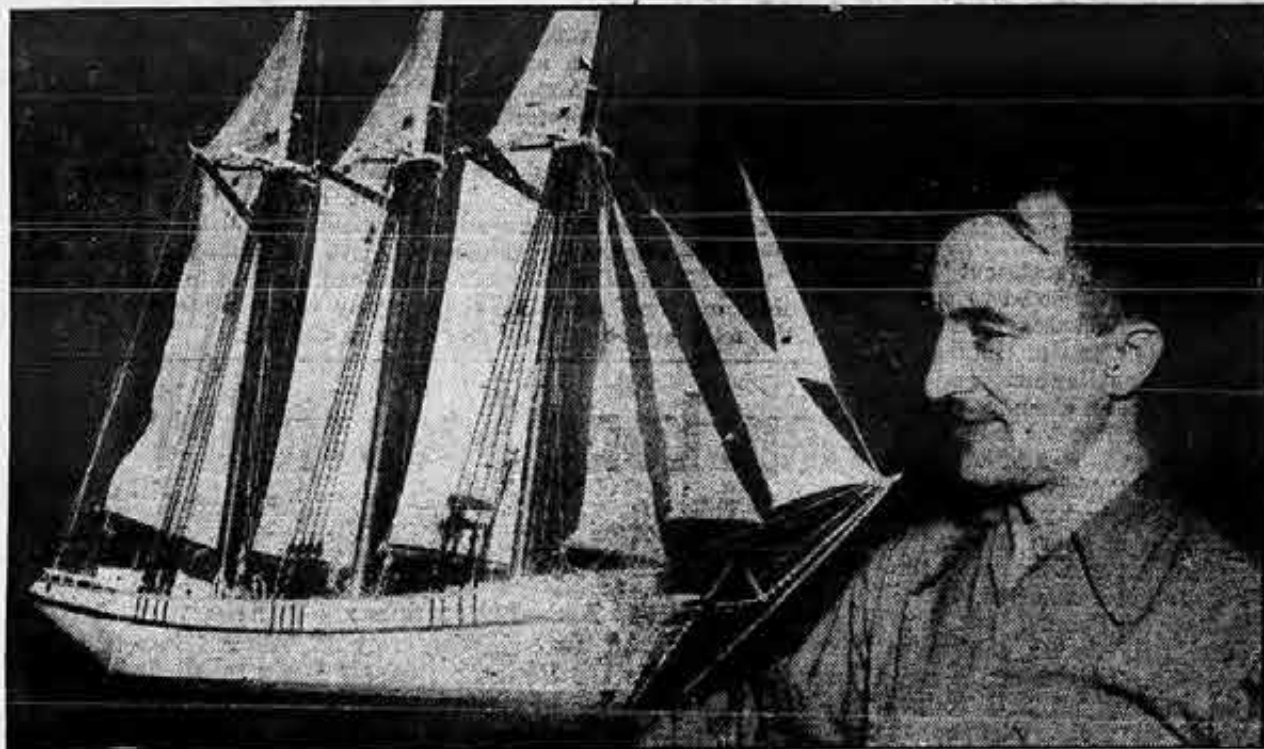
This was only one of many encounters with left-wingers on the waterfront during which Lundeberg's enemies employed lead pipes and bullets in an unsuccessful attempt to beat him or scare him off the waterfront. It was in one of these that he suffered a broken jaw.

The article concludes by describing the SUP's program of Sailor's Homes which provide old sailors with home-like lodgings near the waterfront and the halls where they can keep in touch with their shipmates and live free of institutional control.

Fit for a Seafarer!
 THE FOOD AND PRICES AT OUR OWN CAFETERIA IN THE NEW YORK HALL ARE GEARED FOR SEAFARERS - THE MEMBERS OF OUR UNION. DROP IN THE NEXT TIME YOU'RE AT THE HALL.

The Seafarers Cafeteria

Seafarer Spends Two Years Making A Model Of His First Sailing Ship



Seafarer Urho A. Sharinee, FWT, who recently got off the McKettrick Hills, looks over the model he made of the first ship on which he sailed. The model took over two years to build during his spare time, mostly while aboard ship. He said, "almost all sailors remember their first ship."

Many Seafarers, when they have found themselves with spare time and nothing to do, have turned to making models as a way of passing the time, but few of them have spent as much time making the models as Seafarer Urho A. Sharinee, FWT, put into the model of his first ship.

Sharinee, however, comes from a long line of model builders. In fact, he says, his father was a professional model builder for most of his life, and he's just following the family example.

And, his recently completed model of his first ship, a small coastal sailing vessel, is a fine example of what can be done with wood, cloth and thread.

Took Two Years

Sharinee says he decided to start the model in 1950, and has worked on it for over two years. "I worked a few thousand hours on this model," he said, "and everything in it was made by hand."

In fact, he went into such detail, that he's got 85 blocks on the model and all of them work. He made each of them by hand out of small pieces of wood. He also installed a lighting system in the model that works, so that the navigation and riding lights, as well as the cabin lights, all work.

The wheel turns the rudder, and the winches pick up the anchors. The sails are all controlled by the proper lines.

"She was the first ship I ever sailed," he said. "She was a Finnish

coastal ship, and I was sailing aboard her as cook. I was the only one in the galley, in fact, because she only had a very small crew, and when we hit any sort of rough weather, I also worked out on deck or up in the rigging with the others."

Worked on Ship

Whenever Sharinee would have some spare time aboard ship, he would pick up some of his wood and start carving. Most of the blocks for the model were made aboard his last ship, the McKettrick Hills, he said.

He said that he decided to make the model because, "every sailor remembers his first ship," and he wanted a model of his first vessel. The biggest problem, he said, in making the model, was in fashioning the hawse pipes for the anchor chains, and in carving the gears for the anchor winches.

"That took the most time," he said, "except for the tiny blocks that I had to carve." He solved part of the problem, however, by using small copper tubing for the hawse pipes and then heating it and hammering it until it fit the way it should.

Now that he's finished the model, he says that maybe he'll start a

model of one of the more modern freighters or tankers that he's sailed. "I won't have all this rigging and sails to worry about," he said.

Waterman Changes Looks Of World

Usually, in the spring, the bears start coming out of hibernation, the flowers come to life and begin to sprout, and the world wakes up. So it is with "Red" Campbell, who usually begins to stir and then makes his observations on the world, his beloved team (?)

old player "pop." Already there is friction in the club. They want a TV set in the dugout so they won't miss Captain Video. This gang may not win the pennant, but I'll bet they cop the bubblegum championship.

Of course, the whole business centers around Mr. Rickey's vice-like grip on the buck. He's the type of guy who would shoot a dog so the fleas would be homeless. All the office help has to fill their pens at the postoffice before coming to work. Last year, he cut the buns in half, so the hot dogs would look bigger.

Making a buck on the fans is one thing, but I bet you didn't

know that every time you go through a turnstile at his park, you're grinding coffee for the A&P.

But don't get me wrong, I'm a Pirate fan from way back (and believe me, that's where they'll wind up) and I'll be seeing my team in action when I get back from the 'round-the-world on the Steel King. Incidentally, this crashing the "bamboo curtain" is a far cry from Bull Line Boulevard.

In closing, I just want to pass a word to the Kremlin. Mr. Malenkov said he hopes to follow in the footsteps of Stalin—please let it be soon.

know that every time you go through a turnstile at his park, you're grinding coffee for the A&P.

But don't get me wrong, I'm a Pirate fan from way back (and believe me, that's where they'll wind up) and I'll be seeing my team in action when I get back from the 'round-the-world on the Steel King. Incidentally, this crashing the "bamboo curtain" is a far cry from Bull Line Boulevard.

Pity The Poor Chicken



B. Toth (left), ch. cook, holds the knife and prepares to operate on a chicken aboard the Afoandria while J. Garber, pantryman; C. Labiosa, bosun, and Shorty, 2nd cook, (left to right) give helpful advice.

LOG-A-RHYTHM:

One Wish

By M. Dwyer

If I had one wish granted me,
My wish would be to sail the sea.

To sail the ocean's mighty foam,
I'd sell my land and leave my home.

To tread a deck and breathe salt air,
I'd board a ship bound anywhere.

From Timbuktu to Mandalay,
My heart would be aboard to stay.

Let other men the land still toil,
And leave their sweat upon the soil.

My future lies upon the sea,
My restless soul at last set free.

Campbell

And, speaking of Waterman, have you ever heard the expression, "the face of the earth is ever changing?" The way those Waterman ships keep ripping it up, it's hardly recognizable. Just recently a motorist was picked up driving on the Third Avenue sidewalk. He told the judge he was just getting out of the way of a Waterman ship and the case was dismissed.

Pabulum For Pirates

I don't suppose I need tell you the baseball season is just around the corner. With spring in Pittsburgh, we hope for a winner, but all we get is a greener smog. We're the only team in the majors that plays night games in the afternoon. This year, Mr. Rickey has gone all out for a youthful team. Half the players carry their own teething rings. During the seventh inning stretch, they'll probably get their pabulum ration.

To show you how young this team is, they're sailing a 25-year-

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

A few issues back we discussed the necessary equipment for processing your own film. The following tips will aid in turning out perfectly processed negatives every time.

Developer—If your film has been exposed according to its proper speed rating you'll get the best results in following the manufacturer's developing recommendations. Users of Kodak film over the 35mm size should use D-76. Those who prefer Ansco film should use their developer which is Ansco 17. In the 35mm size—Microdol for Kodak film and Finex for Ansco.

Temperature—Process your film at the constant temperature of 68 degrees. If the developer is over or under this, place the solution in hot or cold water and bring it to 68 degrees. When the solution has been brought to the proper temperature you are ready to start developing.

In the dark, wind the film onto the reel and drop into the tanks. With the lid on, the lights may be turned on since practically all tanks are lightproof. Agitate the film every two minutes for about five seconds. When the proper time for your film has elapsed pour the contents of the tank back into your storage bottle.

Hypo Into Tank

At this point the hypo is poured into the tank in the same fashion as the developer.

Washing and drying—If at all possible, regulate your water for washing to 68-70 degrees. About 40 minutes are necessary to thoroughly wash film. The washing removes all the hypo and your negatives will be preserved for a long time. After washing for the proper time the film is hung up to dry. All excess water should be removed with either a viscose sponge or a piece of damp chamois. In this way there won't be any little circles of drying marks left on the film. Hang your film to dry in a dust-free area where people are not likely to pass and stir up dust. If you are in a hurry to dry your film you may use a fan but you're taking a chance of getting a lot of dust particles imbedded in the film.

Storing of negatives—This depends upon your contact and enlarging equipment if you have any. Some contact printers take only single frames and this holds true for some enlargers. So whether you cut your film into single frames or two or prefer to keep the film in the original roll store the negatives in clean containers and if possible where it isn't too hot. A few don'ts before we conclude:

1. Don't touch the actual negative area of the film with fingers at any time during processing or after. You can remove dust from negatives and even spot pinholes on the final print, but a big, fat finger-mark spells finis to a negative.
2. Don't examine the negatives "to see what you have" before they are washed. If you peek at them while still in the hypo, you'll probably get the chemical on your clothes as well as the furniture and floor. When this dries you'll have hypo dust floating around to do more damage.
3. Don't load dry film onto a wet reel. If you do there's the chance of water droplets landing on the dry film and these will form permanent marks.

Sailor Rags, The Financier

By E. Reyes



Two Captains Get Praised By Crews

Two captains aboard SIU-manned vessels came in for praise from the crews during this past week because the crews felt they deserved it. In both cases, the crew praised the skipper because of an action he had taken. Just as Seafarers are quick to criticize an unfair or poor skipper, they are ready to praise a fair and good one.

Captain Michael Barry of the

Steel Artisan (Isthmian) and Captain Reinertsen of the French Creek (Cities Service) were the skippers who came in for crew praise.

To Buy Present

The crew of the Steel Artisan, at a shipboard Union meeting voted to buy a present for Captain Barry out of the money in the ship's fund for the "job he did during the typhoon 'Hester' from January 1, 1953 to January 3, 1953."

The Artisan's crew reported that Captain Barry "never left the bridge all during the three days that the ship was in the typhoon. He did a wonderful job of seamanship in bringing the ship through the storm."

The crew of the French Creek also gave their Captain Reinertsen

a vote of thanks during their shipboard Union meeting, for "his prompt decision to put ashore an injured seaman so he could get the proper medical attention."

The French Creek's crew explained that Captain Reinertsen arranged a rendezvous with a Coast Guard cutter to transfer the injured man, and, although bad weather and fog kept the Coast Guard from making the rendezvous, the captain got the French Creek there on time.

When the Coast Guard didn't arrive, the captain "made several ship to shore calls, and finally proceeded to Key West despite the bad weather, and transferred the man to a Coast Guard launch there. For his consideration of our Union brother, we extend our hearty appreciation," said the crew.

Seagarden's Log Modest About Storm

The log of the Seagarden (Peninsular Navigation) just shows a simple entry of one sentence, but the story behind that one sentence is one that almost meant the end of the ship. The Liberty ship had been running into bad weather ever since leaving Seattle for

Korea, according to Seafarer William Allardice, but the worst part of the storm hit during the fourth day out.

He thinks the skipper was a little too modest when he made the log entry reading, "A large wave broke over the whole ship."

Allardice was on watch, on the port wing of the bridge, that night. The spray and rain was being blown with such force that it was

impossible to take more than a quick squint out ahead. The ship was taking the storm about one point to port.

Wet 'Horizon'

Then Allardice thought he saw the horizon. He looked again. It was too high for the horizon. It was a huge wave thundering down on the ship like an express train. Allardice says, "the captain, third

mate, Jack Wooten and myself all saw it. We later agreed it was at least 75 feet high."

Everybody ran for cover. Allardice got behind part of the house, and grabbed two angle iron supports just as the wave hit the ship and picked it up like a giant hand.

"The ship bucked and seemed about to fall apart," Allardice says. "We had just heard about the tanker Avanti, some way ahead of us in this same storm, breaking into three pieces. I was suddenly in water over my head. The ship shuddered. Then the wave passed. "Bosun Hans Christiansen did a great job in lashing down two lifeboats that had broken loose."

The next morning the damage was clear. The foredeck was split between the windlass and number one hatch. The rails were split and twisted. The two lifeboats were completely smashed. The davits were torn and twisted. The gear locker on the boat deck had been washed away. Both gangways had been ripped off and washed away. The bell on the bridge was broken off.

But the thing that really indicated the height of the wave, and the beating the ship took, says Allardice, was the fact that the masthead light had been sheared off.

"That deserved more than one sentence in the ship's log," he says.

Two Small Passengers



R. A. Hamlett (left), pass. pantryman, and C. P. Makariwicz (right), pass. messman, hold a lifering aboard the Robin Locksley as Richard and Marguerite Trumper, two passengers, look through it.

Quiz Corner

- (1) For which animal are the days extending from July 3 to August 11 named?
- (2) How much fencing is needed to enclose a field 60 feet long, if it is twice as long as it is wide?
- (3) Literature and old maps refer to the lands of Cathay, Iberia and Muscovy. What names are these places known by today?
- (4) A famous song popular during World War I included the line "It's a long way to Tipperary." Was it a longer way to Tipperary from (a) France or (b) England?
- (5) Where are the days and nights almost the same length throughout the year?
- (6) Tom and Bill painted a house in five days. Tom could have done it alone in ten days. How long would it have taken Bill?
- (7) What rock can be separated into threads and woven into fire-proof cloth?
- (8) Which has the right of way at an airport, a plane which is landing or one taking off?
- (9) What mythical king of the lumberjacks scooped up lakes for a drink and used Douglas-fir trees for a toothpick?
- (10) Is the largest wine-producing country in the world France, Italy, Spain or the US?

Quiz Answers On Page 25

Sharks Aren't Really Vicious, Says Seafarer Who Defends 'Em

Seafarers and sharks have never been noted for their great friendship for each other, but there's at least one Seafarer who feels that the shark is a "much abused denizen of the deep that is entitled to at least a little argument in its defense."

Fred Miller says that he's "tired of all the alarming stories I've been hearing about the vicious, blood-thirsty shark," and claims that there are few "authentic accounts of humans being attacked by sharks, and these stories are told over and over for generations."

He says that "most people seem to think that every shark is a killer, but that is just not the case." In fact, he says, "the case of Barry Wilson who was recently attacked by a shark in Monterey Bay, Calif., and died of shock and loss of blood, was the first recorded instance of its kind in the Western Hemisphere."



Miller

Just to prove his case, Miller says he has been swimming in all sorts of shark-infested waters, Mozambique, Mombasa, Trinidad, Panama, Belawan-dell, and others. "Once," he says, "while swimming off Saipan, I encountered a school of 18 sharks—between five and six feet long—swimming below me. They didn't pay any attention to me at all."

Fished And Swam

During a nine-month shuttle between Guam, Saipan and Manus, he says, he managed "to catch a number of sharks up to 15 feet long, along with barracuda, and a 16-foot swordfish. The sharks included blue sharks, tiger sharks, thresher, hammerhead and gray-nurse sharks. I swam in these waters daily, and once, while alone, I swam across a lagoon that was full of sharks. Never was I bothered by any of the sharks."

However, Miller does admit that there might be a little something to the stories. He concedes that "you are undoubtedly much safer in a swimming pool someplace," but points out that, "it is a shame for crewmembers to deprive them-

Two Working Deckhands



Aboard the Antinous, Woods, AB (left), and Reeves, OS, keep busy as they carry a rolled up Jacob's ladder to stow it away, so the ship will be all shipshape, in true SIU style.

selves of the great fun of swimming just because they are in waters where there may be sharks."

He feels that "it would be too bad if a man deprived himself of healthy recreation because he allowed himself to be swept away by a few alarmist stories to such

a degree that he would be afraid to share the domain of the sharks."

Somehow, however, we guess that there'll still be a lot of Seafarers who will be generous enough to let the sharks have their domain all to themselves, and won't insist upon sharing the same water with them.

Cargo Shifts; 35 Degree List Makes Walking Sort Of Tough

Some ships may roll heavily during a bad storm, and then right again, but when a ship rolls over 35 degrees and stays that way, it makes things a bit rough for a crew that didn't sign on as mountain goats.

According to Seafarer Oskar Kaelep, who was sailing as AB on the Tainaron (Actium), that's what happened while two days out of Magdalena, Mexico, with a load of iron ore.

According to Kaelep, who has

been sailing for over 25 years, the Tainaron hit rough weather after she had loaded the iron ore at Magdalena. The sea had been whipped up by a sharp wind, and the vessel was taking a beating when the ore cargo shifted.

"We thought we might keep going right on over," said Kaelep, "but the ship stayed at a 35 degree list. It was sure tough walking on deck or anyplace else on the ship with that much of a list, and climbing a ladder was really hard."



Kaelep

The Tainaron immediately radioed for help, and the crew went right to work to save the ship. The sea was still rough, and that just added to the trouble.

"We worked right on through," said Kaelep, "until the ship reached Salina Cruz 24 hours later. By that time, we had shifted enough of the cargo so that she was only listing 22 degrees. That was really hard work, though."

The Tainaron stayed at Salina Cruz for four days, while the cargo was shifted back into position and necessary repairs made. Then she went to Baltimore, where she spent another eight days for repairs to her Number 2 'tween-decks hold, which was damaged by the shifting cargo.

"We had a good crew," Kaelep said, "and they really worked to save the ship. We also had a great stewards department aboard, and the food was fine all during the trip."

The SPORTS LINE

By Spike Martin

When we stumbled over the little man rolling the ash barrel along the street we could hardly believe our eyes. We thought perhaps that Focus Coyle, after all these years, had gotten himself a job.

"Now," he said when we asked him, "it's not a job. I'm goin' into business for myself."

We were skeptical. What kind of business involved pushing ashes around in a barrel?

Sweetest Little Racetrack

"Well I'm in the constructin' stage right now, but when she's all finished I'll have the sweetest little racetrack you ever saw."

We agreed running a racetrack is a pretty good business, but wondered where he got the idea.

"The other day I picked up a paper in the subway and it says that there was almost 19,000 people in Jamaica in a pourin' rain. They all plunked down two bucks to get into the joint and then they dropped a million and a half on the mutuels. Any business that can get 19,000 customers to sit in the rain and hand out their dough is for me."

All well and good, we said. But where would he locate a racetrack?

"Can't ya see? It's right across the street over there." He pointed to a weed-choked vacant lot, well littered with rubbish.

Wait a minute, we said, it's ridiculous to think of horses running around in circles there.

"Who said anythin' about horses, stupid?" he shouted. "Ain't you ever heard about racin' other animals? Bein' that I'm a small businessman, I'm startin' small. I was gonna' catch myself a few of them grey 'n black squirrels that squirts aroun' in Central Park 'n run squirrel races. I figgered somebody smart like you could rig up a mechanical peanut or somethin' for 'em to chase."

We said the idea was pretty ingenious and there's no doubt that between the customers and television rights he could pick up a pretty penny.

"Besides," he agreed, "with them squirrels ya' could run eight races inna half hour and leave the rest of the day for loafin' and countin' your take."

But, we said, there's just one catch. The State wouldn't like the idea of him running a gambling enterprise. There are laws and racing commissions to overcome before anyone can operate that way. Why they even limit the number of days a year that the tracks can be open.

The reason for that, we explained, was obvious. There's only so many cash customers. With each one pouring an average of \$80 a day into the mutuels, it takes an awful lot of embezzlement to keep the tracks going as it is.

"It ain't fair," he grumbled. "A little guy like me never gets a break. Besides now, I'll have to haul all them ash barrels back where they belong."

They're Happier Now



Seafarers Doyle H. Boyette and Cecil E. Whidden, now aboard the Del Aires, report they're happier now than when they were in the Army and these pictures were taken over in Korea.

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 cook Bror Borellus' recipe for cooking rice a fast and easy way.

Although rice doesn't show up as often on shipboard menus as it did back in the old days, there are still many uses for the dish aboard ship, and Bror Borellus, chief cook, believes that he knows the easiest and best way to prepare rice.

Borellus has been sailing in the stewards department for the past 20 years, and during that time, has managed to pick up a lot of shortcuts and easy ways to prepare certain dishes. "You sail with different cooks and different stewards as you go along," he said, "and each one has his own favorite shortcuts and recipes. If you aren't afraid to ask questions and are willing to learn, you can pick up something new from each of them."



Borellus

Borellus joined the SIU back in 1931, and has been sailing SIU

ships ever since. "I'll take just about any ship that comes along," he said, "but I like the C-2 types because they have good working space and good living quarters."

For the rice, Borellus suggests that you put enough rice for the meal into a large pot. He says about three packets of rice are usually enough to feed the crew of an average freighter. After the rice is in the pot, add boiling water until the rice is just covered.

After adding the boiling water, put the pot over a high flame on the stove and cook for three minutes. After that, take the pot off the stove. Put a towel across the top of the pot, and then put a cover on the pot, leaving the towel stretched across the top of the pot inside the cover. Let this stand for about 20 minutes, and then your rice is ready to serve.

Borellus explains that the towel soaks up the steam and moisture from the boiling water, and leaves the rice nice and crispy, without having it soggy or mushy.

Seafarer Sam Says

KEEP THE LOG COMING!

WHEN NOTIFYING THE LOG OF A CHANGE OF ADDRESS, ALWAYS INCLUDE YOUR OLD ADDRESS SO THE PROPER CORRECTIONS CAN BE MADE IN OUR MAILING LIST.

Reports No Waste In SIU Galleys

To the Editor:

I read the article called "Starve the Garbage Pail" that Freddie Stewart had in the LOG. My friends and I agree it is one of the best articles we have seen in the Union paper, which gives good advice to the crew and to the stewards department in particular.

If we chief stewards and cooks would follow the advice given here, the SIU - contracted companies would give us still another increase in wages, and the crews would all be satisfied.

We already have the best and cleanest ships and most of us do our best to starve the garbage pail thoroughly. I believe that the crews of all the ships should keep this idea in mind at all times. It would be a good idea to post copies of the articles in the messrooms, recreation rooms and saloons of the ships. The delegates on board should see to it that these rules are enforced at all times.

"Frenchy Louis" Corne

Hits New Orleans After Year's Trip

To the Editor:

After being away for over a year I am back in the Crescent City in good old New Orleans, due to the fact that we stopped here in transit. I am now on the Golden City, a Waterman scow headed for Korea and many other Far East ports. We should get about four months out of this voyage.



Korolia

I must say that we have a swell crew aboard this vessel and that this trip should be an enjoyable one. Before closing I would like to announce that any of Mavis Clark's friends in New Orleans who want to get in touch with her may do so by writing to the following address: 1617 15th Street, Meridian; Miss. Steady as she goes.

Spider Korolia

Alamar Men Get Raise-In Weight

To the Editor:

Here we are on the good ship Alamar, cruising up and down the West Coast. We are now loading lumber, and will pay off in Baltimore about April 20th.

Things sure have changed in the Calmar Line since we got our new contract. The food is 100 percent better. Since sign-on everyone has put on so much weight it looks like the crew will have to voluntarily cut down on the consumption of chow or get new clothes. Everyone is putting on weight like mad.

Steward Loved By All

Our steward is Pop Yearwood, and right here and now I want to say he is the finest steward I have ever had the privilege of sailing with. He is in the galley or mess-hall for every meal, and is a typical example of a good SIU steward. The crew is 100 percent behind him, as he has already gotten a complaint from the New York office of the Calmar line accusing him of gross mismanagement. It would take too long in this letter to prove where the company complaint is a phony one, but the steward has the necessary proof and the 100 percent backing of the crew. The company port steward has been getting away with murder for so long that it has never occurred to him that he is dealing with an organization whose membership means business. It took the SIU a long time and a lot of hard work to accomplish its gains and nobody is going to destroy what we have build up.

The mates and engineers have

LETTERS

directly benefited by every gain we have made, but are they cooperative? A few are, but the majority are not.

Thank God for an organization like the Seafarers International Union. By its effective negotiating it has placed the Seafarer in a position second to none, and through its official mouthpiece, the SEAFARERS LOG, has brought forth the importance of good, militant unionism to its membership. The SIU is a seaman's union run by seamen.

J. J. Levin

Former Seaman Wants To Get LOG

To the Editor:

I would appreciate it if you could send me a copy of the LOG so I can keep up with the news and pass it along to a few other merchant mariners in the Army. I have just completed two weeks of basic training and I have 14 more long weeks to go. They can march me from morning till night, but they can't take the sea away from me.

Since being drafted on March 2nd I could write a book on the Army, but I know nobody would print it. I would like my fellow shipmates to know where I am because it's nice to hear from them.

Pvt. Roy A. Johnson
US 51233628
Co. "A" 47 Inf. Regt.
Fort Dix, NJ

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

Warns Men Not To Trust AMEU

To the Editor:

It would now seem as though the AMEU is trying to do something for their members, due to the fact that Atlantic just gave the men a raise in pay. Don't you believe it. This is only a clever maneuver on their part to try to keep the few die-hard members that they now have.

The AMEU is always bragging about how they lead the field. We



Jackson

aboard the Atlantic Importer wonder how they explain the fact that they waited until the SIU ships were actually paying off under the new pay raise that the SIU got, before AMEU men got their pay raise? In other words, SIU is the actual leader of the field, while AMEU is one of the Johnny-come-lately's. When the SIU gets another pay raise or other advancement, you can bet that the AMEU will be far behind.

You see, AMEU cannot lead the field as they claim, as they have no bargaining power, since what with the chairman, secretary-treasurer and other "union" officers on the company payroll and the no-strike clause in their so-called contract, the members' hands are tied. So they meekly accept all the small bones that the company benevolently throws at them, and the union officers proceed to pat themselves on the back for their (?) accomplishments.

There are a few who have poor eyesight and have not yet seen these facts. All I can say is hurry up, boys, see that optometrist and get those glasses fast, as the time is growing short. Here comes the band, join the parade and you will not be underpaid. Get off your butts and get in the swing, with SIU we'll win this thing.

Matthias W. Jackson

Accident Mars Trip On Ranger

To the Editor:

The trip on the Steel Ranger has been a good one so far; however, we did have one accident aboard.

While we were at Damman, at anchorage, permission was given for us to tie up at the dock at 2 AM. Well, H. Meltz, carpenter; R. Rausch, the mate, and myself were heaving in on the port anchor when it came clear of the water.



J. Wagner, bosun; K. Nordstrum, AB, and V. Carlson, FWT, enjoy coffee time aboard the Steel Ranger in this shot by J. Parr.

The mate told chips to stop heaving, since he was sure that something was wrong and that he had more chain out. Just as he did so, the anchor let go. It broke the chain, causing it to backlash up onto the deck.

There was a mad scramble trying to get away, but the chain struck the mate a glancing blow on the head, and then hit me, knocking me up under the apron.

A check showed that I have two broken ribs and one broken finger.

J. Parr

Wants Relief For Port Watch

To the Editor:

I would like to find out the opinion of other brothers on a situation that always arises on these tankers.

Running coastwise on tankers is a continuous circle of turn-arounds. Almost everyone wishes to have as much shore time as possible on both ends of the line. Due to the inconvenient hour at which these vessels dock, men who are on watch and want to go ashore have to run around looking for a standby. Sometimes they get one, sometimes they don't.

Receive OT

Most tankers seem to maintain their sea watches in port and accordingly the watch standers receive overtime between the hours of 5:00 PM and 8:00 AM.

What if a standby watch of five men could be sent from the Union hall and be paid the overtime for the loading and discharging hours between 5:00 PM and 8:00 AM? There are 15 hours between work days and 15 men maintained as a watch for the ship. Fifteen men could easily share 15 hours' overtime with a shore gang. Most companies hire night mates and night engineers through different unions to come down to a ship to watch her while she's in port and to leave when the job is finished. Why not seamen?

Procedure Easy

During every trip the mate usually goes around to ask who is getting off. If the watch standers aboard could decide by vote beforehand whether they wanted a standby gang they could let the mate know, and when the skipper

radioed in his estimated time of arrival and requests for replacements, he could just as well add a request for a standby gang, if wanted.

Since some Seafarers want that port watch OT and others would rather go ashore, a majority vote would decide for all. This would also give the sailor on the beach a chance to earn a little money in his own line of work, especially if he wants to wait for a particular ship. He would thus maintain his place on the registration list at the hall. I believe this would also cut down on many of the cases of men missing ship. Again, I don't believe the sailor should be penalized if the ship docks later than five PM, as this is not his fault.

I would like to say hello to the boys at Lake Charles—Honest Ed Parsons, I. Cave and the wandering Swede, K. Hellman. I would also like to say hello to the roach runner-downer, Bill Calefato, recently caught by a clothes line on board the Royal Oak.

F. N. Vincent

Applauds LOG On NUMCS Story

To the Editor:

Congratulations to the LOG on the wonderful job it did in printing that four-page expose of the Communist-dominated National Union of Marine Cooks and Stewards. An expose of that Communist Party apparatus has long been needed, and I think the LOG did a wonderful job of digging up the facts and presenting them.

If the SIU has not already done so, we should make sure that copies of the expose on the NUMCS get to everybody in maritime, and also are distributed to the proper Governmental agencies. As the LOG expose said in its first sentence, "It seems hard to believe that at this late stage of the game an American trade union openly controlled by the Communist Party apparatus could be operating full scale on US ships."

Menace to All

The big point that the LOG expose made is that, just because that outfit is a little bit isolated as cooks and stewards doesn't mean that it isn't a big threat to all US seamen. That outfit is a great threat to every American, and every American seaman, and this is proved by the policies that it has followed. The only way to combat an outfit of this type is to stamp it out of existence, and the MCS-AFL deserves our full support to do this job.

People like Bridges and Bryson have weakened the cause of trade unionism enough, by following the dictates of the Communist Party. Let's do all we can to lead the fight against them.

James Hughes

Thanks Members For Help To Son

To the Editor:

On behalf of my wife and myself I want to thank the SIU for the kindness and care they and the rest of the SIU members gave to my son, Ogul J. Harris. He told me of the Christmas bonus, the \$15 per week and the cigarettes, all delivered to him by your Welfare Services. Thank you also for the checks delivered to me in person and for the \$2,500 death benefit.

I'm proud that my son was a member of the SIU and hope some day to meet you in person to tell you more.

Thanks again to you and all the members.

Charles Harris

Hits New York After 6 Months

To the Editor:

I just signed off the Ocean Lotte after a six-month trip in the Far East. While on the Korea-Japan shuttle we received issues of the SEAFARERS LOG, and everyone in the crew was very pleased to learn through our paper what was going on in the Union.

After six months away from New York, I had the opportunity to participate in the March 11th general meeting at headquarters. There I heard our Secretary - Treasurer, Paul Hall, make a speech in connection with oldtimers who could not go back to sea; I saw our Welfare Director, Walter Siekmann, handing over \$100 to a few of our disabled veterans. I would like to thank our Welfare staff for the swell job they are doing and for the way they helped me when I signed off the ship feeling ill. They arranged for my maintenance claim to be put through to the company in double quick time.



Rosa

Saw Old Pal

A few hours before the general meeting, while drinking coffee and reading the March 6th LOG in the cafeteria, I happened to turn around and see Joe Germano, about whom I was reading. He was with a Union brother, and I could see one Union brother helping another. The last time I saw him was in the old SIU headquarters at Beaver Street, so I went over and shook hands and spoke to him. I could see from the expression on his face that it really makes him feel good to know that our Union is helping him.

Evaristo Rosa

Arizpa Chow Is Strictly South

To the Editor:

I just completed a 40-day turnaround on the Arizpa, a pride and joy of Waterman's, to Yokohama and right back to Frisco. I took it as a pierhead from Los Angeles. She had crewed up in New Orleans originally, so the red beans and rice, the grits and gravy and many other tender dishes were specialties in the galley.

The ship paid off under the new scale and it's really great. Congratulations to the Negotiating Committee for getting AEs the OT raise.

Through benefits, education, welfare, vacation and contract we undoubtedly have the best for present-day Seafarers.

I am proud to be a member.

Terry Paris

Welfare Info Is Appreciated

To the Editor:

I received a letter from Walter Siekmann, telling my husband and me about the hospital and death benefits. It was very comforting for him to learn these things. Also, I wish to thank the Union's Welfare Services Department for its kind offer of further assistance.

At present, we are able to get along nicely, and hope we will be lucky enough to keep that way.

My husband is holding his own and I hope each day for further improvement. He receives his checks weekly and I cannot explain how much this means to us. Once again, we both thank you for everything. My husband wishes to be remembered to all the men at the Union.

Mrs. William Girardeau

Eugenie Crew Has Rough Trip

To the Editor:
Well, here we are on the Eugenie in the Far East, after a lot of trouble. I had to contact our Baltimore agent, Earl Sheppard, to get a new washing machine. We haven't got foc'sle keys yet.

We were overloaded 350 tons in Baltimore, so the chief engineer pumped out the water from the forepeak and afterpeak tanks. We picked up oil and water in Panama, but the Coast Guard did not catch us leaving there.



Haga

We went into Honolulu for oil and water, taking about 5,000 barrels of oil and all tanks full of water. We were due to leave when there was an oil spill which brought the Coast Guard. Then the draft was checked and found to be 5 3/4 inches too heavy. So the water was pumped out of the forepeak and afterpeak tanks again. Then the Coast Guard decided to do some inspection of their own.

They started on the life boats, and found holes in each one and that the containers in the boats were bad. They would not have stayed afloat very long. We had to replace fire hoses and get some new piping. The Coast Guard also found a cracked beam. I don't know how the skipper came out, but they sure gave him a going over.

The February 20th LOG contained some good news. The raise sure comes in handy. The crew joins me in thanking the negotiating committee on the fine contract and raise. Keep up the good work.

Garland H. Haga

Thanks Doctors For Their Care

To the Editor:
I wish to extend my sincere thanks and appreciation to Dr. Waalkis and Dr. Kemp of the Marine Hospital in Baltimore, Md. Without their tireless efforts and patience during my illness, I would have been a goner.

Adolph Swenson

Think Ruling Is Unfair To GIs

To the Editor:
At our last shipboard meeting, the crewmembers of the Afoundria discussed the retirement of books under the new SIU constitution. Under the new constitution, any member who is in retirement for over two years must have a vote of the membership at the regular shoreside meeting up and down the coast as to whether he can take his book out of retirement.

Not Their Fault

The crew of this vessel wishes to point out that under this ruling there are a number of men being put to unnecessary hardship. These are the men who are drafted off their ships into the Armed Forces for a two-year hitch. It is not their fault that they are drafted, yet when they want to return to sea they must go before the membership before they can sail.

First they must submit a letter to a shoreside meeting requesting their book. After this is voted on at one port the matter is sent, in the minutes, to all the outports, where it must be voted on two weeks later. After this, another week passes before the minutes of the various ports reach headquarters. The man must wait for three

LETTERS

weeks at least to get his book, before he can even register for a job.

We believe that the membership has had plenty of experience on the beach with no money to back them up, so they can see what these guys are up against. This is especially expensive if the brother does not live in a seaport.

Since so many are going in and coming out of the service, this crew would like to get some pro and con opinions on the subject, with ideas for remedying this situation as soon as possible.

Crewmembers of Afoundria

(Ed. note: One of the things most criticized about democracy is that it is a slow process for getting things done. However, this clause is for the protection of the active members of the Union. In the case of men returning from the Armed Forces, little delay has been encountered. These men can, and usually do, contact the Union a few weeks before they are discharged. This way, most of the formalities have been cleared up by the time they are ready to sail.)

Opposed To SIU Housing Project

To the Editor:
Our Secretary-Treasurer, Brother Paul Hall, has requested comment from the membership and their families upon a housing project for those members who need or would like such facilities. This proposition does require serious thought and discussion.

The unfeasibility of providing these units in all ports where Seafarers live, or would wish to live, is evident. Logically, the New York area would be the site chosen for these homes if but one unit were planned, and certainly the first buildings would be there.

Contrary to the belief of native New Yorkers, everyone doesn't wish to live there and I'm sure that only a small percentage of Seafarers wish to bring up their children in or around New York. Since some sectional preference exists in all of us no one unit could be satisfactory, regardless of where it would be located, and to provide units in all ports at the same time would appear to me to be financially impractical.

Varied Environment

The responsible seaman of today, like his shoreside counterpart, wants to leave his work where it belongs: aboard ship! When ashore he likes diversion; he likes to meet people from all walks of life and exchange views and experiences with the butcher, the baker and the candlestick maker. He probably wishes his children to lead a normal life in a normal environment, and to grow up and compete with children from all kinds of families. This normalcy would be missing in a seaman's housing unit.

Rather than invest Union money in housing projects, why not help make it possible for the Union member to buy his own home, where he and his family want it? The seaman could be required to have part of the necessary money. With few legal complications the Union could finance the purchase at a low interest rate, and the Seafarer could repay the loan at the nearest Union hall.

The Seafarer would be happier in a home he owned himself than in any project owned by the Union. During the time he is paying for his home, he could feel confident there would be no immediate foreclosure, should the allotment check be delayed while he is away at sea.

Walter H. Sibley

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of April 16, 1953 and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 60 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 550 francs to the dollar.
- Germany: 4.2 Marks to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 20.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.3 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

Glad He Joined SIU Back in '45

To the Editor:
I still laugh at the way Perry L. Patterson, Kenneth Wallen and I came to join the SIU. In Houston in 1945 we went to the War Shipping Administration office, and were sent aboard a flink ship loading coal. When we went aboard, about 2 inches of coal dust were all over our bunks and there was no clean linen, so we had to sleep ashore for two nights, for which we received no allowance.

The chief steward had six kittens which he fed on the meat block that the cook and butcher used. As we three were the only members who could speak English, we could never find out where or when we were going, or to whom the ship belonged. After seven days of jabbering with the captain, we packed and left for Galveston to the Union hall, and today I am still very happy because of that move. If Patterson or Wallen are still sailing, I wish they'd get in touch with me.

I would like to ask you to send the LOG to my mother, as she enjoys reading it very much. Thank you for all our SIU benefits.

I'm just waiting at home now for the stork to arrive.

Charles E. Perdue

(Ed. note: We have noted your mother's address and will send her the LOG every two weeks as issued.)

SIU Helps Him In His Troubles

To the Editor:
I received my \$25 disability check, and words cannot express my appreciation and the feeling of security this gives me. I was taken sick and needed treatment, which made it impossible for me to make long runs. Before I was taken sick it was the old, old story—millionaire for one night—so I had nothing saved.

I have been a member of the SIU since its day of birth, and believe me, brothers, I never dreamed we would come so far in so short a time. I am proud to be a member of so fine an organization. When you carry an SIU book you carry independence and security. I have a small home here in Hattiesburg, Miss., and my wife and I are able to get along very well, thanks to our Welfare Plan. All this has been gained through our fine leaders, who have worked so hard to get what we now have. But when leadership and membership work together as we do in the SIU, you just can't lose.

I would like to thank the LOG for sending my copy every issue.

It keeps me well-informed on everything that is going on. I enjoy it all. In answer to the inquiring Seafarer question in the March 20th issue of the LOG (Do you think it is wise for a Seafarer to own a home?), my answer is, by all means. You will never know what it means if you get stuck, like I did. Thank God I owned my own home.

I would like to hear from any of my old shipmates or friends at any time.

James (Blackie) Carroll
307 Tipton Street
Hattiesburg, Miss.

Stormy Weather Is Unhealthy

To the Editor:
I shipped out of Philadelphia on the Trojan Trader as deck engineer, and soon had a list a mile long of jobs to be done that had not been taken care of by the man who got off the ship. Still, I had to go around with the chief to check.

One very stormy day when the seas were coming over the port and no work to be done on deck, the captain sent for me and said he had a job he wanted to show me, outside of his foc'sle. It seems that the hook that holds the door back was rusty and would not move, and he wanted me to take care of it some day when I got a chance. This door leads from the passageway to the deck. At this point the captain stepped back, inside and a wave came over the side and drenched me from head to foot.

I grabbed a bucket and swab and started cleaning up. A silly grin is still on the chief's face. After I finished swabbing I told him that I was going to change my clothes. He was still grinning.

The next day my joints were a little stiff, and after that I began finding it hard to breathe. I kept working until I couldn't climb the ladder without stopping to catch my breath. I developed a headache and a stiff neck, and aspirins did no good. After a week of this, I couldn't even get out of my bunk. The captain gave me a dose of penicillin and, God bless him, told me to turn in and take it easy. For the next three weeks I was delirious.

Still Aboard

About three days out of New York, the captain said it would have to be a very bad case for him to call the Coast Guard to take me ashore. We anchored at Marcus Hook waiting for the payoff and still I was not taken off. (I found out later that the company agent was on his way from New York to take over.) Finally I paid off. I was lowered into the launch and taken to the doctor. One look at me and I was sent to the hospital for X-rays. All this time, the agent was with me. I was put to bed, and kept with me, under my pillow, my Union book discharge, Union receipt and payoff voucher and \$87, in case they were needed. These have disappeared, and though they were searched for everywhere, there is no trace of them. I was in an oxygen tent for 10 days and given the last rites, an experience I will never forget.

On February 27th I was transferred to Baltimore. I am on a diet (chuckle). I have lost 50 pounds.

Clarence E. De Chenne
North Ward 5th floor
USPHS Hospital
Baltimore, Md.

Welfare Services Right On The Job

To the Editor:
I'd just like to go on record thanking all the officials in the Welfare Services Department for the wonderful things that they have done for me. They are doing a top notch job.

About four months ago I was on the Puerto Rico, when I injured my back while working on the ship. At the time I didn't think much about it, and went home after standing my watch, since we were in port.

The next morning, my back was so bad that I couldn't move. I contacted the Union, and the Welfare Services Department, and they really got right on the job. My family drove me down to the ship, and by the time I got there, a hospital slip was all made out for me, and my money was ready for me.

I have been taking out-patient treatment ever since, but I thank the Union's quick action for taking care of me, and making sure that the record showed that I was injured on the ship.

Just lately, I have been having some landlord trouble. I didn't know what to do about it, so I talked it over with the Welfare Services Department. They took care of the matter right away, and all the trouble has been straightened out. It just proves that no problem is too big or too much trouble, even if it is not connected with your job.

They have been fine to me, and I am thankful that our Union has such a set-up to help out the Seafarers when they have problems.

Carl Adams

Men Not Taken In By AMEU 'Raise'

To the Editor:
We SIU men on the Atlantic Refiner realize that the raise which the AMEU was supposed to have gotten us just wasn't their doing. The fact of the matter is, we know it was the SIU who brought this about. It seems the die-hards have taken the big red apple that Atlantic has given out and swallowed it whole.

We wonder just how much of a raise—if any—they would have given us if it weren't for the pressure that the SIU put on them. We also wonder how this raise can be any good, when they stop the men from doing work that is now supposed to be overtime.

When you come down to the point, we actually didn't get a damn thing. When Atlantic gave us a boost in pay, they took our overtime away. It didn't take any brains on the part of the AMEU to get this raise. A halfwit could have thought it up.

Tommy Richardson

Washing Machine Problem Solved

To the Editor:
Just a note to tell you the finish to the story about "The Case of the Old Washing Machine That Wouldn't Leave the Doncaster," which was in the March 6, 1953, issue of the SEAFARERS LOG.

After all the trouble that you told about in the story, we finally left the darned thing on Pier 3, hoping that somebody would pick it up. As far as I know, it is still there, and nobody has even touched it.

The wringer for the machine is still on board. We thought we had left it with the machine, but it was only found after we had sailed.

Jimmy Golder

Great Dreams Of Canal Builders

From the time that Columbus bumped into America while on his way to the East Indies, to the opening of the Panama Canal over 400 years later, people were trying to find some easy way of getting through the Americas without going around them. In the first couple of hundred years, explorers spent their time looking for the mythical Northwest passage. Every river that happened to flow into the Atlantic Ocean was explored in vain with this purpose in mind.

When it was pretty well determined that there was no quick and easy way through the two continents, men next turned their attention to possible canal routes. Most of these, naturally, centered in Central America which is the narrow part of the continent, but they weren't limited to there, far from it. The ideas ranged as far and wide as Northern Canada, to Argentina.

The big stumbling block to the Canal plans was the bi-continental mountain range, the backbone of the Western Hemisphere. These mountains run from the Canadian Rockies in the Far North, down through the US as the Rocky Mountains, through Mexico and Central America and then down the West Coast of South America all the way to Cape Horn, as the Andes mountains. This continuous mountain chain runs thousands of miles with hardly a break. The search for a canal route concentrated on finding supposed low level passes through which a canal could be dug. There was many a mythical "pass" discovered by an enterprising promoter who was looking to make a quick buck by selling stock in some fly-by-night canal company.

Tunnel Plans

Another set of would-be canal builders based their hopes on linking two existing river systems. At many points along the Great Divide the sources of rivers that ran both East and West were just a few miles apart. The builders were bemused with the idea of linking the two river systems, usually with a tunnel, since it was manifestly impossible to build a canal over the summit of the divide, which was anywhere from several hundred to several thousand feet high.

The great geographer Humboldt once let his imagination run riot and listed nine possible canal routes. Most of the proposed canals since then followed one or more of the routes he first suggested.

The first one would have linked the Fraser River in British Columbia with the Peace River. Aside from the fact that neither river is navigable throughout, the waters of the Peace River eventually find

their way into the ice-choked Arctic Ocean, hardly a place for a commercial ship run.

The second route was a more ambitious one. It would have meant building a waterway from the northern Missouri to the Saskatchewan and Nelson Rivers (A on map). One thing wrong with this plan was that the Nelson River didn't run into the Pacific, as Humboldt thought, but wound up in Hudson Bay.

A third plan involved a link between the Rio Grande and the Colorado (B on map). In this plan, the ships would have had to shoot the rapids of Grand Canyon, a real daredevil operation.

Then he suggested a link between the upper Amazon, across the Andes to the Western slope, with one of the many rivers in Ecuador. Another trans-Andean link was placed much further south in Chile.

All of the above were so far-fetched that not even the pie-in-the-sky promoters would have anything to do with them. The remaining four were the ones on which most planning was concentrated: the Tehuantepec Isthmus in Mexico, (C on map) Nicaragua, (D on map) the Isthmus of Panama at various points along its length, (E on map) and the Atrato River in Northern Columbia, (F on map).

The Atrato River project was one of the most attractive ones on the surface. The river rises in the mountains just a few miles from the Pacific Coast and it runs north, roughly 28 to 45 miles inland, emptying into the Caribbean Sea at the Gulf of Uraba. Another river, the San Juan, which is very close by, flows south and west into the Pacific.

The Atrato proposals turned up in two forms, one calling for a canal just a few miles in length, linking the two rivers, the other calling for a canal and tunnel through the mountains linking Cupina Bay on the Pacific Coast of Columbia with the headwaters of the Atrato.

Naval Survey

In 1871 a US Naval survey explored the Atrato area and concluded that a canal could be built through the mountains westward from the headwaters of the Atrato. It would have required nine locks on the eastern slope and a five mile tunnel through the mountains which were 700 feet high at that point. Then three more locks would carry the canal to the Pacific.

The basic trouble with the Atrato River plan, as with most river plans, was lack of enough water. Both the Atrato and San Juan rivers were nothing more than shallow brooks upstream and the proposed tunnel would have to be dug through solid rock. The plan never got very far, but as late as 1929 Rear Admiral Colby Chester proposed a similar scheme involving a nine mile tunnel through the Andes.

The Tehuantepec Isthmus plan had its supporters too, although it never attracted serious interest because of the distance involved, about 130 miles, and the height of the mountain passes. The big attraction of Tehuantepec was that it was the farthest north of all the proposed routes, and as such would have made the shortest possible connection between the East and West coast. Here too, Navy officers were active surveying for possible routes. A US Navy captain, R. W.



Among the many plans devised for spanning the Americas by a water route, these are among those put forth in the past: (A) The Northern Missouri to the Saskatchewan and Nelson Rivers (the plan's sponsor neglected to note that the Nelson River ended in Hudson Bay instead of the Pacific); (B) the Rio Grande and Colorado Rivers; (C) a canal across the Tehuantepec Isthmus in Mexico; (D) a canal across Nicaragua; (E) the Isthmus of Panama at various points; (F) the Atrato River in Northern Columbia.

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.

Shufeldt, drafted a plan for a canal 144 miles long. It would have to have 70 locks on either slope to surmount the 750 foot high summit. This was obviously impractical and the idea was abandoned.

The Tehuantepec continued to attract its promoters however. In 1901, two Mexican engineers came up with a fantastic scheme to construct a sea level canal without any locks at a point somewhat to the east of Tehuantepec. This would have involved cutting a 2,000 foot-deep pass through the mountains!

What finally was done at Tehuantepec was to construct a trans-peninsular railroad, which was opened in January 1907. For a while, ships would transfer cargoes at one end of the road for shipment across to the other side. But the opening of the Panama Canal a few years later virtually put the railroad out of business.

The best-known, and most practical canal project that never came about, was the proposed Nicaragua canal. The Nicaragua route has the advantage of being the lowest level in the whole continent. It would be possible to build a canal that would not have to go above 53 feet sea level.

One of the early outfits that planned to build a canal in Nicaragua was the American Atlantic and Pacific Ship Canal Company, a corporation headed by Commodore Cornelius Vanderbilt. They signed an agreement with Nicaragua in 1848 and surveyed the route that is still spoken of as a possible alternative to Panama. This company failed to get the necessary backing and had to give up the idea. The Nicaraguan proposal remained very much alive, until Congress decided to take over the Panamanian route that the French

had begun. There are many who think that the Nicaraguan canal would have been easier to build.

Of course the Isthmus of Panama itself had several locations where ambitious promoters thought they could put over a canal building project. Most of them centered on the Gulf of San Blas. This area seemed to offer every advantage, because the Isthmus is only 30 miles wide at this point, and the Gulf is a good anchorage. The only trouble was those uncooperative mountains which were 1,000 to 1,500 feet high. All plans in this area called for tunneling from the Gulf of San Blas through the mountains. An early survey found that a ten mile tunnel would be needed. Alternate routes shortened this distance by half, but nobody took very seriously to the idea of building a tunnel for ocean-going ships.

DIGEST of SHIPS' MEETINGS

JEAN LAFITTE (Waterman), January 31—Chairman, C. Ibrain; Secretary, Walter J. Brown. Two men were put ashore to go to the hospital in Nagasaki, Japan; their gear was put ashore too. Vote of thanks went to the stewards department. Motion was made not to sign on until the bulkhead in the 12-4 watches' room is fixed. All vents should be fixed in all rooms and in the messhall. Wash water tanks are to be cleaned before the crew signs on. Crewmembers were asked by the steward to turn in all linen.

February 22—Chairman, Walter J. Brown; Secretary, Carlo Ibrain. The rust in the fresh water tanks was supposed to have been taken care of last trip, as promised by the ship's engineer the day of signing on. Paul Sabo was elected ship's delegate. Unanimous recognition was made of the messmen's good work and all agreed to extend them unlimited cooperation. Ship's coffee pots should be treated with care, as the destruction of the previous one caused hardship on the membership. Fantail deck should be kept clear of garbage so as to keep the mooring lines and deck in better shape.

ANTINOUS (Waterman), March 15—Chairman, Bryan Varn, Jr.; Secretary, Leo Allen. Bryan Varn was elected ship's delegate. He will speak to the first assistant engineer about the repairing of the aft heads. There is \$17.50 in the ship's fund.

STONEWALL JACKSON (Waterman), February 22—Chairman, D. Nunn; Secretary, J. B. Martin. Joe Palast was elected ship's delegate. Washing machine will be checked.

STEEL ADVOCATE (Isthmian), March 7—Chairman, W. J. Mitchell; Secretary, W. G. Povey. Kramer was elected ship's delegate. Steward was called before the port steward by the delegate on several points which have not been rectified, such as the too-small sheets and the tasteless pepper. There is not enough night lunch, nor enough variety. Crew's messman should wear white coat like the saloon messman. Steward promised to buy black pepper at the first opportunity. There were beefs about the lack of cleanliness of the quarters, the laundry, and the cold food served. Gangway watch often fails to keep people out of the passageway in port.

STEEL VENDOR (Isthmian), March 1—Chairman, Gerald E. Pettipas; Secretary, Vincent G. Orencio. Reports of the membership meetings should not be taken topside. Personal beefs should be settled at meetings and not be taken to officers. Steward was asked by the crew to order a new washing machine; the old one will be kept on board.

AMERSEA (Blackchester), February 15—Chairman, Jim Davis; Secretary, Jerry Smith. Captain has promised cooperation in necessary repairs; he will get together with department heads on this. Casey Jones was elected ship's delegate. Bag should be removed from urn as soon as coffee is made. Last standby should clean the messroom and pantry. There should be more variety in the night lunch.

CAROLYN (Bull), March 8—Chairman, W. C. Murphy; Secretary, W. G. Schoenborn. Everyone should be properly dressed in the messhall. All members are to clean the laundry after using it. The entire stewards department got a vote of thanks for the swell chow that was served during the voyage.

COUNCIL GROVE (Cities Service), March 18—Chairman, Thomas Bolton; Secretary, A. T. Weaver. W. M. Smith elected ship's delegate. Repairs will be listed. The sink in the 12-4 deck foc'sle leaks; bunk springs are needed in the deck maintenance's room.

SEA GALE (Seatraders), March 7—Chairman, Al Arno; Secretary, R. Agular. H. Bennett was elected ship's delegate by acclamation. Refrigerator is not working properly. Washing machine should be cleaned after use; empty boxes of soap powder should be disposed of. New ice box should be procured.

March 15—Chairman, Al Arno; Secretary, Robert Goodings. Chief cook said he would personally see that enough night lunch was left out every night. New percolators should be bought and placed on board. Due to the shortage of fresh vegetables and stores in general, a requisition for food and commodities made out by the steward was read to the membership and turned over to the captain in the presence of the three department delegates. New washing machine should be installed.

BURBANK VICTORY (Eastern), March 7—Chairman, John J. Winn; Secretary, Frank A. Radville. Ship's delegate will find out why shore leave was not granted and why no draws were given out in San Pedro and in Sasebo, Japan. Galley drains should be looked into after the ship leaves on the next voyage; too much stench is coming out of the drain in the pantry and galley. Ventilation fan should be fixed in the engine room before the next voyage. New washing machine is needed.

MARINA (Bull), March 3—Chairman, A. Gonzalez; Secretary, Terry DeMeo. Repair lists should be turned over to department heads. There is a beef about losing one or two days' pay, since the crew signed on on the 29th of the month in February; matter should be turned over to the patrolman.

BENTS FORT (Cities Service), March 8—Chairman, V. Kickerello; Secretary, B. F. Grice. There is \$57.60 in the ship's fund. One man missed ship in Lake Charles. All hands were asked to keep the recreation table and the messroom tidy. Ship's fund will be kept at the

present amount and increased when the need arises. All hands should close doors quietly, since there are people sleeping at all hours. Those who cook eggs upon coming off watch were asked to leave the galley and utensils as found—neat and orderly. Washing machine should be turned off after use. Fresh bread should be obtained at the end of the voyage, and homogenized milk gotten at Lake Charles.

STEEL MAKER (Isthmian), February 15—Chairman, E. Dakin; Secretary, M. Danvyck. F. Johnson was elected ship's delegate by acclamation. Ship's delegate should make suitable arrangements for drying the crew's laundry. Steward was asked to make sure that shortages in entrees do not occur in the future. Pantry should be kept locked in port. Repair list will be made out on the homebound meeting. Laundry and mess-room should be kept clean; crew should cooperate by keeping heads and rooms clean.

MAIDEN CREEK (Waterman), February 9—Chairman, Barney Kinter; Secretary, Danny Merrill. Christian was elected ship's delegate. Discussion was held on the repair list for the last trip. Engineers will be contacted about getting as much done as possible at sea.

March 15—Chairman, Barney Kinter; Secretary, Danny Merrill. All departments should turn in repair list so that they can be put in order before arrival in port of payoff. There are \$7 in the ship's fund. New library was requested. Discussion was held on buying an electric iron and on various repairs and action to be taken.

IRENESTAR (Triton), February 4—Chairman, Roger Farrar; Secretary, John Fisher. Stores will have to be checked before leaving for Korea. First assistant will be contacted about possible washing machine repairs in Moje. Key should be made for the messhall door, which should be kept locked in port. Gangway watch will take care of the key at night. Steward reported that he is a little short on coffee and milk, but that if the men are not wasteful, we can finish the trip okay.

STEEL RANGER (Isthmian), March 1—Chairman, Joe Wagner; Secretary, J. Farr. J. Parr was elected ship's delegate. V. Carnegie, deck delegate. Crew must take better care of washing machine. Suggestion was made that the ship's delegate see the chief engineer about placing a warning light on the washing machine. Cold drinks are to be sold more often.

MONTEBELLO HILLS (Western Tankers), February 28—Chairman, H. K. Pierce; Secretary, M. Piarprinski. Water tanks have still not been cleaned. \$50 from the ship's fund will be used to purchase a recording machine. Delegates should see the patrolman about the water tanks. Stove in the galley should be looked after, as it continually breaks down. Vote of thanks went to the stewards department for fine food and cooperation.

No date—Chairman, Emil Gretskey; Secretary, William Gruney. Record player was purchased for \$25 with records costing \$15; this leaves \$5 in the ship's fund. Water tank will be brought to the attention of the patrolman; he will also be asked if payment can be collected for clothing damaged due to rusty water. Steward has ordered cots, and it was suggested that each man be responsible for his own. Each man was asked to contribute \$1 to the ship's fund to make up for the money spent on the record player. (Patrolman has gotten the water tank beef squared away. Tankers were chipped, scraped and wire-brushed to the satisfaction of all. They will be rust-sealed in the shipyard).

SEATHUNDER (Orion), March 12—Chairman, William Secretary, W. Glick. There should be an awning for the aft deck for the Persian Gulf. There is a discussion on cots. Money was collected for an NMU man who was injured on board one of their ships and sent back as a passenger.

SHINNECOCK BAY (Mar Trade), February 15—Chairman, James Mitchell; Secretary, W. K. Dodd. Ship's delegate will see the captain about painting the crew's rooms and passageways and about having the ship fumigated in home port. New mattresses, innerpadding if possible, should be ordered. Mirrors in washrooms should be raised. Lights should be installed over sink.

ALCOA PARTNER (Alcoa), February 2—Chairman, L. W. Franklin; Secretary, F. Anderreg. Six men were replaced in San Juan. Trouble between two brothers in Bermuda was referred to San Juan agent. Beef should be brought to the department delegates. Chief engineer will be contacted about the leak in the engine department and deck toilets. San Juan agent will be contacted on the lack of heat in cold weather, cold drinking water and hot water for washing.

SEACOMET (Orion), February 23—Chairman, F. Haggins; Secretary, R. Bowley. There is \$21.67 in the ship's fund. E. Tipples was elected ship's delegate. Definite action will be taken in regard to exhaust fan for the galley. Patrolman will be notified about the state provisions brought to the ship on the last trip. Repair list was read by the ship's delegate; any additions are to be turned over to him. Linen is to be returned to the steward, since the linen was scarce last trip.

WACOSTA (Waterman), December 22—Chairman, Gierren; Secretary, Floyd E. Starkey. Bosun was elected ship's dele-

'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.

gate. Discussion was held on the deck department and black gang sanitary men's duties.

January 4—Chairman, F. E. Starkey; Secretary, Edgar R. Hauser. Bosun reported progress in the painting of the crew foc'sles. Deck department painting will be started as soon as engine department is completed. All is to be finished before the end of the voyage. Ship's delegate reported that he had been told that certain work was not being done. Upon inquiry he learned that requests for such work had not been made to appropriate department heads. When this was done, work in question was completed. Crew pantryman requested greater cooperation, especially from the night watches, in keeping the pantry in more orderly shape. It was voted that a ship's fund be established and kept by the steward.

February 24—Chairman, J. Dodge; Secretary, D. G. Chopin. Each delegate will collect \$1 from each man in his department for the ship's fund. New mattresses were requested. Repair list should be completed.

AZALEA CITY (Waterman), March 1—Chairman, Robert L. Aiken; Secretary, not listed. Ship will be washed down once a trip, and two trips this summer. Motion was passed to buy a bound volume of the LOG. Suggestion was made to have the crew turn in excess linen. Washing machines should be put on the repair list. Delegates should see department heads about ordering some buckets. Ship's fund stands at \$55.85.

AMBERSTAR (Triton), January 11—Chairman, Ward; Secretary, C. I. Francum. John Ward was elected ship's delegate. Fans need repairs. Delegates will make up repair lists. Mattresses have been ordered.

January 24—Chairman, John Ward; Secretary, D. Lynch. Ship's delegate reported on the captain's refusal to secure launch service for the crew in Jucaro, Cuba. Crew decided to turn in OT for \$2 each day launch service is unavailable as per agreement. Department delegates will return repair lists over to the ship's delegate.

February 15—Chairman, J. Barnett; Secretary, C. Dwyer. Repair list was sent in. New York will be wired for full particulars. All hands should contribute to a ship's fund for emergencies. This was decided unanimously.

CLAIBORNE (Waterman), February 27—Chairman, George Clark; Secretary, Frank Wamer. Vents will be fixed. Motion was made to order a full supply of milk in European ports. Delegates will see the patrolman and the captain about the lack of milk; 40 gallons of milk were aboard leaving port. Cold drinks should be supplied if the ship goes south.

PETROLITE (Mathieson), March 3—Chairman, Honest Ed Parsons; Secretary, S. F. Shuyler. Honest Ed Parsons was elected ship's delegate; Stanley F. Shuyler was elected ship's treasurer. Engine delegate will see the chief about engineers slamming the fideley doors. Record player will be repaired in Norfolk.

GEORGE A. LAWSON (Pan Ocean Navigation), March 1—Chairman, Walter A. Yahi; Secretary, D. Fischer. Beef with captain on steward. Beef about stores squared away. Beef about getting passageways of the engine department sooted straightened out. Captain promised to get additional slopchest supplies. Each department will take a turn cleaning the recreation room and the laundry for a week. Each crewmember is to clean the washbuts after using them. Sixteen new mattresses will come aboard in San Pedro. Department delegates will see which crewmembers need new mattresses. Discussion was held on the cleanliness of glasses, due to lack of steam in the pantry. Steward wants all surplus linen turned in in Pedro. There is a shortage of wind chutes.

COE VICTORY (Victory Carriers), March 21—Chairman, W. Frank; Secretary, P. Jakibank. Quarters not painted last trip were taken care of. One man was replaced in England. Delegates will make up repair lists and turn them over to department heads. All repairs should be completed before sailing. Repairs will be referred to the patrolman.

YOUNG AMERICA (Waterman), February 28—Chairman, W. L. Parks; Secretary, H. Krohn. Motion was passed asking the crew to take care of the washing machine. Electricians are not satisfied

with the way their work is defined and want the agent to clarify whether it is correct for them to work 8 hours on and 8 hours off, which has never been the custom. Slopchest should be checked before sailing. Steward thanked the crew for their cooperation. All crewmembers leaving the ship should turn in their foc'sle keys.

OREMAR (Ore), March 19—Chairman, Chester F. Just; Secretary, Joseph Mattress. Pillows ordered last trip were not received; patrolman will be notified. Steward should put adequate milk and night lunch out for the watches. Washing machine should be repaired or replaced. Repair list will be made up and given to the patrolman. Wiper claims he cannot make coffee in the morning if he is doing sanitary work till 10:00 AM.

SEATRAN SAVANNAH (Seatrains), March 19—Chairman, W. A. Van Dyne; Secretary, C. Lowery. Matter of garbage disposal accumulated while ship is in port will be taken up with the patrolman in New York. Vote of thanks went to the stewards department for the good food and good service and clean mess-room.

SEATRAN LOUISIANA (Seatrains), March 22—Chairman, W. E. Beyerler; Secretary, Tom Bowers. There is \$107.67, stamps, stamped and plain envelopes in the ship's fund. More fruit saucers should be left in the messroom. Someone has been leaving the stewards department dirty. Milk has been sour for three out of the past four trips.

CORNHUSKER MARINER (Robin), March 17—Chairman, John McLaughlin; Secretary, Marlin J. Hitchcock. Many shipyard repairs and alterations are needed. All coils are to be taken from the deck before arrival in New York. Deck department wants the Union to investigate their manning scale, as they feel they could use a few more daymen. Door should be installed between pantry and messhall.

TRANSATLANTIC (Pacific Waterway), February 28—Chairman, D. D. Frikles; Secretary, J. Heldt. Mikael Sorensen was elected ship's delegate. Gear locker needs repairing. There is too much noise in the passageway. There should be more pressure on sanitary lines. Patrolman in port should be contacted about repairs. Chief engineer will be asked to repair the toasters.

March 15—Chairman, Paul Dayton; Secretary, J. Heldt. Discussion was held on gear locker door and on repairing or replacing the washing machine.

PUERTO RICO (Bull), March 1—Chairman, Steve Di Girolamo; Secretary, John Carroll. Five men are getting off. Men were warned on undeclared articles.

GOLDEN CITY (Waterman), November 14—Chairman, L. Stone; Secretary, J. E. Hannon. J. Parnell was elected ship's delegate by acclamation. Captain will be asked about one night's lodging for the day when there was no heat in New York.

December 7—Chairman, J. A. Ryan; Secretary, J. E. Hannon. One man missed ship in Mobile. Beef about wiper all squared away. Overtime beef will be reported to the patrolman. Ice machine will be fixed on the West Coast; all it needs is brine. Collection should be taken up for Christmas decorations. Mate will be contacted about fixing deck department head, faucet in laundry, cleaning slop sink, typing up work list and not making sandwiches in shorts.

January 38—Chairman, Hicks; Secretary, J. E. Hannon. Beefs on launch service and laying at anchor without service will be turned over to the patrolman. Captain will be contacted on launch schedule, so stewards department can turn to.

March 1—Chairman, T. C. Deal; Secretary, J. Parnell. Men fouling up on the coast will be turned over to the patrolman. Beefs should be turned in now. Captain will be asked about getting souvenirs in Miami or Savannah; men getting off should clean their rooms and turn in linen.

COEUR d'ALENE VICTORY (Victory Carriers), March 14—Chairman, H. S. Ricci; Secretary, J. Wells. New mattresses with innerpadding were requested. Several members have been losing personal gear and money. Ship's delegate will talk this over with the patrolman. Members should help keep the washing machines clean. Oven machine should be used for white clothes, the other for work gear.

PUERTO RICO (Bull), March 15—Chairman, Ed Caudill; Secretary, Jim Murphy. Five men are leaving. Motion was made to collect no more money for the ship's fund. Balance will be turned over to the Jackson Heights girls' ball team which the crew had previously sponsored. Headquarters will be asked to push payment of retroactive pay since the ship is laying up.

ELIZABETH (Bull), March 14—Chairman, H. Sposater; Secretary, R. Rivera. Beef about men having to ask engineers' permission to go to the head; one man was logged for going to the head. All beefs regarding food will be recorded and referred to the boarding patrolman. Better fruits and a greater variety was asked for. List of fruits desired will be given to the patrolman.

SEATRAN GEORGIA (Seatrains), March 15—Chairman, James Oliver; Secretary, Tom McLemore. J. Oliver was elected ship's delegate by acclamation. Licensed personnel should be kept out of the crew's messhall. Steward says he must leave the ship due to illness, unless the doctor will give him a fit for duty slip in New York. Discussion was held on

members not attending meetings, one of whom will be referred to the patrolman in New York.

TRINITY (Carra), February 28—Chairman, Thomas J. Moore; Secretary, R. Burns. Repairs are still pending. Important repairs will be brought to the attention of the patrolman. Steward requested that men turn in all dirty linen when receiving clean linen issue. Crew decided to have the steward continue his policy of serving milk for breakfast and supper.

March 14—Chairman, F. S. Rowell; Secretary, T. J. Moore. There is \$19 in the ship's fund. Repair list was turned in at the last payoff. Letter will be sent to the LOG thanking the negotiating committee for the new contract and the patrolman who satisfactorily handled the payoff, collecting the disputed delayed sailing. Captain complained to the steward about linen and a cot left on deck at night. Discussion was held on the incompleteness of the breakfast menus put on the board.

DEL VIENTO (Mississippi), February 6—Chairman, Jack Procelli; Secretary, Duke Hall. Repair list will be taken up with the patrolman in New Orleans. One man missed ship. There is \$16 in the ship's fund. Anyone can donate to the ship's fund at the next payoff, and the money will be used to purchase equipment for the ball club. Patrolman will be asked to settle the beef about the black gang member.

February 25—Chairman, Jack Procelli; Secretary, Duke Hall. All repairs on the list have not been taken care of. Humels Fluencia was elected ship's delegate by acclamation. Beef about the cadet working in the engine room will be taken up with the chief engineer. Laundry should be kept clean. Gloves, balls and bats, costing \$41, were purchased. Equipment will continue to be acquired as more money is collected.

WACOSTA (Waterman), March 4—Chairman, Floyd E. Starkey; Secretary, E. S. Sugar. All quarters and passageways aft should be painted. OS on sanitary duty and the wiper will keep the recreation room, laundry and passageways clean.

STEEL WORKER (Isthmian), March 14—Chairman, Jim Shipley; Secretary, Gonzales. Mess should be kept clean at all times and card players should clean up after their game. Clocks should be repaired. Motion was made to discontinue the ship's fund. The \$51 in the fund now will be used for the library. Water is consistently rusty as tanks and pipes need repairs. Slopchest is very poorly supplied.

CAMAS MEADOWS (US Petroleum Carriers), March 11—Chairman, Robert Williams; Secretary, Thomas B. Row. One man left the ship in Naples, Italy. His gear was itemized and packed up. One man was hospitalized in Naples with an infected ear. Two new men joined the ship at Naples. Crewmembers are leaving the washing machine dirty. Extra linen should be turned in with the soiled linen.

MANKATO VICTORY (Victory Carriers), March 1—Chairman, Walter Busch; Secretary, J. Dolan. W. Smith was elected ship's delegate. Department delegates should make up repair lists, so that the chief mate can see if most of the repairs can be done before returning to the states. Chief mate requires a \$1.50 deposit for each foc'sle key issued. This was okayed by the patrolman. Steward will try to keep unauthorized persons away from the messroom. Any suggestion from the crew on the ship's menu will be appreciated by the steward.

SEAGARDEN (Orion), December 26—Chairman, Steve Barry; Secretary, Jack Mayer. C. E. Wooten was unanimously elected ship's delegate. Each man was asked to pick up his own clean linen each week. Two men missed ship in Seattle; their gear will be packed and stored. Ship's delegate will find out when more cigarettes can be gotten. Department delegates will arrange about the cleaning of the laundry and recreation room.

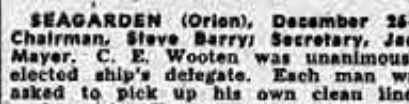
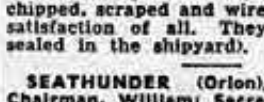
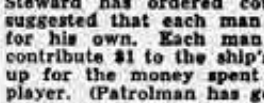
March 14—Chairman, Robert Barrett; Secretary, Jack I. Mayer. Ship's delegate will ask the captain about having a draw upon arrival. Foc'sles, passageways should be left clean at the payoff. Chief engineer should be contacted about putting a steam line into the washing machine. Slopchest should be more fully stocked. Feet should be kept off the seats. Vote of thanks was given to the stewards department for good service on the trip. Ship's delegate called for repair lists from each department delegate.

THE CABINS (Mathieson), March 23—Chairman, Ed W. Selley; Secretary, D. K. Hines. One wiper hurt his hand and was taken off the ship in Panama by the doctor. Watch should help keep the messhall clean in port. Repair list was made up as the ship is due for the shipyard.

CARRABULE (National Navigation), March 21—Chairman, O. W. Champin; Secretary, H. K. Smith. Crew asked the steward to order fresh saltine crackers. Ship's washing machine is worn out after two years' service; a new one will be listed on repairs.

HOLYSTAR (Triton), December 27—Chairman, Charles V. Sedell; Secretary, R. Williams. Robert Schlagler was elected ship's delegate. He will see the captain about removing the ice box in the recreation room. Names of the two men who missed ship in Philadelphia will be turned over to the patrolman in San Pedro. Stewards department will clean

(Continued on page 25)



DIGEST of SHIPS' MEETINGS

(Continued from page 24)

the recreation room; one of the wipers will take care of the laundry until the rest of the crew comes aboard. Department delegates will make out repair lists for the ship's delegate. Each department should contribute something towards the purchase of books and games for the trip in San Pedro.

March 15—Chairman, Robert G. Schlegel; Secretary, Charles Bedell. Letter was sent to headquarters about the restriction to ship. One man was taken to the hospital in Fusan. Steward's request list will be turned over to the captain. Mate said he would have what repairs he could take care of if the ship goes to the shipyard.

STEEL RANGER (Isthmian), March 22—Chairman, V. Monte; Secretary, J. Parr. Light on the washing machine and drinking fountain aft have been taken care of. Repair list will be turned in as soon as possible. All foc'les are to be painted out. Stewards department asked permission to paint out their foc'les and the galley if the deck department is too busy. Cots are to be removed from the stern before arrival in Port Said. Lights on deck aft should be left burning at night because of deck cargo.

GENEVIEVE PETERKIN (Bloomfield), March 25—Chairman, J. Rackko; Secretary, M. Dunn. Patrolman will be contacted on the draw in Belgium. The deck cargo, consisting of barrels, broke loose and rolled around the deck for 2 1/2 hours, slightly injuring one man. This was an accident and not the result of having been poorly secured. Crew was asked to keep feet off the chairs in the messroom.

STEEL MAKER (Isthmian), March 15—Chairman, J. W. Pultiam, Jr.; Secretary, E. Dakin. One man missed ship leaving Honolulu; another was missing between the islands from Honolulu to Nawiliwili. Additional fans should be installed in the messroom. Repair list will be made up. Steward will check on the condition of meat and poultry arriving. Can opener should be put back in the pantry. Report on the men who missed ship will be made out for the patrolman.



SCHUYLER OTIS BLAND (Waterman), March 15—Chairman, Jesse Lewis; Secretary, A. A. Kasten. E. Ross was elected ship's delegate by acclamation. Men should remove clothes from the line when they are dry. Sanitary equipment in the rain gear locker should be kept in good order. Members leaving the ship at the end of the voyage should turn keys over to department delegates. Vote of thanks went to the steward and his department for the cleanliness and the good food.

PONCE (Puerto Rico), March 25—Chairman, Frank Mateo; Secretary, R. Walker. Patrolman will be asked to straighten out standby pay in Florida. Cups should be left clean for the next watch. When the ship goes to drydock, the company will be asked to change all mattresses and pillows and repair bed springs. Door sills should be raised, as water runs into all rooms. Ship needs fumigation. Frank Mateo was reelected ship's delegate. Hooks and eyes should be put on doors.

WARHAWK (Waterman), March 28—Chairman, George Smith; Secretary, Dick Davies. General discussion was held on performing, and the difficulty of securing fresh stores in Japan at this time of year.

BENTS FORT (Cities Service), March 28—Chairman, Vincent Kickerillo; Secretary, B. F. Brice. There is \$57.00 in the ship's fund. Stewards delegate will see the patrolman about the transfer of stores from midship storeroom without payment of OT. Coca Cola bottles are to be removed from the messroom by owners of same. Tale bearers to topside were cautioned not to get caught at it.

Quiz Answers

- (1) The dog. The period of unusual heat is called the "dog days."
- (2) 180 feet.
- (3) China (Cathay), Spain, (Iberia) and Russia (Muscovy).
- (4) From France. It's in Ireland.
- (5) At the equator.
- (6) Ten days also.
- (7) Asbestos.
- (8) One that is landing.
- (9) Paul Bunyan.
- (10) France.

Puzzle Answer

SLID	CASH	ART
AIDE	OSLO	ROE
GALVESTON	IDA	
ERE	ATA	ORDER
ASA	KRA	
MASSE	BISCUIT	
EMIT	OUT	KNEE
LIBERTY	LEARN	
ROT	SIT	
CHINA	GAM	OPA
HOR	TRAFALGAR	
OMA	AIRE	ORCA
WEN	NOBS	GETS

Delegates should get together with the chief cook and steward in an effort to turn out a more varied menu. More cold drinks should be put out instead of so much water. Evaporated milk should be used instead of skimmed milk.

ATLANTIC WATER (Metro), March 7—Chairman, Bonnie Crawford; Secretary, Warren Barnhardt. Heads, foc'les, decks, showers and messhalls have not been souaged and painted, as promised. William Brightwell was elected ship's delegate. Bugs were found in the black-eyed peas. Chief steward is to inspect food before meals. Steward refused to "look in every pot at every meal." Patrolman will be contacted about living quarters and lifeboats when the ship reaches Yokohama. If the captain does not give a draw in Japan, which might happen, the ship's delegate will see the US consul.

DOROTHY (Bull), March 29—Chairman, Joseph Markel; Secretary, F. P. Piffonds. Ship's delegate spoke to the captain about having more hot water at all times. Dirty cups should be cleaned and put away after use. New toaster should be obtained. Steward asked brothers to leave rooms unlocked while the ship is being fumigated. Laundry should be cleaned after use.

CHIWAWA (Cities Service), March 6—Chairman, K. Goldman; Secretary, P. Van Der Eik. Stewards department was thanked for a job well done. Chairs will be fixed in the messhall, as well as tables. Blackboard was moved to the inside wall. Foc'les will be painted and more attention paid to sanitary work.

WILLIAM H. CARRUTH (Trans Fuel), March 8—Chairman, Vincent Genco; Secretary, W. Pedersen. There is \$25.30 in the ship's fund. Al Grapo was elected ship's delegate; Vincent Genco, deck delegate. OS and wiper will rotate weekly cleaning of laundry room. Pantryman will keep the recreation room clean with the cooperation of all hands. Ash trays were placed in the passageways.

CANTIGNY (Cities Service), March 22—Chairman, James A. Phillips; Secretary, M. Gendron. Ship's delegate reported that the captain had taken action in regard to special meeting on stewards department. There is \$26.44 in the treasury. One man missed ship in Long Beach and another went to the hospital. Delegates were asked to turn in repair lists. Black gang requested a first aid kit for the engine room.

GENEVIEVE PETERKIN (Bloomfield), February 22—Chairman, J. Skladanik; Secretary, P. Sahuque. Mike Dunn was elected ship's delegate. Chief mate said he would paint all rooms.

CUBORE (Ore), March 17—Chairman, F. Fritz; Secretary, J. C. Green. Motion was passed to elect three crewmembers as collectors for the March of Dimes from the officers. Ship's delegate will take contributions for the purchase of

PERSONALS

Otis Hardin
Bob Williams wants you to contact the St. John family in Brooklyn, immediately.

✂ ✂ ✂
Robert J. Zunkley
Get in touch with your mother at 237 Van Courtlandt Park Ave., Yonkers 5, N. Y.

✂ ✂ ✂
Charles Jones
Contact J. Stephen at 894 Trinity Ave., Bronx, NY, or call ME 5-9752.

✂ ✂ ✂
Joseph Bramley
Your wife and child have gone to Florida. Legal papers will be sent to you in care of the Union hall in New York.

✂ ✂ ✂
Richard A. Darville
It is urgent that you contact your family at once at Box 198 Riviera Beach, Fla.

✂ ✂ ✂
George Owen
Due to mix-up, we have each other's discharge from payoff of the Jefferson City Victory on March 23. We can exchange same if you will write me, Howard Whitely, 353 West 117th Street, New York 26, N. Y.

✂ ✂ ✂
Tiny Wallace
Get in touch with Harry C. Scott at Box 32 Westport, Washington.

✂ ✂ ✂
Newton E. Baker
Get in touch with your wife in Galveston. She is worried about you.

✂ ✂ ✂
Harry Schultz
It is urgent that you get in touch with your wife Florence at 136 South Halifax Drive, Port Orange, Fla.

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.

bound volumes of the 1952 LOG. Messmen should be helped as much as possible.

ALCOA PATRIOT (Alcoa), March 22—Chairman, A. J. Tremmer, Jr.; Secretary, J. A. Austin. Two men missed ship. Gordon was elected ship's delegate. Better care should be taken of cups. Laundry should be kept clean and in order. All change is to be donated to the ship's fund. Vote of thanks went to the stewards department for the food and service.

WILLIAM A. M. BURDEN (Western Tankers), March 22—Chairman, William Isbell; Secretary, Richard Utz. Discussion on who is to supply the deck department with cleaning equipment will be taken to the captain. Vote of thanks went to the stewards department.

STEEL ADVOCATE (Isthmian), February 28—Chairman, B. J. Brewer; Secretary, W. G. Povey. Complaints on the stewards department include weevils in the bread and rolls, food below par. Stewards agreed to check on the condition of the food. Ice has rust on it.

STEEL NAVIGATOR (Isthmian), February 15—Chairman, Lowther; Secretary, Zwertling. Company claims it is only responsible for keeping the old washing machine in good repair. Machine should be kept clean; pantry should be kept in order. There should be enough seats in the messroom. Leak in the library should be fixed. Voskian was elected ship's delegate.

HURRICANE (Waterman), March 29—Chairman, Harvey W. Morris; Secretary, W. Pedlar. Ship's fund on hand totals \$34. C. M. Gigantelli was elected new ship's delegate.

FRENCH CREEK (Cities Service), March 23—Chairman, C. White; Secretary, Arnold Nordberg. Soiled linen is to be turned in on linen day. One man was hurt and taken ashore at Key West, Fla. A record machine for the crew, to be bought from the ship's fund, will be priced.

STEEL ARTISAN (Isthmian), March 25—Chairman, Joe Teicher; Secretary, Ian McLaren. There is \$42 in the ship's fund. Ship's delegate will contact the patrolman about the water situation. Vote of thanks went to the stewards department for the excellent quality and variety of meals served throughout the voyage. Particular mention was made of the holiday meals, which are considered by all to top anything they had before on a ship. Thanks were also given to the captain, mates and steward for the gifts at the Christmas and New Year's dinners. Matter of the penicillin will be taken up with the patrolman. \$1 will be collected from each man at the Boston draw for the ship's fund.

FAIRPORT (Waterman), March 25—Chairman, W. E. Morse; Secretary, W. K. Both. Letter was sent to headquarters on disputed overtime. Discussion was held on launch service from ship to shore. It should be rearranged, so men will be on time to relieve the watches. Galley showers and steam kettle need repairing. Repairs will be taken up with the chief engineer.

SALEM MARITIME (Cities Service), March 27—Chairman, James H. Darce; Secretary, George E. Annis. Ship's delegate will see the captain about getting keys for the foc'les. Rooms should be cleaned and painted. Galley fan should be repaired or replaced. Washing ma-

NOTICES

Joe Kozak
Urgent that you contact Ray Oates in the SIU hall in Philadelphia, in reference to the NLRB in Philadelphia.

✂ ✂ ✂
Hunter
Seaman of that name living at 543 W. Hollywood, Detroit, Michigan, is urged to contact Welfare Services in Brooklyn headquarters immediately.

✂ ✂ ✂
Aubrey L. Sargent
Ship's delegate of the Steel Rover has the seaman's papers you left. They will be mailed to headquarters in New York.

chine should be kept clean, and turned off when not in use. Meat grinder needs fixing. G. E. Annis was elected ship's delegate.

April 5—Chairman, Joseph H. Darce; Secretary, George E. Angis. Captain will have keys for the crew's quarter ordered. Ship's delegate will ask boarding patrolman to check up on the Brazilian meat that is being used aboard ship. Cooks should check stores as they come aboard. Each member will contribute \$1 at the payoff. There is now a balance of \$14.38.

ARLYN (Bull), no date—Chairman, not listed; Secretary, not listed. Special meeting was called by the ship's delegate about the steward. The engine delegate said he went to the steward about the food and that the steward openly threatened to take him on deck. He also told the engine delegate that if he didn't like the food aboard, he should get off the ship. At the meeting, the steward admitted that this had happened.

DEL MAR (Mississippi), March 22—Chairman, Robert Callahan; Secretary, C. A. Bradley. Magazine subscriptions were ordered for the year. There is a balance of \$163.50 on hand in the ship's fund. Manifold was elected ship's delegate. Punching bag was sent for repairs. Discussion was held on keeping half of the after hatch clean for the sun worshippers to lie on. Pressing iron should be fixed and laundry kept clean. Each department will clean the laundry for two weeks. Each man should clean it after using it also. Suggestion was made to have the ship's delegate ask the captain to request the authorities in Curacao to let the small bridge be lowered so that the men can walk to town. This bridge is on private property and only opened when a Dutch ship is in the harbor.



NATHANIEL B. PALMER (National Seas), January 31—Chairman, Anthony Maselek; Secretary, Robert E. Joy. Allen A. Ellis was elected ship's delegate. Men should cooperate in keeping the messhall clean, picking up cups after use. Many portholes need repairing. Captain will take care of all mail for the crew when the ship stops at Gibraltar. Every man will be given a \$20 draw in US money in addition to other draws.

March 8—Chairman, Robert E. Joy; Secretary, Mervyn M. Cruz. There will be no draw till the agent arrives because the captain has no money. One man missed ship. Chief cook should learn to cook before he sails on this rating again. Third cook was asked to make less noise while working in the galley. Recreation room should be kept clean. Grade of stores should be checked. Patrolman will be asked to settle the chief cook beef.

PENNMAR (Colmar), February 1—Chairman, Red Gibbs; Secretary, L. E. Pflger. Chief mate has been working on the deck. Captain was asked about rearranging stewards department members to get more living space for the cooks. He replied that he didn't build the ship and when it was built it was made to accommodate four seamen. There are only three living there at the present time. Matter will be taken up with the patrolman at the payoff. Ship's fund will be started with \$1 contributions from each man.

March 7—Chairman, Red Gibbs; Secretary, T. E. Frazier. Headquarters will be contacted on major repairs when the ship reaches New York. One man who paid off on the west coast was replaced. One man missed ship in San Francisco. Repair list was made up. T. E. Frazier will take care of the ship's fund, which now has a \$15 balance. Report on man who missed ship will be turned over to the patrolman for action.

STEELORE (Ore), March 15—Chairman, E. Thaxton; Secretary, Jene P. Bradley. Men playing cards in the messhall should use ashtrays instead of the deck and should clean up a little bit when they get through. Steward asked for some stoppers for the wash basins.

MARORE (Ore), March 11—Chairman, Harold Zurn; Secretary, W. Cain. Two men missed ship in Baltimore. Washing machine will be fixed in Baltimore. There is \$9.50 in the ship's fund. Ed Forestal was elected ship's delegate. Sugar is coarse. Cocoa is disappearing from the pantry. Washing powder is inferior and

lava soap and laundry soap have not been issued. Dirty cups should not be left in the pantry. Repair list should be turned over to the patrolman by the delegates. Stewards department got a vote of thanks for fine cooperation.

SANTORE (Ore), March 15—Chairman, E. Johnson; Secretary, Minnant. Brother R. L. Faust was elected ship's delegate. New mattresses were ordered by the steward. Discussion was held on cleaning the laundry. Attempt will be made to get bound volumes of the LOG. There is a \$22 balance in the ship's fund. Steward refused to serve eggs with hamburgers.

ROBIN WENTLEY (Seas Shipping), March 15—Chairman, Taylor; Secretary, Jerry Logan. One man missed ship in Durban and reported back in Capetown. Larger scupper is needed for the laundry room. More steam pipe is also needed. Messman's foc'le should be painted in the shipyard, as well as the fireman's foc'le, engine department showers and heads, stewards department showers and heads. Gift of money was voted for the purser for his work in showing movies to the crew. Larger fans are needed. Drop-leaf desk is needed in foc'les; all cots should be returned.

STEEL ARCHITECT (Isthmian), March 23—Chairman, C. Scofield; Secretary, James E. Moran. Foul weather gear locker was secured. In foreign ports, steward will supply screens for messhall, portholes. List of repairs needed will be given to the mate.

March 10—Chairman, W. L. Hammock; Secretary, James E. Moran. Minor stewards department beef was squared away. Gear locker for foul weather gear should be secured.

ALCOA PARTNER (Alcoa), March 29—Chairman, James Schoell; Secretary, Robert V. Anderson. Recreation room should be cleaned. Stewards department will take care of this and deck and engine departments will clean the laundry. Condition of the mattresses will be taken up at a later date and then put on the repair and requisition lists at the end of the trip.

BRIGHTSTAR (Triton), March 8—Chairman, W. A. Perry; Secretary, George Gavios. After many phone calls and pressure on the company by the Seattle agent, discharges for the port payoff will be given to everyone. Washing machine was finally sent before the ship sailed. All repairs were made. The last standby will clean up the messhall. Laundry and library cleaning schedule will be put up. Washing machine should be kept clean and cared for. Excess noise should be stopped.



ALCOA PURITAN (Alcoa), March 25—Chairman, James Blackie Connors; Secretary, J. Siringellow. No one is to sign on until the repair list is given to the patrolman and some agreement on the repairs is reached. Department delegates will make out repair lists. All hands were asked to return cups and glasses to the messroom.

DEL ALBA (Mississippi), March 8—Chairman, U. W. Arellano; Secretary, J. H. Emory. Steward ordered cots which were not sent. Union will be notified. Motion was made to contact headquarters about a fund for the New Orleans baseball club, the Beachcombers, as we need financial aid to carry on this club. Letter from Captain Spicer, on security watches on ship was read by the deck delegate. New Orleans port agent will be contacted on this. Arnt N. W. Larsen was elected ship's delegate. \$20.00 in the ship's fund was turned over to the new ship's delegate. Chief electrician asked that the music box be moved from the messhall to the recreation room.

LIBERTY FLAG (Gulf Cargo), March 20—Chairman, E. Fields; Secretary, J. Demitreadis. Ship's delegate reported that the crew had a very nice trip and that the crew is tops from the skipper on down. Motion was passed to have the company put a new washing machine aboard next trip, as this one is old and worn out. Stewards department asked for the crew's cooperation in helping keep the messroom clean. A vote of thanks went to the stewards department for the good food they have been putting out this trip.

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

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

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

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

ADDRESS

CITY ZONE STATE

From The Golden Gate To The Narrows



San Francisco's latest Seafarer-father was Chen Nein (left) shown with his wife and the new arrival. At right is Mrs. Joseph Cambior of New York with daughter Mercedes. Both families collected the standard \$200 maternity benefit, plus \$25 defense bond.



in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- | | | | |
|--|--|---|--|
| <p>USPHS HOSPITAL BALTIMORE, MD.
 Henning Bjork
 T. L. Ankersen
 Hubert Cantwell
 Jeff Davis
 Bernard Friedman
 Walter Hartmann
 Robert C. Hostler
 A. L. Kazmerski
 Alejandro Lopez
 Earl McKendree
 Ervin B. Max
 Thomas Mungo
 Thomas Oliver</p> | <p>William H. O'Neal
 W. H. Puchinsky
 Edwin B. Rhoads
 Robert A. Rogers
 Nathan Rubin
 A. B. Seeberger
 Alfred Seegmiller
 Robert D. Settle
 Peter D. Sheldrake
 Raymond T. Sparks
 Adolf Swenson
 Clement Vidrine
 David F. Sykes</p> | <p>Mike John Frangos
 Joe Carl Griggs
 James Hamilton
 William Herman
 Hugh B. Jeffcoat
 John Keenan
 L. Kristiansen
 Victor Litardi
 M. Lubijewski
 George Meltzer
 Alfred Mueller
 Edward Muller
 Leonard G. Murphy
 Frank Nering
 Abe Partner
 Norval Schlager
 Leonard Smith
 Howard Sposito
 Anders Thevik
 Olav Pedersen
 C. R. Robertson</p> | <p>H. L. Alexander
 Harold Arlinghaus
 Anthony Budvidas
 Max Byers
 Joseph Callahan
 B. Edwards
 Charles Gallagher
 Simon Goldstein
 H. R. Hanssen
 Fred Hohenberger
 Adrian W. Jones
 Thomas Kustas
 John E. Markopolo
 Herman Meyer
 Robert Mense
 Harry Morton
 William Pepper
 Angel Romero
 Virgil Sandberg
 Bertram Tomlin</p> |
| <p>USPHS HOSPITAL BOSTON, MASS.
 Robert Crowley
 F. J. Dikameyer
 John A. Duffy
 E. J. Fitzgerald</p> | <p>John J. Flaherty
 Joseph Garello
 Tim McCarthy
 Donald S. White</p> | <p>DR. TRELLES CLINIC TAMPA, FLA.
 F. LaGuardia</p> | <p>USPHS HOSPITAL SEATTLE, WASH.
 Alfred Johansen
 George D. Rourke</p> |
| <p>PROVIDENCE HOSPITAL MOBILE, ALA.
 Charles F. Nelson</p> | <p>VA CENTER LOS ANGELES, CAL.
 Billie Joe Davis</p> | <p>USPHS HOSPITAL GALVESTON, TEX.
 K. Abarons
 Warren W. Currier
 E. C. Hill
 E. Jeanfreau
 Pat H. Jones
 A. W. Keans
 Charles A. McCain</p> | <p>USPHS HOSPITAL SAN FRANCISCO, CAL.
 Carl A. Johnson
 Clarence G. Murray
 John Roling
 Joseph Samborski</p> |
| <p>USPHS HOSPITAL NEW ORLEANS, LA.
 Robert L. Butler
 Herman A. Carson
 Rogelio Cruz
 Claude L. Davis
 B. D. Foster
 Philip Horowitz
 James H. Jones
 Harold O. Keith
 Eaden E. King
 Leo H. Lang
 Cyril Lowrey
 J. F. McLaughlin
 C. R. Nicholson
 Raymond Perry
 John B. Rambo
 Harold P. Scott
 Luther C. Seide
 Henry S. Sosa</p> | <p>H. G. Shartzler
 Robert L. Shaw
 Jasper D. Farr
 L. I. Floyd
 D. W. Orr
 E. Schram
 Richard Cross</p> | <p>USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY.
 V. Arevalo
 Robert Atmore
 Rupert Blake
 Wilson Cora
 Walter Chalk
 C. M. Davison
 Emilio Delgado
 Antonio Diaz
 E. Ferrer
 Robert Gilbert
 Bart Guranick
 Peter Gvordich
 John B. Haas
 Leo Kulakowski</p> | <p>USPHS HOSPITAL ST. CLARE'S HOSPITAL NEW YORK, NY.
 William Ryan</p> |
| <p>USPHS HOSPITAL STATEN ISLAND, NY.
 William Atehason
 Bibencio Billarosa
 James Blake
 James H. Bowley</p> | <p>Oscar Stevens
 Ralph F. Subat
 Tedd R. Terrington
 Gilbert Troclair
 Erwin Vial
 H. Wilkerson
 D. Williams
 Roscoe Alford
 Emile P. Badon
 J. B. Barrett
 Ivan Durning
 Patrick J. Green
 C. R. Hindson
 Rene LeBlanc
 Manuel R. Perez
 Shirley Poole
 Albert Rakoorry
 Walter S. Smith</p> | <p>ST. AGNES HOSPITAL PHILADELPHIA, PA.
 Clarence DeChenne</p> | <p>USPHS HOSPITAL SAVANNAH, GA.
 Warner W. Alfred
 Ignacio D'Amico
 John H. Morris
 J. D. Morrison</p> |
| <p>USPHS HOSPITAL NORFOLK, VA.
 Thomas L. Davis
 Leslie M. Jackson
 Luis Lopez
 Henry L. Pruitt</p> | <p>S. E. Roundtree
 Horace L. Williams
 David G. Proctor
 Horlon C. Willis</p> | | |

RECENT ARRIVALS

- All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.
- | | | |
|--|--|--|
| <p>Henry Thomas Doyle, born March 24, 1953. Parents, Mr. and Mrs. William J. Doyle, 3015 Bienville Street, New Orleans, La.</p> | <p>David Michael McClure, born February 7, 1953. Parents, Mr. and Mrs. Marion McClure, 411-Price Street, Savannah, Ga.</p> | <p>D. South Main Street, Evergreen, Ala.</p> |
| <p>Dennis Edward Hancock, born January 22, 1953. Parents, Mr. and Mrs. Clarence A. Hancock, 8227 Apple Street, New Orleans, La.</p> | <p>Jose Gabriel Albe, born February 26, 1953. Parents, Mr. and Mrs. Anibal Albe, 528 West 133 Street, New York, NY.</p> | <p>Raymond Gerard Kemmerer, born March 23, 1953. Parents, Mr. and Mrs. Raymond Kemmerer, 250 86 Street, Brooklyn, NY.</p> |
| <p>David Craig Turner, born March 12, 1953. Parents, Mr. and Mrs. Charles E. Turner, 2663 Emogene Street, Mobile, Ala.</p> | <p>Walter Wayne Christian, born March 3, 1953. Parents, Mr. and Mrs. Walter Christian, 311 South Bayer Street, Mobile, Ala.</p> | <p>William Francis Vaughan, born September 5, 1952. Parents, Mr. and Mrs. William Vaughan, 3067 Decatur Street, Bronx, NY.</p> |
| <p>Beverly Ann Keel, born March 11, 1953. Parents, Mr. and Mrs. J. C. Keel, Route No. 1, Box 78, McDaniel, Fla.</p> | <p>Stephen MacKenzie Johnston, born February 6, 1953. Parents, Mr. and Mrs. James Johnston, 78 West Street, Windsor Locks, Conn.</p> | <p>Stephen A. Carr, born March 18, 1953. Parents, Mr. and Mrs. Stephen Carr, 299 St. Marks Place, St. George, Staten Island, NY.</p> |
| <p>John D. Hunter, Jr., born January 23, 1953. Parents, Mr. and Mrs. John Daniel Orville Hunter, 3007 Ralston Road, Mobile, Ala.</p> | <p>Raymond Ralph Brown, born March 19, 1953. Parents, Mr. and Mrs. Woodrow A. Brown, 918 East Ida Street, Tampa, Fla.</p> | <p>Benjamin Marris Peavoy, born January 27, 1953. Parents, Mr. and Mrs. Floyd Peavoy, 2011 Prytania Street, New Orleans, La.</p> |
| | <p>Ira Willis Griggers, 3rd, born January 6, 1953. Parents, Mr. and Mrs. Ira Willis Griggers, Jr., Route</p> | <p>Delia Esther Pagan, born February 28, 1953. Parents, Mr. and Mrs. Cristobal P. Rivas, 213 East 11 Street, New York, NY.</p> |
| | | <p>Jeffrey Dennis Triantias, born March 4, 1953. Parents, Mr. and Mrs. James Triantias, 11 North Eutaw Street, Baltimore, Md.</p> |
| | | <p>Sharon Elaine Bridges, born April 13, 1953. Parents, Mr. and Mrs. Robert D. Bridges, General Delivery, Savannah, Ga.</p> |
| | | <p>Alicia Antoinette Bucano, born February 11, 1953. Parents, Mr. and Mrs. Ernie Bucano, 922 Kerlerec Street, New Orleans, La.</p> |
| | | <p>Guillermo Quinones, born April 1, 1953. Parents, Mr. and Mrs. Nemesio Quinones, 370 Cypress Avenue, Bronx, NY.</p> |
| | | <p>Milton David Holmes, born January 9, 1953. Parents, Mr. and Mrs. Albert E. Holmes, 8004 29 Avenue Northwest, Seattle 7, Wash.</p> |
| | | <p>Earl G. Oppel, Jr., born March 2, 1953. Parents, Mr. and Mrs. Earl G. Oppel, Sr., 708 South Bond Street, Baltimore 31, Md.</p> |
| | | <p>Daniel Glenn Zechenelly, born March 5, 1953. Parents, Mr. and Mrs. George B. Zechenelly, Pearl River, La.</p> |
| | | <p>Gilberto Rodriguez, born March 31, 1953. Parents, Mr. and Mrs. Juan Rodriguez, 5606 Avenue L, Galveston, Tex.</p> |
| | | <p>Diana Peragallo, born March 8, 1953. Parents, Mr. and Mrs. Joseph Peragallo, 156 Oliver Street, Newark, NJ.</p> |

Making A Bank Deposit



The New York shipping hall was temporarily turned into a blood donor center recently as longshoremen, members of Local 808, IILA, and Seafarers turned out in large numbers to donate to the Red Cross blood bank. Blood will be used for Armed Forces reserve, for production of anti-pollo serum and a variety of other uses.

Payoff Tied Up, Welfare Services Gets Him Dough

One particularly tough problem that comes up occasionally involves men who can't get paid off because of some legal reason. One such case popped up recently when a Seafarer was accused of desertion from the ship.

The Seafarer challenged the desertion charge with the result that the whole issue is now in the

courts for decision. But until the final ruling comes through the man can't get his money for the trip, nor his discharges.

Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

With his money tied up, the Seafarer got in touch with Welfare Services to see if he could get any help. Welfare Services figured that there was no reason why the man couldn't collect vacation money that the Union pays out to every Seafarer.

No Discharges

One hitch had to be overcome, though. In order to apply for vacation pay a Seafarer has to present his discharges to verify the number of days he spent aboard the ship. In this case, the Seafarer couldn't get his discharges because both the papers and the actual payoff were tied up in the legal action.

Welfare Services then went to work to verify the man's time. After thoroughly checking all the facts, it was able to determine just how long the man had been aboard the ship, and arrange for his vacation payment accordingly.

With the vacation money in hand, the Seafarer now has enough to tide him over until his problems are straightened out and he can ship out again.

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.)

Henry Serpe, just off the Mobilian on which he shipped as an oiler, intends to be around New York for awhile. He signed off the Waterman Line Ship in Baltimore and came north on his own in order to take treatments at the hospital. Right now, he's out at the USPHS hospital on Staten Island and would appreciate it if his old buddies would drop him a line.

Ordinary Seaman Norman Petterson is a recent visitor to these parts, just having signed off the Robin Doncaster. He thinks he'll be around on the beach for a couple of weeks after having spent a few months down in Durban, S. Africa. He was in the hospital down there, but he is up and around now and claims to be in fine shape for anything that turns up. He says he is making out all right now, and wished the best of everything to his friends.

Leo (Bobo) Colon was on the beach in New York recently, but he hopped aboard a Bull Line ship for the West Indies port of San Juan, P.R. His wife is expecting an addition to the Colon family shortly in Santurce, so Bobo wants to be standing nearby when the baby is born. He's down there now pacing up and down the shore in the time-honored manner of an expectant father.

Another oldtimer who is around these parts is Bernard Mace, whose last ship was the Lone Jack, a Cities Service tanker. He's on the beach now and it seems as if he intends to stick around awhile. He says he doesn't know when he is going to ship out again. He has run into a little hard luck of late, but the Union is helping him square it away.

Seafarer Bernard Friedman, who spent some time in the USPHS hospital in Baltimore, Md., has come north for awhile to visit his friends. He's okay now and can be found out in the marine hospital on Staten Island for all those who wish to drop in on him and wish him well. If you can't get out there, drop him a note to cheer him up. He was sailing last aboard a Bull Line ship.

Elvin Goodman, a Seafarer originally from Mobile, Ala., is up here on the beach at the moment. He is taking treatments at the Staten Island hospital for eye trouble which came upon him in Texas. It was next to impossible for him to get the treatment he wanted down there, so the Lone Star State lost out to New York when Goodman decided to fly up here for the benefit of full treatment.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

John Bartlett Dalton, 60: Heart disease proved fatal to Brother Dalton, a member of the stewards department for eight years, on May 7, 1952, in New York. He was buried at Marietta National Cemetery. He is survived by his son, John Bartlett Dalton, Jr.

William Sunday Forney, 42: A fatal heart stroke was suffered by Brother Forney in Dhahran, Saudi Arabia, on October 13, 1952. A steward, he had sailed SIU for nearly 13 years, and was buried at the Dhahran Christian Cemetery.

Carl R. Thurmond, 57: Brother Thurmond disappeared aboard the Fairhope under mysterious circumstances on January 29, 1953, while the ship was between Long Beach, Cal., and the Panama Canal. He had been a chief cook in the stewards department since the early part of 1946. Surviving is a sister, Mrs. J. L. Tharpe, Box 108, Sibley, Ala.

Benjamin R. Mears, 57: On July 18, 1951, Brother Mears died of subtertian malaria at the Civil Central Hospital in Singapore. His estate is administered by Josephine G. Mears.

Donald Phillip Gellinas, 44: A fatal stroke was suffered by Brother Gellinas, who died at the US Naval Hospital in San Diego,

Cal., on March 7, 1953. An AB in the deck department, he joined the SIU in Baltimore on March 31, 1945. He leaves his wife, Lydia Gellinas, 920 19th Avenue South, St. Petersburg, Fla.

Charles Franklin Nelson, 32: A chronic kidney condition caused Brother Nelson's death last March 8. A QM in the deck department, he died at his home, 55 Chidester Avenue, Mobile, Ala., and was buried in that city's Mag. Cemetery. His mother, Mrs. Jennie Nelson (209 South Hamilton Street, Mobile, Ala.), survives him.

George P. Reaburn, 54: An FWT in the engine department, Brother Reaburn died of a heart ailment at the USPHS Hospital in New Orleans, La. He had joined the Union in New Orleans in 1944. Brother Reaburn was buried at the Fairview Cemetery, Roanoke, Va.

Bill Thompson, 57: One of the first members of the SIU, Brother Thompson died of a heart ailment aboard the Potrero Hills on February 21, 1953. The ship was docked at Baton Rouge, La., at the time. Brother Thompson joined the Union in December, 1938, and sailed from Savannah as a FOW in the engine department. He was buried in Lakeland, Fla.

Adolphus Watson, 50: Brother Watson died at his home on March 24, 1953, in New York, NY, and was buried at Woodlawn Cemetery, Bronx, NY. He leaves his wife, Elizabeth Watson, 420 West 129 Street, New York, NY.

Collect Vacation \$ In Hospital

As is well known by all Seafarers, SIU representatives visit the USPHS hospitals each week with the \$15 cash benefit that all hospitalized Seafarers receive. But while at the hospital, the Welfare Services representative doesn't stop at that. He performs a wide variety of services for the hospitalized patients which add greatly to their comfort and well being.

Since many men go to the hospitals directly from a ship they usually have SIU vacation benefits coming to them according to the number of days spent on board. The SIU representative always carries a few application forms with him. The patient fills out the forms and the next trip out a week later, the Union representative has a vacation check for him along with his hospital benefit.

Check-Cashing Service
Further, the representative cashes the check on the spot for the patient. He will also cash any other check that the Seafarer might have received. And, of course, the hospital benefits themselves are paid in cash, the SIU being the only union to pay a cash benefit.

With most patients unable to get around, the check-cashing service is a great convenience for these men who might otherwise have to wait until they were discharged from the hospital to convert their checks into money.

Shopping Service
But that isn't all the representative does. He's a one-man shopping service for the hospitalized Seafarer. He will take orders on anything that the man needs or wants—clothing, radios, lamps, pens, books, candy, cigars and similar items—and deliver them personally to the hospital. He also carries a supply of SIU library letterheads and paper for any men who want it.

Those men who are unable to write because of their condition can have any mail taken care of for them by the Welfare Services, whether they relate to business affairs, or are simply a matter of notifying relatives as to what's been happening to them.

Usually when a man is taken off a ship he leaves his gear behind him. Welfare Services will run down the gear and get it from the companies. The gear will then be checked in the SIU baggage rooms where everything will be in safekeeping until the Seafarer is ready to claim it.

Blood Donors Available
If a man is about to undergo a serious operation, or needs blood



When Seafarer Ramon Morales (right) was injured, Welfare Services not only dished out hospital benefit but collected wages, vacation benefits and other money due. Shown dishing out the cash is Walter Siekmann, SIU Welfare Services director.

for some other reason, Welfare Services puts in a call for volunteers at the SIU hall. This is usually sufficient to round up more than enough blood donors to take care of any emergency. This service goes for wives and children of Seafarers as well as for the men themselves.

In short there's nothing the Welfare Services won't do for a hospitalized Seafarer if it's at all possible. Any hospital patient who needs an assist on any score should just let the nearest SIU Welfare Services office know what he needs, and the Union will take action.

SIU Gets Allotment Continued After Seafarer Leaves Ship

When steward Wesley Young of the Robin Kirk was hospitalized in Durban, South Africa, his allotment back home was automatically cut off by the company. This is in line with the usual practice, since allotments are normally payable only while the seaman is aboard the ship and only with his approval.

Young, however, was concerned about the allotment cut-off as he had several personal bills about to fall due, which his father was set to take care of with the allotment

money. Since he suffered a fractured skull aboard the ship it would be some time before he would be well enough to get home and collect all money due him.

As soon as he was able, he wrote a letter to Welfare Services in New York explaining his problem and asking if anything could be done about it. The New York office got in touch with the company to arrange for further allotments on unpaid wages due. The company agreed, with the result that Young's father has received sufficient allotments to take care of his pressing needs and of bills that were coming in.

Paying The Bills And Then Some



Mrs. Florence Beard receives the \$2,500 SIU death benefit on behalf of the late Allen T. Antill from SIU Welfare Representative Bill Frederick. Mrs. Beard, who was Antill's beneficiary, cared for him during his long illness at her home where he lived for many years.

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.



- Atlantic & Gulf District
- Canadian District
- Great Lakes District
- Marine Cooks & Stewards, AFL
- Sailors Union of the Pacific
- Inland Boatmens Union of the Pacific
- Conanicut Inland Boatmens Union (Rhode Island)
- Marine Chief Stewards of the Pacific
- Marine Pursers of the Pacific
- Brotherhood of Marine Engineers
- Canadian Marine Engineers Association
- Marine Allied Workers of the Atlantic and Gulf
- Seafarers' Guards and Watchmen's Union
- Am. Merchant Marine Staff Off. Ass'n., West Coast
- Am. Merchant Marine Staff Off. Ass'n., East Coast
- Atlantic Fishermen's Union
- Fishermen & Seafood Workers of the Atlantic Coast
- Mobile Bay Seafood Union
- Gulf Coast Shrimpers & Oystermen's Association
- Seafood Workers Association of the Gulf Coast
- Texas Fishermen's Association
- Seine & Line Fishermen's Union of San Pedro
- Seine & Line Fishermen's Union of Monterey
- United Fishermen of Alaska
- United Fishermen of Cook Inlet
- Bering Sea Fishermen's Union
- Alaska Marine District Union of Fishermen
- Cannery Workers and Allied Trades
- Cannery Workers & Fishermen's Union
- Cannery Workers Union of the Pac., LA Area
- Fish Cannery Workers of the Pacific
- Fish Cannery Workers & Fishermen's Union of the Pacific (SF & Moss Landing)
- Fish Plant Workers Union of Newport, Oregon
- Crab and Codfish Workers Union
- Alaska Fish Cannery Workers Union of the Pacific
- Shoalwater Bay Oyster Workers, Local 14
- Chinook Cannery Workers Union, Local 12
- Wrangell Cannery Workers Union of Alaska
- United Cannery Workers of Lower Cook Inlet
- United Cannery Workers of Alaska
- Bristol Bay Cannery Workers Union, Local 46
- Fisheries and Allied Industries
- Yakutat Marine District Union
- Amusement Guild (Los Angeles)

The Brotherhood of the Sea!