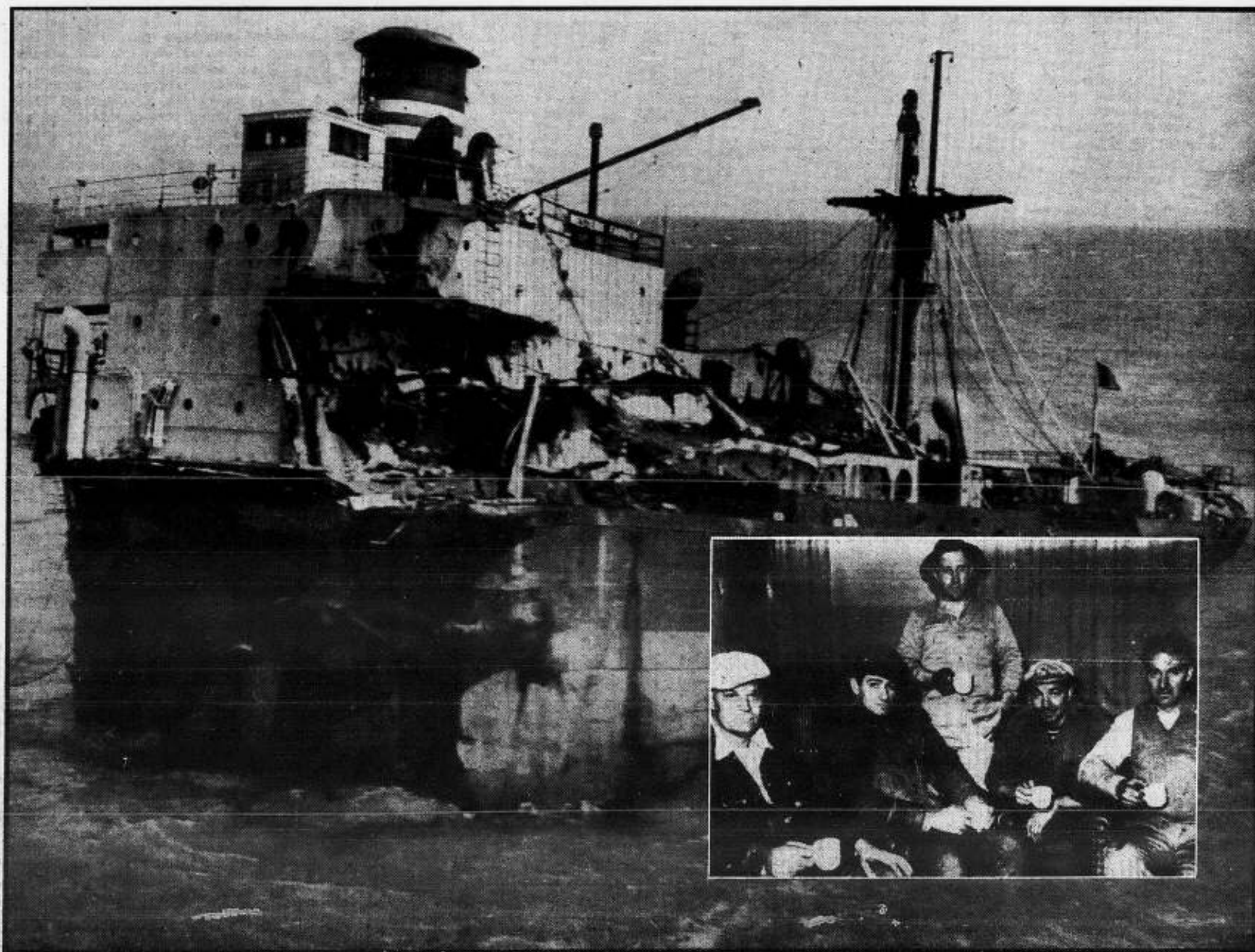


# ACCORD SEEN NEAR IN SIU PACT TALKS

— Story on Page 3

## *SIU Ship In Crash; Crew Safe*

— Story on Page 3



**Collision Victims.** A group of weary, oil-spattered survivors from the SIU-manned Western Farmer (inset) warm up at Sailor's Home in Dover, England, after being rescued from the gale-swept English Channel. The battered, partially submerged stern section of the vessel was kept afloat until salvaged. The ship split up following a collision with a Norwegian tanker. All 37 men on the ship were saved, including Seafarers (L-R): James Lee, Don Rundblad, Archie Scarborough, Roman Azczygel and Ernest Erstrom. (Story on Page 3.)

# AFL Convention In NY Sept. 15; SIU To Be A Host

New York will be the base of operations for delegates representing 8,000,000 union members when the 71st AFL convention gets underway on September 15 in the Hotel Commodore. The business of the convention is expected to last about ten days and will include addresses by both presidential candidates, General Eisenhower and Governor Stevenson.

Since SIU headquarters are in New York, the SIU is serving as one of the host unions for the more than 1,000 delegates expected to attend the convention. The delegates and their families will be invited to inspect the operations of the Union in the new headquarters hall and to enjoy the facilities that have been installed there for the convenience of Seafarers and the general public.

**SIU Representation**  
In addition, the SIU will be represented at the convention by a full slate of delegates representing all affiliates of the Seafarers International Union on both coasts and in Canada.

Before the convention opens, the International Labor Press Association, which includes in its membership virtually every recognized AFL labor newspaper, will hold its annual meeting. It will issue awards for editorial excellence and in other categories to newspapers entering its annual newspaper contest. The SEAFARERS LOG is one of the competing publications.

**Political Issues**  
With 1952 being a presidential election year, political issues are expected to loom large in the convention's business. General Eisenhower will address the convention on the 17th of September and Governor Stevenson will follow five days later, on the 22nd.

Both candidates are expected to make strong bids for labor support. In doing so, they will clarify their positions on the Taft-Hartley law and other labor and welfare legislation.

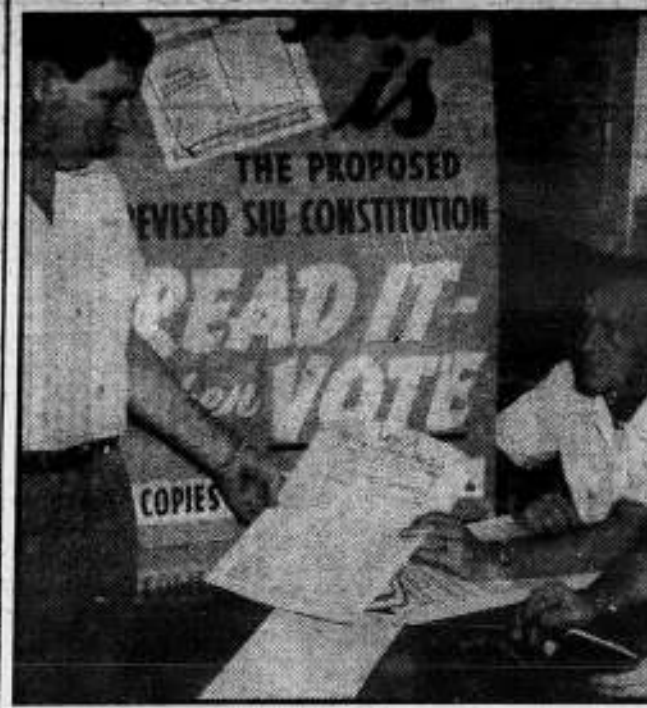
In addition, it is expected that a strong appeal will be made by the AFL Labor League for Political Education for support from union

members and for the election of Senators and Representatives considered friendly toward organized labor. These appeals will be keyed to a "get out the vote" drive, since a very large percentage of organized labor did not vote in recent national elections.

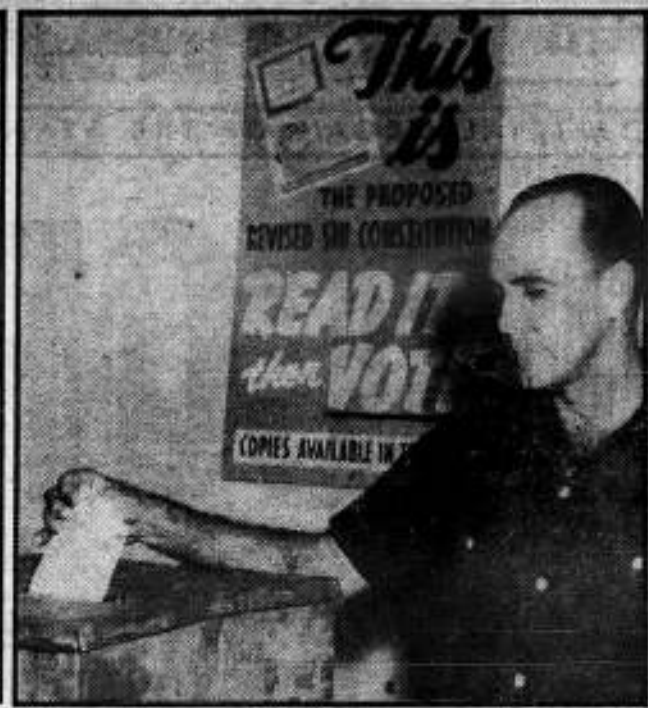
### AFL Role Abroad

Reports will also be made on the AFL's role in bolstering democratic trade unions in Europe, Latin America and Asia, as opposed to Communist-dominated unions that hold sway over large groups of workers in those areas.

Recommendations on other aspects of the country's foreign and domestic policy will also be submitted for action by the delegates.



Seafarer Frank Palmer (left) chief cook on the Alcoa Pioneer (Alcoa) gets his ballot on the proposed revised SIU constitution from Bill Wallace in the Mobile hall.



Seafarer Blackie Foster, AB, drops his ballot into the box as he casts his vote on the proposed revised SIU constitution in the New Orleans hall. Voting is being held in all halls.

## Constitution Vote Heavy

Voting on the proposed revision of the SIU constitution passed the halfway mark with just 12 days left to go. The 30-day referendum comes to an end on September 17 by which time it is hoped that every Seafarer who has the opportunity will have cast his vote on the issue.

Judging from headquarters experience, the vote on this important matter has been running

pretty heavy with an average of better than 100 votes daily being recorded by the headquarters balloting committee. A minimum two-thirds vote is required in order to approve the new document.

### Read Three Times

As required under the existing constitution, the text of the proposed new constitution was read and approved three times at three successive membership meetings in all ports. In addition, a six-man rank and file constitutional committee was elected at headquarters after the second meeting. This committee studied the document and recommended its adoption as well as suggesting that the refer-

endum on it take place between August 18 and September 17.

### Copies To All

Copies of the proposed constitution have been made available to SIU members in all ports and were mailed to all SIU ships at sea. In addition, the referendum ballot carries the complete text of the new document, and a special section was printed in the August 8 issue of the SEAFARERS LOG containing both the text and an explanation of the proposed constitution.

In this way it is hoped that every Seafarer has had the opportunity of becoming thoroughly familiar with the contents of the proposed constitution before voting on it.

### SIU Aids AFL Convention Hosts



Lloyd Gardner (center) Assistant Secretary-Treasurer of the SIU, presents a check for over \$10,000 to James Quinn (left), Secretary of the New York City AFL Central Trades and Labor Council, while John DeLury, Executive Board member of the council, looks on. The money was raised by the SIU within the maritime industry to help defray the council's costs of acting as host to the coming AFL convention.

## SUP Signs Up 2 More

Following up its strike victory against the Pacific Maritime Association, the SUP has won additional improvements in agreements with the Coastwise Line and Pacific Tankers dry cargo ships.

The Coastwise Line settlement calls for an across-the-board five percent increase in wages and overtime with a 40 hour week at sea for daymen and all Saturdays, Sundays and holidays payable at the overtime rate.

### Retroactive to April

An additional 10 cent daily contribution to the Welfare Plan was obtained as well as improvements

on standby rates, cargo handling and other items.

The Pacific Tankers agreement covers dry cargo ships operated by the Joshua Hendy Corporation. In this case the company has agreed to increases in overtime, penalty time and Saturdays at sea, with wages to be taken up at the termination date of the contract which is December, 1952.

## Over 500 Atlantic Men Seek SIU

More than 50 percent of the 1,000-odd tankermen in the Atlantic Refining fleet have already signed up with the SIU since the Union officially opened a full-scale organizing drive in the fleet just two weeks ago.

Hailing the heavy percentage of pledges, SIU Organizing Director Keith Terpe confidently forecast sure success in the campaign. Operating on the quiet for several weeks earlier, he and a staff of organizers found pro-SIU sentiment rising day by day as more and more pledges poured in.

He noted that the tankermen had emphasized in a clear-cut fashion that they were fed up with their present set-up and wanted to throw in for the top wages, benefits and conditions available under SIU membership.

Meanwhile, as word of the Union's powerful organizing effort

spread throughout the 23-ship Atlantic tanker fleet, representatives of an independent association operating within the fleet showed considerable uneasiness over the SIU's entry into the picture. The mood of current closed-door sessions of the Fleet Council of the Atlantic Maritime Employees Union mirrored frantic attempts to cover up inactivity on behalf of the tankermen over the last five years.

### Shifted Meeting

Meeting for their once-a-year confab in Philadelphia's Sheraton Hotel, the group quietly shifted to the Broadwood Hotel for a second and possible third meeting this week when AMEU members on the beach apparently got too inquisi-

tive about what was happening in the "off-limits" meeting.

Although the purpose of the Fleet Council gathering was to sift still unsettled membership beefs held over a year or more and prepare possible working rule changes under a contract opener, rank and file Atlantic tankermen have repeatedly expressed the view that the existence of the Fleet Council was "plain waste of time and energy."

They point out that, though it comprises the only actual "union meeting" ashore or afloat throughout the year, its 25 delegates and representatives are powerless once they draw up any sort of proposal to offer the company.

A remark this week by the AMEU's top official emphasized the position of the AMEU. Asked why they took the trouble to "go through the motions of meeting at all," Stanley Alcott, AMEU chairman, noted that he "wasn't worried one bit about the SIU drive," and indicated the company would treat them right.

After learning of this exchange, Organizing Director Terpe commented that "in light of the fact that over half of the tankermen already have shown their rejection of the AMEU, such a remark is a slap in the faces of the tankermen. The AMEU ignores the men, and then hopes the company will throw it enough to withstand the SIU drive."

On another front, SIU organizers (Continued on page 23)

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One of the lifeboats of the Western Farmer is lowered over the side as it becomes apparent that the ship is going to sink. Within minutes after this photo was taken, the freighter broke in two pieces and all hands abandoned ship. The crew conducted itself in heads-up SIU fashion throughout.

## Tanker Splits Western Farmer In Channel Crash; Crew Safe

Rammed squarely amidships by a Norwegian tanker in the English Channel, the SIU-manned Western Farmer broke in two, leaving its crew to be picked up by two British lifeboats. All 37 crew-members were saved without serious injury.

The 7,300-ton Liberty ship, operated by the Western Navigation Company, was on its way to Bremen, Germany, with a load of coal from Norfolk, Va. It was emerging from the eastern end of the English channel, near the Goodwin Sands at 3:55 PM on Wednesday, August 20 when the bow of the Norwegian tanker Bjorgholm smashed into the midship house ripping a huge hole in the Farmer's side and destroying the radio shack and the foc'sles of several crewmembers, including the radio operator, chief engineer and the steward.

### Help Summoned

The crash put the Farmer's radio and engines out of commission, but the Bjorgholm and other ships in the vicinity summoned help. The tanker, although badly damaged, stood by throughout.

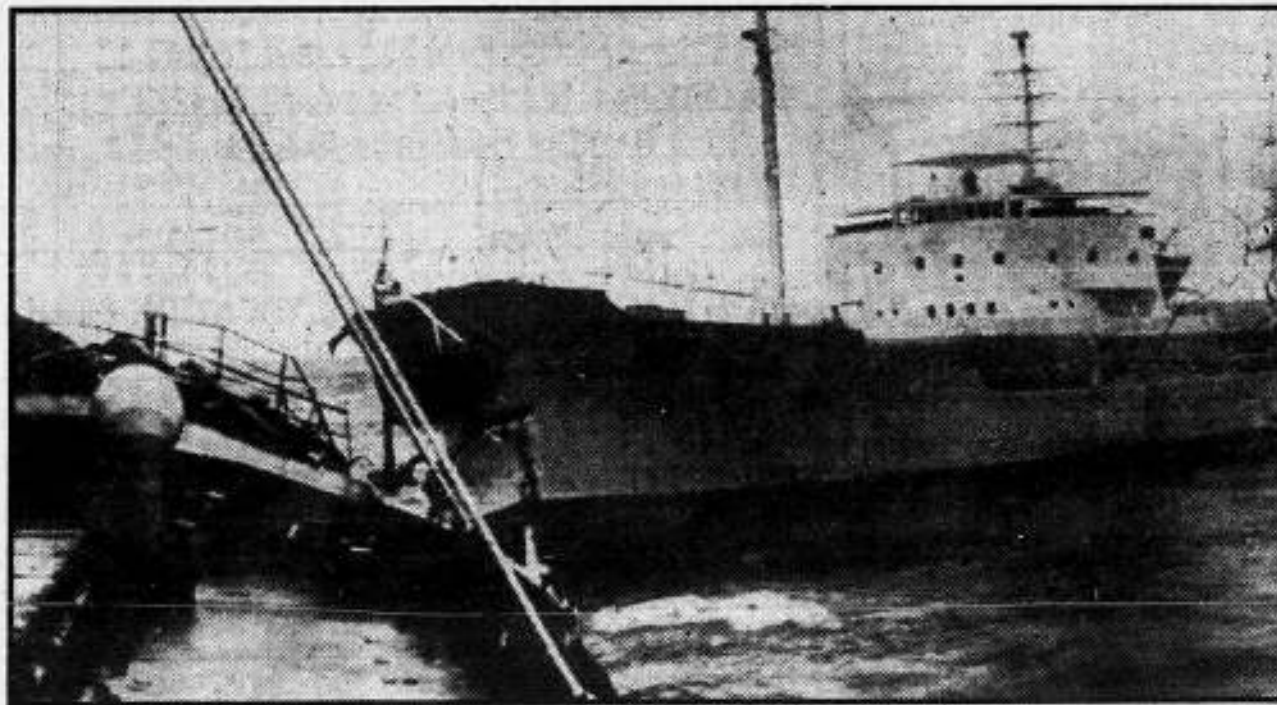
The radioed messages for help were picked up in Ramsgate, and the Ramsgate lifeboat, which is manned by volunteers, went to the scene and stood by. All the while the Farmer was getting lower in the water that was being whipped up by a 30 mile an hour wind, and Captain G. Utvik decided that some of the crew should get off.

A few of the men were taken directly off the ship into the rescue boats until the ladder was

smashed. It was then decided to lower the ship's lifeboats. One boatload got in the water and was picked up. A second lifeboat was being lowered away when the ship broke in half. The lifeboat started

pulling away from the ship, and was picked up by the Dover Lifeboat which had also come to the scene.

Meanwhile the Ramsgate boat (Continued on page 23)



This shot, taken from aboard the listing Western Farmer, shows the Norwegian tanker Bjorgholm slowly backing off and pulling its damaged bow out of the gaping hole it made in the side of the SIU-manned Western Farmer. All hands were picked up by rescue ships, from English ports.

# SIU Freight Pact Accord Seen Near

After several weeks of hard bargaining with a committee of shipowner representatives, the SIU negotiating committee has virtually settled on the text of new working rules and general rules for a new standard freight agreement. Barring unforeseen difficulties which can always arise in the course of collective bargaining, the committee may be able to wrap up the entire agreement within the next week or so.

Once the freight agreement is out of the way, the committee expects to make rapid progress on the tanker contract, since a tanker representative has been sitting in on the freight talks. It will then be a matter of adapting the rules adopted for dry cargo ships to the tankers.

### Improved Rules

While it was emphasized that no final contract has yet been written, there is general agreement on the approximate text of new contract rules, the exact language of which will be worked out within the next few days. These new rules represent a considerable advance over those existing in the present contract both as to more exact wording and as to improvement of working conditions aboard ship.

Whatever the final outcome of the present negotiations, the SIU

committee is insisting that a standard agreement apply to all dry cargo ships with the exception of some of the specialized operations like the sandboats and seatrains.

The committee intends to hold firm to this position come what may and expects all the companies will fall in line when they see that the Union will not back down.

### Regular Meetings

Union and company negotiators have been hard at work on the new agreement since the first week in August, meeting on a four-day a week schedule. One day a week has been left free for 5-man shipowner committee to meet with the representatives of other SIU contracted companies. This is necessary because the company negotiators do not have the power to make decisions on the contract that are binding on all the operators without their consent.

Under current estimates, the Union committee hopes to complete an agreement in advance of the September 30 deadline when (Continued on page 23)

## MTD Calls 1st Annual Convention

The first annual convention of the newly-reorganized AFL Maritime Trades Department will be held in New York City on September 9 and 10 at the Commodore Hotel. Notifications have gone out from Lloyd Gardner, MTD executive secretary to all unions affiliated with the MTD, including the SIU, asking them to send at least three representatives to the convention.

One of the important items on the agenda is a proposed resolution calling for the AFL to provide representation on its executive council for the 200,000 workers in unions affiliated with the MTD. The resolution points out that the maritime industry is of extreme importance to the nation and its workers have problems which are different from those of shoreside workers. Lack of representation on the executive council, it emphasizes, is a drawback to proper understanding of maritime problems within the AFL and through the AFL, in the Government.

This resolution is expected to get the full support of all assembled delegations.

The convention call was issued to affiliated unions in accordance with the MTD constitution adopted at the first meeting of the body, held in Chicago on March 24 and 25 of this year. The constitution provides for annual conventions to be held either immediately be- (Continued on page 23)

## Nominations Open For SIU Offices

Nominations for all elective offices in the Atlantic and Gulf District will open following the membership meetings of September 10. At these meetings the membership in all ports will act on a resolution submitted by headquarters which will list the number and titles of posts to be filled by election.

Following action on the resolution, the nomination procedure will get underway.

As provided for by the Union constitution, all nominations have to be in headquarters by October 15. A 60-day district-wide secret ballot will follow, beginning November 1 and ending December 31.

### Nominate Himself

Any member of the Union interested in running for any elective office can nominate himself by sending a letter to headquarters signifying his intention to run for a particular post.

With this letter he has to include proof of his qualifications to run

for SIU office. The simple requirements, as specified in the constitution, are:

The candidate must be a citizen of the United States.

He must have held an SIU membership book for a minimum of two years.

He must have a minimum of three years' actual sea time in any unlicensed capacity aboard ship.

Four months of that sea time must be in the current year. Service as a Union official in the current year is considered the equivalent of this last requirement.

### 100-Word Statement

Along with proof of qualification,

each candidate is required to send in a recent regulation-size passport photo of himself, in addition to a statement of 100 words or less summarizing the candidate's record since joining the Union.

These photographs and the statements of all candidates who are deemed qualified by the credentials committee to be elected at a later date will be published in the SEAFARERS LOG before the balloting starts, giving the membership an opportunity to get acquainted with the candidate's accomplishments.

In last year's elections 37 candidates contested for the 29 elective posts available.

# Benefit Pay Smiles



Seafarer J. L. Collins, DM, stops with his wife, Stella, and his daughter, Helen, to explain to them how he and other Seafarers are collecting vacation pay through the Union for the first time in maritime history.



The wife of Seafarer Arthur Hansen lets their eldest son, Arthur, Jr., take a look at a model C-3 in the Union headquarters. She collected a \$200 check for their newest child, born just 2½ months ago. Dad is away at sea right now.

# SIU Disability Pay Ends Oldtimer's Woe

MOBILE.—After devoting more than a half-century to the sea, Jimmy Gray is, in his own words, "sitting pretty" on a small farm near Theodore, Ala., about 15 miles west of Mobile.

What has put the retired veteran 71-year-old Seafarer in this happy situation, he says, was the recently-born SIU disability

benefit that is bringing him in \$15 a week. That amount coupled with Social Security benefits give Gray, who sailed as bosun and made his last trip as fire watchman aboard the Alcoa Cavalier almost a year ago, a "keep home" total of about \$130 a month.



Jimmy Gray

the front porch of his tidy, two-bedroom white frame cottage. "I'm really sitting pretty now. It was pretty tough, though, during the time the doctors said I had to quit shipping and before the disability benefit was set up."

**Arthritis Beached Him**

Arthritis was thecrippler that put Jimmy Gray ashore for keeps. Most of his life's savings were dissipated in buying expensive drugs for treatment to restore his health to the point where he is able to do light chores around the farm, Mrs. Gray said. The Gray "farming" is limited to a garden plot and a small flock of chickens to produce food for their own use.

Gray always has been a militant union man, and now he finds his belief in the necessity for a sound and strong maritime union is paying dividends. He was a member of the SUP and the old ISU before the SIU was organized. He has been an SIU brother since the founding of the Union.

In his years of seafaring, Jimmy Gray has been just about everywhere and seen many things, but the thing he would most like to see now is the new headquarters hall in New York.

"They tell me it is really a first-class place and shows progress we never even dreamed about in the early days," he said. "But we're pretty wide awake in Mobile. We had our hall air-conditioned before they got it in New York."

ty benefit that is bringing him in \$15 a week.

That amount coupled with Social Security benefits give Gray, who sailed as bosun and made his last trip as fire watchman aboard the Alcoa Cavalier almost a year ago, a "keep home" total of about \$130 a month.

"That is adequate for the needs of the wife and myself," he said as he relaxed in a rocking chair on

# SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS  
 REPORT ON BENEFITS PAID  
 From August 16, 1952 To August 29, 1952

No. Seafarers Receiving Benefits this Period	1199		
Average Benefits Paid Each Seafarer	64.23		
Total Benefits Paid this Period			77,004.81

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	4,465	—	
Death Benefits	3,833	34	
Disability Benefits	255	—	
Maternity Benefits	4,000	—	
Vacation Benefits	64,511	47	
Total			77,004.81

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	202,216	—	
Death Benefits Paid Since July 1, 1950 *	356,584	27	
Disability Benefits Paid Since May 1, 1952 *	1,153	—	
Maternity Benefits Paid Since April 1, 1952 *	30,800	—	
Vacation Benefits Paid Since Feb. 11, 1952 *	1,277,758	44	
Total			1,868,573.71

\* Date Benefits Began

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	182,199	52	
	Welfare	327,782	12	
Estimated Accounts Receivable	Vacation	210,000	—	
	Welfare	210,000	—	
US Government Bonds (Welfare)		1,490,964	94	
TOTAL ASSETS				2,420,952.58

From appearances so far, total benefits paid, should pass the two million mark in our next report. As reported in our last report, the cash on hand in the Welfare Fund has decreased with the purchase of an additional \$100,000 in government bonds. Bond assets now show \$1,490, 964.94.

Past two weeks has seen maternity benefits paid in every port on the East & Gulf coasts, with the exception of Philadelphia. Mobile, Norfolk and New Orleans paid the largest number, three each. As a result of last report, most applicants for maternity benefits are sending in photostatic copies of qualifications.

Submitted 8-30-52  
 Al Kerr, Deputy Administrator

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

# SIU NEWSLETTER from WASHINGTON

More American shipping companies are indicating their desire to purchase the new Mariner-type merchant ship—provided the price is right. The latest, Bloomfield Steamship Co., of Texas, hopes to acquire four or five. Bloomfield is contracted to the SIU.

None of the lines can make a move to purchase until the Government arrives at a minimum sales price, after which the companies will be invited to submit purchase bids.

The US Navy's fleet of ex-private ships is getting larger, with the SS Monterey (18,000 tons), former Matson luxury liner, now under naval operation. The Navy now has the Manhattan, Washington, and LaGuardia, in addition to the former Matson ship.

A dispatch from Tokyo reports that Japan is starting a passenger ship construction program. This former enemy nation plans to build about 10 vessels, reported to be able to carry up to 150 passengers each.

Although plans for the use of these ships have not been made known, most of them will be used in transpacific competitive trades, between the Far East and the US.

In the US, American lines are prevented from acquiring majority control of airlines by administrative ruling of the Civil Aeronautics Board. However, abroad, the way is made clear for surface carriers to engage freely in air operations. Two French steamship lines have acquired control of an air service on routes in competition with their water lines. They are Cie. Fabre and Cie. Fraissinet, of Marseille. The air service is Cie. Air-Algerie, operating between France and North African ports.

Sales authority under the Merchant Ship Sales Act of 1946 (covering all vessels built during World War II) expired on January 15, 1951. At that time a total of 1,956 war-built vessels had been sold: 843 to US flag operators and 1,113 to foreign-flag operators. Provisions of the Act relating to the maintenance of the national defense reserve fleet and the chartering of Government-owned vessels are still in effect.

As indicated in prior issues of the LOG, although the sales authority has terminated, it now seems pretty clear that the 83rd Congress, meeting next January, will be called upon by some selfish interests to reopen the Act so that additional vessels may be sold abroad.

The large US East Coast shipyards have taken a beating at the hands of Acting Mobilization Chief John R. Steelman. In order to maintain active shipbuilding yards in all sections of the country, Steelman has abandoned the policy of channeling most construction contracts to yards in areas where there is unemployment, and has embarked on a new policy of spreading the work out over all yards of the nation.

Up this point, under administrative policy, most of the ship construction-repair work had been concentrated on the US East Coast with the idea of keeping alive a few of the well-established and large shipyards. However, Steelman now has directed the Defense Department to use idle shipyard facilities as well as surplus labor in placing contracts. He said it is in the interest of national security that shipbuilding and repair be dispersed as widely as practicable.

Under the former policy, West Coast yards had complained that work was being diverted from their idle facilities to East Coast shipbuilding centers, especially around the New York area.

An important topic of discussion both in this country and abroad recently has been the continual lay up of tramp tonnage. This has been a somewhat gradual trend since 1951, and unless there is a substantial improvement in the freight market, the lay up of tramp ships will gain momentum. If trade takes a sudden dip, look for tramp owners throughout the world to move toward registration under the Panamanian, Honduran, Liberian and similar flags.

The three leading tanker owning countries of the world are, in order, the US, with 7,061,024 tons deadweight (excluding naval and government ships), Britain with 7,056,558 tons, and Norway with 4,617,477 tons.

The flags for which the largest tanker tonnages were on order as of the first half of this year were Norway, with 3,659,300 tons building, Britain with 3,462,800, Panama, 1,894,560, and the US, with 1,136,125 tons of tanker tonnage on order.

Other than the 35 Mariners being constructed by the Government, and some new tankers, not one ocean-going dry cargo ship is being constructed in American yards for private US flag registry. This, in the face of increased competition worldwide on all shipping routes. Our allies and even our former enemies are rebuilding their fleets. Twenty-two percent of European fleets are of postwar construction, while only 8.6 percent of our fleet has been built since World War II.

American shipowners are far from satisfied with maritime legislation passed by the 82nd Congress, and will commence a large-scale campaign early next January for legislative authority to allow them to accumulate additional capital in order to build or modernize their fleets. In addition, they will push for legislation by Congress in order to remove the existing uncertainty surrounding such matters as construction and operating subsidies paid by the US Government.

However, in their desire to get Congressional sanction of ways and means to accumulate additional capital for modernizing shipping, the operators will run head long into the Treasury Department, which will not retreat from its long-established position that American shipping companies should not be aided by means of tax deferment or exemption. This matter will prove to be one of the biggest maritime legislative fights in the next Congress.

Your SIU Washington Reporter

## Last Of Seafarer-Patients Move As Mobile Hospital Closes Down

MOBILE.—After 109 years of continuous service to seamen the USPHS hospital here is closed and is now operating as an out-patient clinic. The closing came despite protests by the SIU and other organizations.

The clinic is being operated by a staff of 18, including four physicians, in contrast to the 128 persons that until last week served the needs of 11,000 seamen and 300,000 veterans living in the Mobile area.

The recent order to close the Mobile Hospital along with other USPHS hospitals at Kirkwood, Mo.; Portland, Me., and San Juan became an accomplished fact when the last of the hospital's patients was transferred to Mobile City Hospital. The order was issued by the Federal Security Agency after Congress cut \$1½ millions out of appropriations for veterans' medical care.

"We will have beds as needed in the city hospital and in other hospitals in Mobile where we will send seamen in need of emergency treatment," said Dr. Ralph E. Porter, medical officer in charge of the USPHS institution in this major Gulf port.

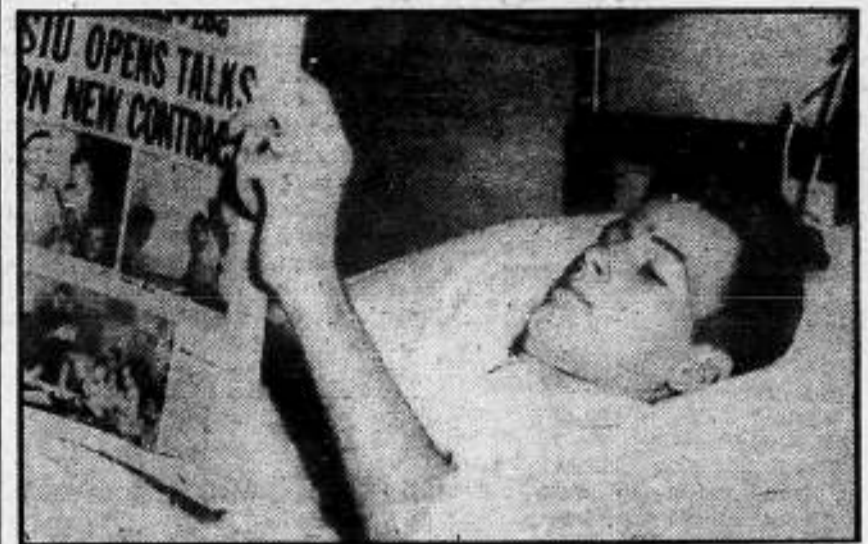


Burke

The Government will pay the bill in such cases, he added.

### Four Doctors

The four doctors serving on the out-patient clinic staff will treat those seamen sent to municipal and privately-operated institutions for hospitalization. Others needing what is known as "elective surgery," meaning those cases not demanding instant attention, will be sent to the USPHS hospital at New Orleans. The same staff of medi-



Seafarer E. G. Pettis, OS, lies in Mobile Hospital reading the SEAFARERS LOG. A few days later, the hospital was closed in a surprise move and all the patients moved to hospitals in other cities.

cal consultants that served the Mobile USPHS Hospital will continue to work in conjunction with the out-patient clinic.

### Clinic Surgery

Minor surgery not requiring hospitalization will be performed at the clinic.

Despite strong protests lodged against the close-up order by the SIU, veterans' organizations, civic groups and other maritime unions in Mobile, Dr. Porter foresaw no change in the situation until Congress reconvenes.

Out-patient clinic facilities and service will be improved by the shift in emphasis to that phase of USPHS operations here, Dr. Porter

predicted. It was obvious, however, that the new set-up would complicate the staff's task of maintaining the USPHS hospital's high standard of treatment of emergency cases.

The closing also will hit many Seafarers who make their homes in Mobile and vicinity. Hereafter they must travel long distances for medical care with a resulting loss of time and earnings.

Other hardships are worked on Seafarers as in the case of Tim Burke, FOW, who is facing a long siege of tuberculosis. He has been transferred to a USPHS hospital in Detroit, many miles away from his only relatives, who live in Mobile.

## Isthmian Plans Ore Fleet

Seafarers may be manning several giant 40,000-ton ore carriers within the next couple of years if the US Steel Corporation goes through with plans for construction of an ore-carrying fleet. The company has already received certificates of necessity from the National Production Authority for construction of nine of the super-ships. These certificates would permit US Steel to write off well over half the \$90 million or so that the fleet would cost.

## Second Seafarer Wins English Labor Grant

With final approval of his application almost certain, Ed Larkin stands to become the second Seafarer to be sent to England to study on a labor scholarship in the last four years.

Larkin's application for one of the group of Ruskin scholarships is now waiting a formal final approval. It is expected that he will be granted a scholarship by the Trans-Atlantic Foundation, and will be sent to Coleg Hartlech in North Wales for one year.



Larkin

Larkin, who served as an SIU organizer during the Isthmian and other drives, has already been approved by a committee and the final approval from the foundation is usually nothing more than a formality. Larkin is now chief electrician aboard the Robin Sherwood.

Irwin Suall was the first Seafarer to be given one of these grants in 1948. Approval of Larkin will make the SIU one of the few, if not the only, labor union that has had two of its members awarded grants.

The grant, which is about \$700, is designed to cover tuition as well as room and board for the year. Coleg Hartlech, a small school, is the only adult educational institution in Wales. It specializes in courses pertaining to the history of the labor movement, social problems and theories, and economics.

### Students Rule

The college itself is, in a way, an experiment in democracy, for almost all college policy, except the salaries of the faculty, is decided by a meeting of the student body.

The Institute of International Education in New York makes applications for these grants available about December of each year. The applicants are picked on the basis of their activity within the trade union movement, as well as for their other qualifications. They are designed to help further the careers of persons who have already distinguished themselves within the trade union movement.

An Isthmian Company spokesman emphasized that as yet no decision has been made as to just how many of the ships will actually be built, nor have any construction orders been placed. Specifications have gone out and construction bids have been received, but the whole question of when and where to proceed is still under review by US Steel.

### On Venezuelan Run

The new ore fleet would be put into service between the new Fairless mills going up north of Philadelphia on the Delaware River and the company's Venezuelan iron ore properties that are now being developed. The company has already begun construction of docks and harbor facilities at the Fairless site, and the Delaware River channel will be dredged north of Philadelphia to accommodate ocean going vessels.

Each of the new ships is designed to carry 42,000 tons of bulk ore cargo and will be able to do 14½ knots.

At present, US Steel is not transporting ore through its subsidiary, Isthmian, and the operation of these vessels would open a new-type operation for the company. The SIU, however, mans the 10 vessels of the Ore Lines, which is a subsidiary of Bethlehem Steel and transports ore for Bethlehem.

## Mobile Oyster Fields Reopen; SIU Fights For Pollution End

MOBILE—City officials in this port have been spurred into action on the preliminary phase of a project to rid Mobile Bay of pollution that threatens the life of this area's big oyster-producing industry and the jobs of SIU fishermen.

As the city started negotiations to finance construction of a multi-million dollar sewage disposal plant, State Health Officer D. G. Gill re-opened for oystering operations the major reef areas that were closed to tonging last March. The 1952-53 oyster season opened in Alabama Sept. 2.



Bosarge

As reported earlier in the SEAFARERS' LOG, AFL maritime unions in the Mobile area led a strong demand for the City of Mobile to take action to stop dumping raw sewage that has polluted oyster beds which are among Southern Alabama's most valuable seafood resources. At the same time, a seafood industry committee including SIU representatives and headed by Urban Bosarge, president of the SIU-affiliated Mobile Bay Seafood Union, pointed out that during certain months the beds in question are free from pollution and should be opened to tonging.

### May Close Later

The State Health Officer reported the beds are not polluted at this time and ruled them open to

## MV Coos Bay Damaged In Coast Crash

The SUP-manned steamship Coos Bay was put out of commission on August 21 when the 9,400-ton Swedish steamer Stratus rammed it in a fog off Ventura, California. The accident ripped a 15-foot hole in the port side of the 3,100-ton converted LST, and she had to be towed into Port Hueneme for repairs.

The collision took place six miles east of Anacapa Island, while the Coos Bay was on its way back to Coos Bay, Oregon, after unloading lumber at Long Beach. Fire broke out after the crash, but it was brought under control by the crews of both vessels.

For a while it appeared that the Coos Bay would go down, as its engine room flooded and some of the crew took to lifeboats. Later they returned to the ship when it became apparent that she would stay afloat.

## Easy OT—Know Work Rules

There will always be a ship's officer who will make it easy to collect some extra-overtime without lifting a finger. That's why SIU headquarters urges every Seafarer to know his contract and job rights. The rest will come easy, if you keep a record of disputed work and turn it in at the proper time.

Two OT situations on the tanker Archers Hope (Cities Service) at a Boston payoff emphasize this point. In one, the third mate thought he rated extra-hours meal service—by an AB, of all people—and had the deck department man track down the fixings and make him a sandwich. Needless to say, the Union got overtime paid on this deal.

On this same ship the skipper apparently figured he'd practice up for a bell-ringing stunt at a country fair—hit the bell and win a cigar—by swinging a sledge hammer to free up the tank tops. Result? More OT. SIU contracts are your protection. It pays to know your contract!

oystermen. He warned, however, that the threat of pollution later in the season might make it necessary to close the areas again, probably late in January or in February.

As an aftermath of a mast meeting organized by the Seafood Union in Bayou la Batre, Acting Mayor Ernest M. Megginson of Mobile said the city was meeting with financiers to work out details for financing the sewage disposal project. At the Bayou la Batre meeting, Paul Barker of New Orleans, attorney for the Seafood

Union, charged the City of Mobile was failing to make good on a promised schedule of action on the sewage disposal problem.

From two to three years will be required to complete the sewage disposal plant after financial arrangements are worked out.

Many of the more than 6,000 persons employed in the seafood industry at the peak season are members of the Mobile Bay Seafood Union, a chartered affiliate of the SIU Fishermen's Division. Three canneries are engaged in oyster canning during the season.

## Seafarer Cuts Models Out Of Spare Dunnage



Seafarer William Kleimola displays his latest model-making achievement, a large replica of the Taddel. He has formed a habit of making a model of each ship that he sails aboard.

Spare time aboard a ship can sometimes weigh heavy on a Seafarer's hands, but William R. Kleimola has solved that problem by building models of the vessels he is aboard.

Kleimola signed off the Taddel (Shipenter) where he was deck maintenance, and when he left the ship he took a large model of the Taddel along with him.

Being a true model shipwright, Kleimola spurns any of the prepared kits of ship models, and depends entirely on his penknife, whatever dunnage he can find aboard the ship, and a little bit of the ship's paint which also helps to make the model more authentic. The model of the Taddel came

out almost two feet long, and complete right down to the rigging, booms and other tackle.

"On some of the ships," Kleimola said, "there are some wood-working tools that I can use, but on the Taddel the whole thing had to be done with my knife."

"I guess it took me a little over three weeks to make the whole thing, spending most of my spare time working on it."

The Taddel, however, wasn't Kleimola's first model. He's also made large models of the Scripps, the Snyder, Jr., and a towboat.

The model of the Scripps is now displayed in the Idle Hour Club in Galveston, run by Seafarer Chuck Kogler, Kleimola said, while he's lost track of just where the other models are right now.

Kleimola, who has been sailing with the SIU for just about a year, said that he started the model of the Taddel on the trip from the States. By the time the vessel had called at Barcelona, Genoa and Lisbon, the model was almost finished, and the last coat of paint went on during the return trip.

"I'm not sure just how I got started on these things," Kleimola said. "One day I sat down and started to whittle on a piece of dunnage. Before long it started to look like the hull of a ship, so I just kept going and finished it."

## Top of the News

**NEW MOVES FOR IRAN OIL**—A new attempt to settle the Iranian oil deadlock is underway with three-way negotiations going on between the US, Britain and Iran. The British are reported ready to offer additional concessions in order to arrive at a settlement of the 18-month oil dispute. The new talks were touched off after W. Alton Jones, president of the Cities Service Oil Company, arrived in Iran for conferences with Government leaders and an inspection tour of the oil fields. His arrival unleashed a flood of rumors that the Cities Service Company would undertake all the operations formerly conducted by the British owned Anglo-Iranian Oil Company.

**POLITICS GETS A HEAD START**—Although the political campaign was not scheduled to begin officially until Labor Day it got off a little ahead of schedule in "non-political" speeches before the American Legion by both presidential candidates as well as in state primaries and conventions. Two Congress veterans, Senator Kenneth McKellar of Tennessee and Representative John Rankin of Mississippi, were defeated in Democratic primaries, while in Texas the Republicans have put Governor Allan Shivers, Senatorial candidate Price Daniels and other Democratic nominees on the Republican ballot after they announced they were opposed to Governor Stevenson because of his support of Federal ownership of tideland oil deposits.

**BALANCE OF TRADE PROBLEMS**—President Truman's special representative in Europe, William H. Draper, Jr., has warned that something has to be done to increase imports from Europe. Otherwise, he says, European countries will never be able to pay their own way by selling to the US, and our country will have to keep on propping up European nations with loans if trade is to be maintained. With European countries unable to sell enough here, they have to cut back on their buying in the US and that reduces the amount of cargo going across the ocean.

**KOREAN TRUCE TALKS BARELY ALIVE**—Negotiations for settlement of the Korean war have come to a complete standstill. Delegates are meeting for a few minutes every couple of weeks only to recess again because no progress can be made. In the meanwhile, there have been more riots in prisoner of war camps in which six prisoners were killed and 77 wounded by gunfire from American prison camp guards, or otherwise injured. The outbreaks started with rock throwing at the guards by groups of Chinese and North Korean prisoners.

**AIR FORCE HAS PLANE AND BASE PROBLEMS**—Two Senate subcommittees have issued reports highly critical of the country's output of warplanes and of Air Force construction of bases in Morocco. In the first report, the Senators declared that despite lavish spending, blundering and confusion in our defense program have slowed down plane output to a dangerous degree. The Senators also blamed the tendency to load new planes down with gadgets as partially responsible for the slowdown. The other report roasted the Army Engineers Corps and the Air Force for tremendous waste and inferior construction of huge air bases outside of Casablanca.

**JAPANESE SET FOR ELECTIONS**—Japanese citizens will ballot on October 1 to choose members of the Diet, the Japanese Parliament. This will be the first election since World War II that will not be conducted under the control of the occupation armies. The present government of Premier Yoshida is campaigning on the grounds that it is responsible for restoring Japan's independence through negotiation of the San Francisco Peace Treaty with the US and other occupation powers.

**US AIRLIFTS PILGRIMS TO MECCA**—Over 3,000 Moslem pilgrims from all parts of the world have been flown to Jeddah, Saudi Arabia, by the Military Air Transport Services, most of them from Beirut, Lebanon. The pilgrims were stranded in Beirut because of delays enroute and would have been unable to reach Mecca by an August 29 deadline when a religious festival was scheduled. Many of the pilgrims had spent their lifetime savings on the journey. The airlift service has aroused much favorable comment in the Middle East where the US hasn't been too popular recently.

**NEW PRICE STABILIZER TAKES TOUR**—Tighe Woods, who has been appointed Director of Price Stabilization, said that he is going to take a whistle stop tour to all parts of the country to see what housewives think about price controls. Wood says that if the housewives are indifferent to the stabilization program, the whole thing ought to be dropped. Woods succeeded Ellis Arnall, who resigned because he didn't think the Government should have granted a \$5.20 a ton increase in steel prices in order to get the steel strike settled. Arnall added that stronger and better controls are needed to keep prices down.

**ANOTHER TRY AT MT. EVEREST**—Swiss mountain climbers are going to take another crack at climbing Mt. Everest this fall. The Swiss expedition came within a 1,000 feet of the top of the world's highest mountain last June but had to turn back. This was higher than any men had gone before them and still lived. This time they are confident of making it because they have new oxygen equipment which works automatically. In any case, this will be the last attempt to climb Everest because the Nepalese government says it will not grant any more expedition permits. The only other way to reach the 29,000 foot peak is by way of Communist-controlled Tibet.

# Jailed 8 Months—Wonders Why Papers Gone, SIU Man's Body Found In Harbor

Union headquarters this week again warned all Seafarers who find themselves in any difficulty with the Coast Guard or immigration authorities to immediately contact an SIU representative.

This warning was touched off by the case of Seafarer Luis Salazar who was taken off the *Katfyn* (Bull) last December 26 and held on Ellis Island for eight months by the Immigration Department. The SIU only learned of Salazar's predicament after he had been released and told his story at headquarters.

"In all the excitement," he said, "I just forgot to get in touch with the Union, but I wish that I had thought of it."

Salazar was held and questioned for eight months, and then simply told to "go home." He says that he still has no idea of why he was held.

### Warn Seafarers

A headquarters representative promptly stated that any Seafarers who find themselves in any similar predicament should immediately notify the Union, and the Union will be right there to make sure their rights are protected.

Salazar's story started on December 26 when two immigration inspectors went aboard the *Kathryn* and took him off. He was locked up on Ellis Island for three days before they started questioning him.

"I was locked in a barracks with about 60 men. The windows were barred and the door was locked. I used to sit on my cot and cry when I thought of what was happening to my family."

In addition to everything else, Salazar had a hernia. He was put into the infirmary on Ellis Island, but, he said, got no treatment.



Released after eight months unexplained detention by Immigration authorities on Ellis Island, Seafarer Luis Salazar is congratulated by Al Kerr, headquarters official, on his arrival at the Union hall to ship out again.

"I couldn't understand what was wrong," he said. "I came to America 29 years ago from Venezuela. I was sailing since 1940. I sailed all during the war and even got a medal when my ship was torpedoed."

"I took out my first citizenship papers just before the war, but then when I got a letter of commendation from President Truman I thought I was finally an American."

The inspectors continued to

question him, even while he was in bed in the infirmary. Salazar's lawyer made two attempts to get a writ of habeas corpus, which would have forced the immigration authorities to place charges against him or else release him, but each time the court turned him down. Attempts to have him transferred to a marine hospital were also turned down.

### Family On Relief

Meanwhile, Salazar's wife and baby were forced to go on relief. "I wish I had let the Union know what was happening to me," he said.

Finally, on August 22, Salazar was taken to the inspector's office. His passport and validated papers were returned to him and he was told to "go home." "I still don't know why they held me there," he said. "My record is good. I have never been arrested or been in any kind of trouble."

Salazar is now back sailing again, still wondering what caused his seizure and eight months' detention.

The strange disappearance of a Seafarer in Denmark who went out to look for his missing seamen's papers back in November, 1951, and never returned, was partially solved when his body was found floating in harbor waters six months later. Still unanswered is the question of how he died and what happened to his missing papers.

As far as can be determined, the known facts of the case are as follows: the Seafarer, James F. Riddle, shipped as a carpenter out of the Boston hall on the *John S. Appleby* on September 19, 1951. The ship went to the port of Aalborg, Denmark, and Riddle went ashore on or about the 7th of November with several other shipmates. The group had come back together to the ship when Riddle discovered that he had left

his seamen's papers behind him but couldn't remember where.

### Went Back Ashore

While they were eating supper on board, he suddenly recalled where he had left them and immediately went off alone to get them back. That was the last anybody saw or heard of him.

Six months later, his body was found in the harbor. He still had his SIU pin and his wristwatch on, indicating that robbery was an unlikely motive. The only thing that was missing were his US seamen's papers.

### 'After Seamen's Papers'

After Riddle left the ship and had not returned, the Seafarer on gangway watch was talking to a Danish worker who told him, "You have to be very careful where you go around here because the Com-

(Continued on page 23)

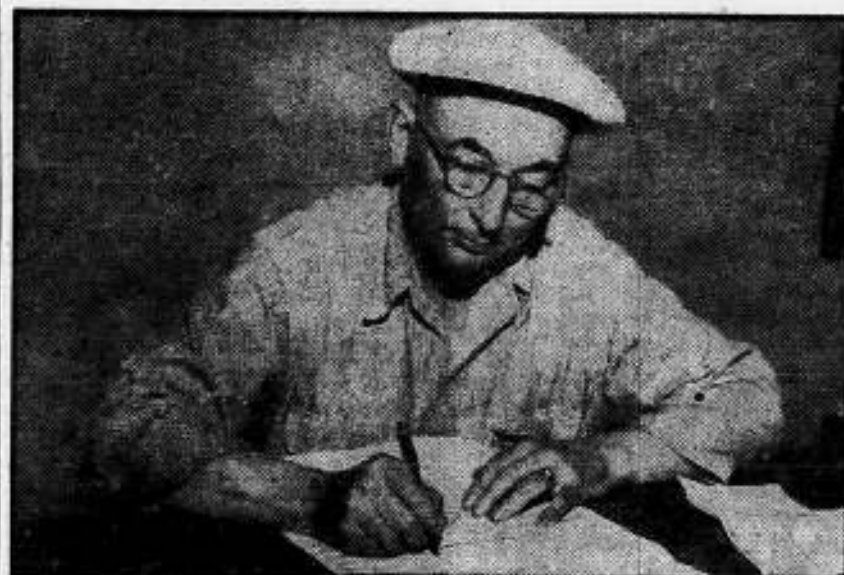
## SIU Shrimp Boat Explodes

Painful burns were suffered by two SIU fishermen, Charles Shepherd, 49, and Valley Rice, 47, when their 35-foot shrimp boat exploded in the Mobile River.

The Bayou la Batre fishermen, both members of the SIU-affiliated Mobile Bay Seafood Union, were taken to Mobile City Hospital for treatment. Their burns were described as severe by hospital attendants who said their condition was satisfactory.

The were rescued by another boat which was nearby in the river. Shepherd and Rice were uncertain as to the exact cause of the explosion, but were of the opinion it resulted from an accumulation of fumes below the engine.

## Casting His Absentee Ballot



Seafarer Helmar Hendrickson, AB, fills out an absentee ballot from Washington state for the November elections. All Seafarers have been urged to apply and cast an absentee ballot. A complete story on the procedure was included in the August 22 issue of the SEAFARERS-LOG.

# YOUR DOLLAR'S WORTH

## SEAFARERS GUIDE TO BETTER BUYING

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

By SIDNEY MARGOLIUS

### Buying In Fall Season

It will pay a Seafarer to know the score on the cost of living at this time, especially if he has a family. When prices are high as now, you have to trim your buying policies according to trends in various necessities. Some purchases can't be postponed, of course, but others may be delayed until better buying opportunities appear. To save yourself from financial wreckage in this time of record-high expenses you have to time your buying to take advantage of the ebb and flow in various prices.

As the score stands now, food is at record high levels, with just a little relief in sight later this Fall as meat becomes more abundant. Clothing and household fabrics cost a little less than their peak prices of last year with no further price cuts immediately in sight; in fact, wholesale prices are beginning to rise again. Shoes cost 50 cents to \$1 less than last year. Furniture and household equipment have come down a little, especially refrigerators and rugs, but rents are steadily increasing. Car prices are at their highest levels and are being restrained from further rises, at least for the moment, only because demand isn't very strong right now.

There can be only one buying policy for moderate-income families at this time. Current values at regular prices are not good; don't buy except at special sales or at discounts.

In buying food this Fall, plan family meals around those items seasonably abundant. Otherwise you're going to find yourself spending an awful lot of money to eat.

Early Fall actually is one of the poorest times to shop. Prices are always at their peak at the beginning of a new season, because everybody who can afford it buys new

Fall clothes and fixes up his house at this time. There are few sales or cut prices. After October merchants and manufacturers gradually mark down their tags, culminating in the mid-Winter sales and clearances when bargain prices are available on clothing and other goods. Generally the first cut-price sales of coats and suits start with the Columbus Day sales, but better values are available in the Armistice Day sales.

Here are buying trends in specific merchandise:

**CLOTHING:** Prices are firm on dungarees and corduroys, both for adults and children. In fact, corduroy clothing is going up a bit at this time. In cotton work clothing, matched sets are firm in price. You may find better buys in separates.

The flannel-lined dungarees introduced last year are available in larger quantities. These are useful for both Seafarers in Winter and youngsters because of their extra warmth. They're not cheap; they cost close to \$5 a pair, but are more durable and easier to wash than corduroys and can replace some costly and expensive-to-clean woollens except in very cold weather. They'd be an asset on board ship this Winter. Some lower-priced ones are coming on the market as competition among manufacturers and technical know-how in making these new garments both increase. Look for these under \$5 but be sure lower-priced ones are generously cut with no skimping on material. Best quality, both for wear and warmth, is the eight-ounce denim. The seven-ounce is suitable for some purposes but don't pay the eight-ounce price for it.

One item of good news is that gabardine suits, slacks and sportswear are less expensive this year. Gabardine is always a hard-wearing material that keeps its press well. But for the past few years it's been ultra-expensive because it's been in fashion for both men's and women's

clothing. This year the fashion designers are stressing twill so gabardine is a better buy.

**APPLIANCES:** Some prices, especially of refrigerators, have come down this year. But the trade expects no further price cuts since the steel shutdown gave manufacturers a chance to trim their inventories. Several appliances are in temporary restricted supply, that is, scarce enough so discounts and price concessions such as over-size trade-in allowances, are harder to find. This includes some brands of refrigerators, freezers, automatic washers, driers and water heaters. "However, more production is coming up."

**HOUSEHOLD LINENS:** Retail tags on sheets, cases and towels came down last year but wholesale prices have recently increased and are beginning to affect prices in stores. This is a good time to fill in the gaps in your family's linen closet, without overbuying. Mail-order houses like Sears and Ward's are slowest to boost their prices on such items since their catalogs are already out and prices are set.

**FOOD:** This is a time when you've got to cut your family's meals to fit what's reasonable in the markets.

Last year pork was the standby for many families. This year it's much more costly. Loins and bacon, for example, have been the highest in two years, although shoulders are still a fair buy. Pork will get cheaper later this Fall when hog marketings increase. Meanwhile beef is coming down in price. Fresh fish is also abundant and reasonable. Frying and roasting chickens have gone up but fowl (the older birds) are cheaper this time of year. The larger hens often cost less per pound than smaller ones.

Fall is also the season to buy small eggs instead of large.

# Union Night Club Big Hit — All-Star Show For AFL



Pete Rubino and his Crackpots will be one of the many headline acts opening at the Seafarers' Port O' Call Bar on Sept. 15. The big attraction, by special arrangement, will be popular Henny Youngman, well-known comedian.

The thousands of customers, including Seafarers, their families and the general public, who have dropped in at the SIU's Port O'Call cafe for an evening's entertainment and relaxation have made it an outstanding success in its first six months. Designed principally to provide Seafarers with a pleasant place to meet their friends and bring their families to while on the beach, the Port O' Call has become a popular New York night spot.

### Draws Crowd

The Union's venture into cabaret operation has attracted wide attention and approval. A combination of stylish and comfortable decor, good food, top quality liquor and popular entertainment has packed the customers in night after night, even during the normally slow summer season. The pleasant atmosphere of the SIU night spot, with its unusual and striking design, has won for it top rating as one of the most attractive cafes in the city.

The latest step forward in Port O' Call operations is an enlarged

entertainment program that will be headlined by Henny Youngman beginning September 15. The popular comedian who is one of the top drawing cards on the night club circuit will be backstopped by the singing star Dolly Dawn and Pete Rubino and his Crackpots.

In addition, the facilities of the Port O' Call are being expanded to accommodate the hundreds of delegates to the AFL convention who are expected to visit the SIU headquarters hall and stop in at the Port O' Call.

The expansion will provide for a night-club type setup with room for dancing and additional table service. Joe De George, day manager, and Eddie Mooney, night manager, promise that the same low prices will remain in effect on food and liquor items, along with the standing policy of no cover, no minimum and no cabaret tax.



Dolly Dawn will also appear at the Port O' Call beginning Sept. 15.

## UNION TALK



By KEITH TERPE

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

The way Atlantic tankermen responded to the official launching of the SIU drive on their ships two weeks ago shows more than anything else the appeal honest unionism has to unorganized seamen. We have more than half the fleet pledged to the SIU already.

### Closed-Door Confab

As a matter of fact, a little closed-door confab that started a week ago in an unlisted room at the Sheraton Hotel in Philly highlights the hopelessness of the set-up Atlantic's seafarers labor under. For all intents and purposes, their total bargaining and grievance machinery is the Atlantic Maritime Employees Union, an independent outfit set up within the fleet a couple of seasons ago, but the rank-and-file tanker man won't have a say on a single clause of the agreement he has to abide by.

A do-nothing Fleet Council within the AMEU serves as judge and jury of its ability to give the membership a fair shake, and there's little enough of that. Besides this, the individual member has no power of recall over these "officials," who hold everything right in the palm of their hands. As they've worked things out, they present a package to the company, sit back a couple of months and wait for Atlantic to sniff at it, throw them a bone or two and then watch the rest of the package get dumped over the side.

We've had a lot of the Atlantic men in to look at the way the SIU handles beefs and hammers out a new agreement. They liked the deliberate effort made by the Union just a few months ago to have members of each ship's crew submit suggestions and recommendations for their own agreement so the negotiating committee could sift them and incorporate them in the Union's demands to the shipowners.

### Trying to Act Respectable

Meanwhile, the off-the-cuff "deliberations" of this Fleet Council center around how to make the whole AMEU set-up look respectable for the outside world, because now that everybody knows the SIU is in the picture, they can't just horse around and have to get down to business. They're growing a little haggard too because they know the tankermen are clamoring for more SIU pledge cards everytime an Atlantic ship hits an Atlantic or Gulf port. That better than 50 percent majority of the fleet we've signed up is worrying them sick and they're running ragged trying to figure out what to do.

One of the most comical angles to the current meetings of the AMEU's governing body is the cloak-and-dagger air they've wrapped themselves in, like getting together in one hotel one day and changing it the next. But we're on to almost every move they make almost as soon as they make it because you can't keep an airtight security net around yourself when you're offering so little to the people you have to expect loyalty from.

### Eager for a Change

They're just plain fed up and they're anxious to see an end to the type of representation and all-around conditions that have been doled out to them these many years. They rightfully anticipate that the sooner they bring an end to the present set-up the better off they'll be—and naturally we can't help but agree with them.

And as we've said before, we urge Atlantic tankermen and all unorganized seamen to visit our Union halls all over the country and see just how we tick. Because of the nature of our industry—and the time spent on the beach in different ports, these halls are our "homes away from home" and their facilities are maintained day and night for the membership at sea and ashore. They'll welcome the chance to see a real trade union in operation—with the welfare of all Seafarers its first concern.

## Cartoon History Of The SIU

The Non-Communists Fight Back

No. 19



Most of the seamen who became charter members of the NMU were not Communists. Once in the outfit, however, they soon found themselves bound by Commie policies. Most of the leaders were Communies or fellow travelers, and any non-Communists were purged if they dared to open their mouths.



The seamen who stayed outside the NMU had union books, but no union; had picketed and fought but were barred from sailing ships contracted to the NMU. They continued their fight and maintained their ranks so well the AFL gave them Federal Charter 21240 when they asked for help.



The group said "every man an organizer," and carried on their fight afloat and ashore. The NMU laughed when this group got its charter and said it wouldn't last more than a couple of months. The group's determined fight, however, won the respect of the entire AFL and was soon to be rewarded.



# The Phantom Flying Dutchman

The Flying Dutchman—a phantom ship with a phantom captain and no crew.

Of all the tales told and retold by seamen all over the world, perhaps the most mentioned name is that of the Flying Dutchman, a phantom ship that is said to bring disaster upon all who see her. For, although the Flying Dutchman is not the only phantom ship said to sail the seas, she certainly is the best known.

The Flying Dutchman has his counterpart in all old seafaring nationalities. The Spanish, Danes, French, Germans and others all have their own phantom captains sailing phantom ships.

For example, the Germans have Falkenburg, a nobleman who is said to have murdered his bride and his brother in a fit of temper. According to the story, Falkenburg found himself drawn to the waterfront after committing his crime. There, he found a ghost-like creature waiting for him in a small boat.

Falkenburg was taken out to a ship moored in the channel and ordered to go aboard. There, he was told, he was doomed to sail the North-Sea forever on a ship with no crew. The legend has it that Falkenburg's ship is usually sighted at night, giving off flames from the mastheads.

### Hard-Headed

But the Flying Dutchman, originally a Dutch legend, has been adopted by the sailors of most nations. The most popular story of his origin has him doomed forever because of the usual hard-headedness of sailing captains.

The story has it that the Flying Dutchman was a Captain van Derdecker who commanded a Dutch

merchant vessel bound for the Indian Ocean. None of the stories agree on the year in which the event took place, but the ship is said to have hit terrific headwinds while rounding the Cape of Good Hope, also known in those days as The Cape of Storms.

The crew begged him to turn back after the vessel's spars were broken and rigging snarled by the storms, but Captain van Derdecker is said to have merely stood on the

quarterdeck drinking, singing and blaspheming.

### Vision Descends

During the worst of the storms, the clouds opened and a dazzling ball of light descended from the heavens and came to rest on the quarterdeck. The crew and passengers knelt devoutly in the face of the vision.

But Captain van Derdecker drew his pistol and demanded to know by what right the vision pre-

sumed to set foot on his quarterdeck.

A booming voice, says the story, rang out saying "You should turn back, Captain van Derdecker. I am mightier than you and it will ill profit you to defy me."

The captain, says the legend, shouted an oath, fired a shot at the dazzling ball of light, and ordered the vision from his vessel. Miraculously, chains jumped from the air and bound the captain and he was struck mute.

### Condemned

The voice boomed out "For your evil nature, and for defying me, you shall henceforth be condemned to sail the seas forever alone, except for your cabin boy, who shall attend you and he shall change into a demon, and the food he shall bring you shall be bitter and uneatable, and you shall have to stand all watches day in and day out, forever without rest. Your ship shall be an evil phantom which shall haunt the seas and bring disaster to all who meet it."

Then the ball of light disappeared, along with the chains. Captain van Derdecker turned around and saw he was alone on the ship except for a small demon, who had been his cabin boy.

The legend has it that the Flying Dutchman has roamed the seas ever since. The water on any ship that sights him and speaks to him turns bad, while all the food aboard the ship is said to turn into beans.

The legend also warns that the captain is always trying to get the vessels that sight him to accept letters to be delivered to his wife, but, says the legend, any ship that takes these letters will never reach port, nor will any of its crew or passengers.



As the legend has it, Capt. van Derdecker drank heavily, raised his pistol and then ordered the vision to get off his quarterdeck. Then, screaming oaths, the captain fired into the blinding light.

## Trapped As Ship Sinks, 2 Survive At Bottom Of Sea

In 1939, some 33 men were rescued alive from the hulk of the submarine Squalus as she lay on the bottom of the ocean in 240 feet of water. This rescue was thought to be unique, and it was a history-making event. However, in 1877, an even more unique rescue was made when two seamen lived, though being trapped in a schooner at the bottom of the sea.

Perhaps the thing that makes these two men's experience even more startling is that there were no such things as Momsen Lungs, diving gear to withstand pressures of such a depth, or rescue chambers and salvage vessels. Fortunately, for them, a freak of Nature and a non-superstitious sea captain made up for the lack of technical equipment.

The story started on May 9, 1877, when the schooner Cod Seeker capsized. This was her first fishing voyage, since she had only slid off the ways a month earlier. She capsized during a squall off Baccaro Light in about 10 fathoms of water.

Her captain and two crewmembers managed to scramble aboard one of her dories, which floated free. The men in the dory had no oars, and presumed that the rest of the crew had died.

### Three Died

Actually three men had died in the hull. Another five men were clinging to the overturned bilges of the vessel. But, unknown to any of them, another two men, Samuel Atwood and James E. Smith, were alive and trapped in the foc'sle.

The dory with the three survivors drifted into Cape Sable Island, but because of the storm, only one fishing boat captain was willing to go out to look for more survivors. This vessel went out and managed to rescue four of the men hanging to the bilges. The fifth slipped and was lost in the sea as he tried to get aboard the rescue craft. The rescue craft then left, thinking nobody else alive aboard the overturned schooner, which was loaded with salt to preserve any fish caught.

Atwood and Smith had been trapped in their foc'sle when the schooner turned turtle. To their amazement, the hatch had slammed closed and because of the air pressure, very little water seeped

into the foc'sle. They were trapped in a small air pocket.

### Water Rises

They were in there two days when the water rose level with the bunks. The vessel was higher at her head than in her stern and her salt bins had spilled out into the holds, keeping her from righting herself.

While fighting to keep on their bunks and above the water, the two men suddenly realized that the vessel was slowly sinking. They could feel her going down, and down, and finally felt her bump on the bottom.

The schooner kept changing position on the bottom, and soon the water was up to the men's armpits.

They could feel her scraping along the bottom as the water level slowly rose in the room.

Both had given up any hope of surviving. What seemed like years later, neither could really tell how long, they felt the hull shift and move again—but this time it seemed to be rising. Soon they heard her break the surface of the sea and felt the regular motion of her floating on the surface. They still had no way of getting out, however.

### Salt Dissolved

It was later explained that what

probably happened was that the vessel sank to the bottom. There, her large cargo of salt slowly dissolved in the water, and once enough dissolved so that the hull was lightened, she again floated to the surface.

The men had a few cookies to munch on, but no drinking water after the first day or so. By now, they had been trapped in the wreck for over four days. It was Sunday, and their fifth day in the hull when the American schooner Ohio, under Captain Dorr, spotted

what the lookout thought was a whale.

The Ohio investigated and saw it was the capsized Cod Seeker. Two men were sent to the hull, and went racing back to the schooner with the story that they had heard tapping coming from within the hull and they thought it was the ghosts of men who had been lost with the ship.

Captain Dorr, the story says, shouted "there are no ghosts," and then went over to the hulk himself to investigate. Meanwhile, Atwood and Smith had heard footsteps on the hull and had pounded with a piece of wood broken off one of the bunks. They had despaired when they hear the footsteps leave the ship.

### More Trouble

When they heard the footsteps of Captain Dorr, they began pounding again and were soon answered by pounding from the outside. A short while later, they saw the blade of an axe bite through the hull. They were just about beside themselves for joy, when another peril made itself known.

As the axe broke through the hull, the compressed air in the foc'sle began to hiss through the opening, and the water began to rise.

The water was dangerously high and the hold was still too small for them to get through. They drew deep breaths and they waited, almost completely submerged, while the man with the axe worked as fast as he could. They were hauled up out of the foc'sle just as water flooded to the top.

When Atwood and Smith got off the Ohio their former shipmates didn't recognize them until they were told who they were. They said that during that five-day interval, the two men had aged 25 years in their appearance.



The two fishermen, trapped in the foc'sle, felt all hope leave their hearts as the battered hull slowly sank to the bottom of the sea, with them in it. As the hull sank, they clung to their bunks while the water level in the little compartment slowly began to rise. Then they felt the hull hit the bottom.

# PORT REPORTS

**Mobile:**

## Voting On Constitution Going Along Just Fine

Alcoa and Waterman ships provided the only activity the last two weeks. The payoffs were the Alcoa Patriot, Corsair, Polaris, Planter, Ranger and Cavalier (Alcoa), plus the Monarch of the Seas and Morning Light (Waterman).

The Lafayette (Waterman), and the Patriot, Planter, Polaris, Ranger and Cavalier signed on for another trip. In transit were the Steel Flyer (Isthmian), and the Citrus Packer and De Soto (Waterman).

Voting on the referendum resolution involving the proposed new SIU constitution is going along pretty well, with the probable outcome a sweeping majority in favor of the new document.



Linch

One of those members who is serving on the balloting committee for this branch is Eugene Jack Linch, an SIU member since 1942 who has sailed in all three ship's departments. On the beach waiting to ship out, Linch is quite outspoken on the subject of the new document, in urging all members who have not yet voted to come to the Union hall, read the proposed constitution and vote in the affirmative.

In his view, "the SIU has grown to be one of the best organizations in the maritime industry and the proposed constitution will be one of its finest assets. It is one of the finest documents of its kind I have ever read."

Cal Tanner  
Mobile Port Agent.



**New York:**

## Don't Be Chiseled On Transportation Money

Shipping has picked up considerably in the past two weeks, with the result that the dispatchers have been hard-pressed to fill some of the jobs, especially engine department ratings.

Hardly a day has gone by when there weren't open jobs left on the board at the end of the day. A rated black gang man can ship out most any time he chooses, and we urge everybody to take these jobs now.

**Three Lay-Ups Crewed**

Three ships came out of the lay-up fleet in the past week, which helped a lot in the present boom. These were the Milton Smith (Isthmian), Omega (Omega) and the Transatlantic (Pacific Waterways). We look for more of the ships to come out in the near future, as they are beginning to move the coal and grain again.

We paid off a total of 35 ships and signed 15 on foreign articles during this period. There were also quite a few ships on continuous articles and in transit, so all in all, everyone was kept busy.

The following ships paid off: Archers Hope, Chivawa, Government Camp, Royal Oak, Paoli, French Creek, Bents Fort, Logans Fort, Fort Hoskins, Council Grove (Cities Service); Steel Maker, Steel Chemist, Steel Navigator (Isthmian); Coeur D'Alene Victory, Cop Victory (Victory Carriers); Fairland, Afoundria, Golden City (Waterman); Potrero Hills, Sweetwater (Mar-Trade); Robin Wentley,

Robin Hood, Robin Gray, Robin Goodfellow (Robin); Seatrains Texas, Georgia, New York, Louisiana (Seatrain); Suzanne, Frances, Evelyn, Puerto Rico, Elizabeth (Bull); W. E. Downing (Mathiasen); Wanda (Epiphany).

Signing on were the Wild Ranger, Azalea City, Afoundria (Waterman); Steel Scientist, Milton H. Smith (Isthmian); Robin Kettering, Robin Kirk, Robin Hood (Robin); Trojan Trader (Trojan); Ocean Lotta (Ocean Trans); Transatlantic, Coeur D'Alene Victory, Coe Victory, and Omega and W. E. Downing.

**New Waterman Scheme**

Waterman is now using a new wrinkle to save some money, which the membership should be wary of on ships arriving here from the Far East and on other runs originally signed on articles on the West Coast. This company is refusing to pay these ships off here, as has been the custom. They will have a little cargo in them for some Gulf port and explain they will not pay off until all cargo is discharged. They then lay in here several days, proceed to Philly, Baltimore and on down the line, all the time telling the crew who wishes to do so can be paid off under mutual consent, without transportation naturally.

It's been admitted that the hope in this is that most of the men will pay off in some port along the coast and that will save them several thousand dollars in transportation. We urge the members who find themselves in a situation like this to stay on the ship until the regular payoff at the final port of discharge, as this is the only way we can stop this type of chiseling.

**Double Trouble**

On the Steel Chemist we ran into a character whom we had trouble with before as master of the Steel King, and now again as chief mate on here after he was demoted for obvious reasons. He wanted to be mate and bosun on the Chemist, so after getting out on deck and fouling up the works, he demoted the bosun to AB. The heads-up SIU deck department aboard knew the bosun was a competent man, and since no one would take his job, the mate took over as bosun.

Needless to say, the Union doesn't stand for this kind of deal. We made a case of it and got a commissioner's ruling reinstating the bosun with full pay and overtime for all the time the mate was doing his work while he was demoted to AB. This mate is now off the Chemist, but no doubt he will turn up on another ship soon for another lesson in unionism.

Claude Simmons  
Asst. Sec'y-Treas.

**Galveston:**

## Texan (Naturally) Out For Twin Baby Benefit

The only good cheer we can offer as far as shipping is concerned is that it's still good for rated men, and they can always get a job out of here.

We had the Neva West (Bloomfield) in and out, the only activity in the payoff and sign-on columns. The in-transits were the following: W. E. Downing, Julesburg (Mathiasen); Michael (Carras); Del Mundo (Mississippi); Citrus Packer (Waterman); Seatrains New York, Georgia and New Jersey (Seatrain).

The only beefs encountered were routine items which we were able to square away with little trouble to the satisfaction of the various SIU crews.

There's one brother shipping from this port who expects to make good our expectation that a Texas man will be the first one to collect maternity benefits for twins. The brother with this happy confidence is Truman "Slim" Sustaire, an AB who joined the Union in 1945.

He was at sea during the 1946 general strike and the Isthmian beef, but has been an active Seafarer whenever he had the opportunity. We wish him luck on the twins because it would be only proper for things to work out that way. As we've said before, these Texas boys always do things on a grand scale.

Keith Alsop  
Galveston Port Agent



Sustaire



**New Orleans:**

## Two-Week Slump Is Calm Before Storm

The past two weeks have been pretty slow from the standpoint of payoffs and sign-ons, with only five payoffs and three sign-ons since the last report.

But shipping was very good, and the outlook for the coming two weeks is okay too, with eight regular run ships due in for payoff and expected to load out again. The calm past two weeks may be the well-known calm before the storm as the next two should be pretty much on the busy side.

Payoffs this period included

the following: Steel Director (Isthmian); De Soto, Iberville (Waterman) and Del Mundo, Del Oro (Mississippi). The sign-ons were the Del Santos, Del Monte (Mississippi) and the Tainaron (Actium).

In transit we had the following: Alcoa Clipper, Corsair, Patriot, Polaris (Alcoa); Del Santos, Del Monte, Del Mundo (Mississippi); Steel Flyer (Isthmian); Evelyn (Bull); Strathbay (Strathmore); Seatrains Louisiana, New Jersey, Georgia (Seatrain); Monarch of the Seas, Citrus Packer, Lafayette, Morning Light (Waterman) and Southern Cities (Southern Trading).

**Voting Started Slow**

Voting on the new constitution took a slow start here, and for a few days we thought New Orleans would come up with a small ballot. But a slow start is a fast ending, as the balloting picked up and we have 600 ballots cast in the port with two weeks still to go. We should come up with a very large "yes" vote.

The strike situation has quieted down pretty much as injunctions have been handed down against the teamsters and mine workers in several cases. That has temporarily cleared up what strikes were going on.

Our branch membership extends its sympathy to the family of brother Alphonse Flynn, one of our first members, who passed away recently. He was active in the SIU since its inception.

**Took Time Out**

In a pleasant vein, our thanks go out to Dr. W. W. Nesbit, medical officer in charge at the New Orleans USPHS hospital, for taking time out and personally conducting Union representatives through parts of the hospital. While they were there, they ran into Leo Dwyer, who generally confines his shipping to the East Coast, recovering there from surgery on a bladder ailment. An indication that Leo was on the mend was his repeated query about shipping in the steward department.

Another member up from the East who is confined to this hospital is Bill Vaughan, now recovering satisfactorily from a skin ailment. Both he and Dwyer asked to be remembered to their shipmates by this mention.

One of the latest new fathers down here is Sam Cooper, who stepped into the hall the other day and left beaming, proudly displaying a \$200 maternity benefit check plus a \$25 bond as a gift from the Union for infant daughter Mary Agnes.

Lindsey J. Williams  
New Orleans Port Agent

**Boston:**

## Speculation Heavy On New Mariners

Shipping was only fair the past two weeks, repeating the performance of last period, but we're still hoping somehow to find a shot in the arm for the port.

Our payoffs included the Fort Hoskins, Archers Hope, (Cities Service); Tagalam (Seatrade); Azalea City (Waterman) and Ann Marie (Bull). They all signed on again.

In transit to the port we had the Steel Navigator, Steel Chemist (Isthmian), plus the Robin Sherwood and Robin Wentley (Robin). There were two overtime beefs on the Archers Hope and we collected in both cases.

One of the big items for chatter around the hall is the speculation when Robin Line's new Mariner ship will be making her trial run

since there is nothing definite in this so far. Ben Gordy, Frank Demasi and Harry Smallwood have been leading a lot of the talk regarding this issue, since they heard that Waterman's Key-

stone Mariner is having trials this week.

Brother Ed Callahan on the Ann Marie is turning the messroom into an antique furniture store with ersatz antiques turned out by the crew in its spare time. They buy pieces of chairs and stick them together in double quick time, amid choruses of advice from interested crewmembers and yelps of agony from the erstwhile carpenters, as they miss every second swipe of the hammer.

We had an unfortunate accident on the Yarmouth (Eastern) this week when an elevator collapsed and killed one of the longshoremen. He died of head injuries at City Hospital after the freight elevator he was working in fell 28 feet.

James Sheehan  
Boston Port Agent



**Wilmington:**

## An Earthquake Might Make The Place Busy

Shipping was pretty slow for the last two weeks, not much change from what it had been in recent reports.

There were no payoffs or sign-ons in the port, but we did have a bunch of in-transits. Included among these were the Strathcape (Strathmore), Shinnecock Bay (Mar Trade); Longview Victory (Victory Carriers); Fairisle, Yaka, Bienville (Waterman); Steel Recorder (Isthmian); Marymar and Massmar (Calmar).

The only beefs noted were on the Fairisle, and they were squared away without too much trouble.

The branch membership has voted to thank the directors of the SIU Welfare Plan for the continuous flow of benefits to all Seafarers.

From the looks of it, shipping should pick up the next two weeks, but we have the manpower here to meet it. We wish shipping could warm up almost as much as the weather. Maybe we need an earthquake like the Bakersfield tumbler to shake some ships loose for this port.

Sam Cohen  
Wilmington Port Agent

# A & C SHIPPING RECORD

## Shipping from August 14 to August 27

PORT	REG.			SHIP. DECK	SHIP. SHIPPED		
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.
Boston	42	12	21	19	8	21	48
New York	194	205	138	313	237	218	768
Philadelphia	79	52	38	41	22	18	81
Baltimore	129	116	78	82	76	57	215
Norfolk	50	56	35	21	24	17	62
Savannah	28	14	20	17	9	9	35
Tampa	11	6	8	4	4	7	15
Mobile	34	24	33	31	21	42	94
New Orleans	54	56	63	86	58	70	214
Galveston	65	60	53	53	50	41	144
West Coast	81	49	44	83	76	62	221
Totals	707	650	531	1,048	750	562	1,897



# IN THE WAKE

The name of the horse latitudes is supposed to have originated in the days when sailing vessels in the West India trade had to dump whole cargoes of horses over the side while becalmed in this area. But another version credits the term to the act of heaving the "dead horse" overboard when the advance was paid. This alludes to a former practice in England of advancing pay to seamen when they signed on, and the ritual observed when they worked it off. For ships from England, such a time would have come at about the region of the horse latitudes.

As used today, the slang term cork off, meaning to sleep, is believed to stem from the days when ships were made watertight by caulking them with oakum. Since caulk had little meaning ashore, people began spelling it cork, although it referred to the condition of the seaman who napped on deck and woke up with the tar of the seams marked all over his clothes. . . . The "box" in boxing the compass—when naming all the points of the compass in order—comes from the old Spanish word boxar, to sail around.

Windfall, which has the same meaning as an unexpected piece of good fortune, probably is derived from the time when English law prohibited cutting down trees in forests earmarked for the Royal Navy. Trees that were blown down by storms were exempted from the ban, giving rise to the idea of good luck from a windfall. . . . Many ships in the Indian Navy are decorated today with the swastika that Adolf Hitler made famous. Officials explain that the design of the swastika was used in ancient India and represents universal well-being, good relationship and the spirit of that country, although the word itself is German.

Catching fish by tickling them has been a favorite sport among fishermen in the British Isles and on the continent since time immemorial. The Maoris of New Zealand and other peoples in different parts of the world also understood

the art of tickling fish. Trout and other species of fish have the habit of basking in clear, shallow water with their heads under stones or other objects. The tickling fisherman feels carefully through the water and gently strokes the sides or belly of a fish, causing it to move slowly backward into a hand, when it is suddenly seized by the gills. Shakespeare hints at this method of fishing in Twelfth Night.

Strictly speaking, you can't "arrive" anywhere by train or car, only by a ship. The Latin words combined into arribare, from which the present word arrive stems, meant to bring or come to shore or into port. Skyscraper is not something coined recently to describe a tall building, but was used as early as 1794 for a type of triangular sail above or in place of the skysail. Sky itself is an old Norse word for cloud. Apparently you couldn't have such a thing as a cloudless sky in Norway centuries ago.

Venezuela was named indirectly after Venice, or Venezia as it is called by many Italians, and literally means "little Venice." In 1499 the Spanish explorer, Alonso de Ojeda, who had accompanied Columbus on his second voyage of discovery, made a trip along the northern coast of South America. When he came to the Indian villages on Lake Maracaibo, built above the water on stilts, he was struck by the resemblance to Venice itself, and gave the area its present name. Coincidentally, one of his companions on this same voyage was Amerigo Vespucci, a Florentine merchant, who eventually gave his name to the entire New World.

Vogue came down through the years from the French voguer, to sail in a boat, the Italian vogare, to row in a galley or other type of boat, and the old German word wac, for wave. The original sense of the word was the swaying motion of a ship, hence its use nowadays in relation to the swing, drift or course of a style.

# THE INQUIRING SEAFARER

Question: What is your opinion of the proposed new SIU constitution?

(Asked of Seafarers in the New Orleans branch hall.)

**Al Ballard, cook:** It's a wonderful document. I like the way it protects the membership rights of guys called into military service or who get sick or for any valid reason can't keep themselves in good standing. The retirement clause also guarantees fair treatment for everyone.



**John W. Ficou, steward:** The proposed constitution is just what the SIU needs to take care of conditions today. This is a growing Union and we have needed a new constitution for a long time. It's just another example of how our Union keeps up with the times, and I say, "Keep up the good work, boys."



**Victor J. Miorana, steward:** One of its strongest points is that it keeps everything in the hands of the membership like it always has been, only now the rights of all the members are written out so everybody can understand them. It should be ratified by a big majority.



**Daniel Byrne, AB:** I've been a member since 1938, so I practically grew up with the SIU. We've got things that weren't even dreamed of in maritime back then. Now we'll have a constitution to help us protect our new gains and always guarantee the members' rights.



**Henry C. Gerdes, steward:** The way the section on charges and penalties is spelled out is something we've been needing a long time. Now every man who sails has no excuse for not knowing what it takes to be a good shipmate. Everything is written out so there can be no doubt about what is bad acting.



**Joseph F. Lae, steward:** Everyone ought to read the proposed constitution. It gives a clear picture of what goes on in the Union and should be a wonderful guide for the future. I don't know of any other maritime union that has a constitution that is anywhere near as good.



# MEET THE SEAFARER



FRANK RUSSO, AB

The busman who spent his holiday riding buses long has been the classic example of the fellow who loves his work and its surroundings.

Every so often, Frank Russo, AB, comes ashore in his home port of New Orleans for a vacation after months at sea, and what does he do? He grabs a rowboat and goes fishing. But for that matter, who ever heard of casting for speckled trout from the decks of the Alcoa Pointer?

### Sailing Since 1940

Russo has been taking to the water to relax ever since he first began to ship 12 years ago. There is no better way to rest and have fun while doing it than fishing, said the smiling, stocky seafarer, when a LOG reporter spoke to him at the New Orleans SIU hall. To say the least, it is much more enjoyable than the monotony of running from Dutch Guiana to the States with the holds filled with bauxite, which, in Russo's book, is the world's worst cargo.

Carrying sugar on the West Indies and Canadian run is better, but it has its drawbacks, too. Russo says, however, that as far as he is concerned any run comes off second-best by comparison with the passenger runs to South America which he's made off and on for years. Those trips, he said, always guarantee clean, pleasant work on shipboard and fun ashore.

There's always a chance to go ashore in places like Rio, Buenos Aires and Montevideo, and you can find a good time there without half trying. The weather in these ports is usually good, too, and nobody turns his back on the sunshine when he gets the chance. He added his name to the growing list of Seafarers to whom the passenger run to South America is practically a second home.

At ports in the Indies and Canada, Russo encountered conditions that are not to a Seafarer's liking. High prices in Canada, where the going rate for American cigarettes is 45 cents a package,

and miserable conditions ashore at some West Indies ports were among the items he mentioned.

For example, the way he describes it organized thievery seems to be a principal occupation in Kingston, Jamaica. On one occasion, sidewalk thieves snatched the expansion-band wrist watch from the arm of a shipmate while they were walking along a Jamaica street. Another shipmate had a glasses case grabbed from his rear pocket. "Those guys are slicker than greased pigs and run like rabbits," Russo said. "It's useless to try to catch them."

While Russo has been to a lot of places and seen many things, the most memorable trip he ever made was when he first shipped 12 years ago. On that trip across the Pacific, the ship ran into a typhoon. Gear was flying all over the ship and even some of the hardened veterans in the crew weren't too comfortable about it.

"Think of it," Russo recounted. "I was just a green kid and it was my first trip to sea. Things got so bad that even the Old Man was praying for help from upstairs. I told myself if it seemed that had to a man who had been shipping as long as he had, all I asked was to have the chance once more to set my foot ashore and I would never make another one."

### Couldn't Stop

But the call of the sea was stronger than the memory of that frightening experience, and Frank Russo never stopped shipping.

Two years later he recognized the opportunity offered by unity among seafaring men banded together in a sound, strong maritime union and joined the SIU. Since then, he has seen the SIU grow and has taken an active part in its development almost from the first.

Today's SIU conditions and benefits are things that pioneers in the Union never even dreamed of in those days. "We've seen all these things come true, though, and the way I see it we've only begun to build," Russo added.

# TEN YEARS AGO

Rommel opened a new full-scale offensive on the desert in an effort to drive the British forces back through Egypt and gain control of the vital Suez canal. . . . The Japanese began making concentrated landings in the Solomons and the Marines countered with intensive "hunting" expeditions to rout out the landing parties. . . . Preparations were made for a massive Labor Day celebration, with the high point to be the launching or beginning of over 150 ships, mostly naval vessels. . . . The SIU conferred with the State Department in an effort to cut through the red tape involved for seamen to get passports. . . . The Navy and Red Cross said they were equipping blimps with rescue gear to be dropped to torpedo victims.

The Navy announced that not more than five ships out of the 2,000 convoyed in the Atlantic coastal zones had been lost since the convoy system went into operation. . . . A Governmental plan to buy and operate small wooden sailing ships in the Caribbean zone was dropped in favor of small diesel vessels. . . . An SIU election resolution provided for the stream-

lining of the Union's administrative set-up so it would be more flexible and better able to meet war needs.

The Chinese Army began a series of major assaults upon Japanese installations along the coastal regions. . . . The Government announced that meat would be put under rationing within a matter of months. . . . The SIU told Seafarers that they should inform the beneficiaries of their insurance to contact the Union if anything happened to them instead of hiring a lawyer to collect the insurance. The Union told the Seafarers no lawyer was needed to collect. Some lawyers were charging as much as \$1,000 to collect the \$5,000 insurance payment.

Wendell Wilkie set out on a trip as a personal envoy of President Roosevelt to visit just about every part of the world that was friendly to us. . . . President Roosevelt told Congress to take some action to curb inflationary prices or he would begin taking action himself. . . . The Cardinals began to cut down Brooklyn's lead, while the Yankees stayed well out in front.

# The Seafarers Puzzle

1. An old ship	1. Florida port	10. Lunched	33. Emma —
4. Former Giant manager	2. A seafarers' group	11. Black liquid	34. US singer
7. Small European herring	3. Port to get a new hall	17. City in Germany	35. Ripped
12. — Paucker, ex-biwig in Rumania	4. Order of Eastern Star; Abbr.	19. Smoke and fog	38. Decayed
13. Go astray	5. Free meal	23. Kind of seaman	41. Lifeboat crane
14. Greek letter	6. Trojan ship	24. Port in Holland	43. Rope loop
15. Small Israeli coin	7. Bow of ship	25. Rage	44. Capital of Guam
16. Colonial ship	8. Aspect of a question	26. Man's nickname	45. Masonic group
18. Utensils used by cook	9. Speed up, as a motor	28. Roman despot	46. School of whales
20. 2nd or 6th US President		29. Slight depression	49. Commotion
21. Filled with life		31. Gossip	51. Latitude; Abbr.
23. The Emerald Isle		32. Tanker cargo	52. Recent
27. Gangster's group			
28. Sea off Africa			
30. Operator of Santore			
31. Barney of the comics			
34. Seined			
36. It's carried in ventilators			
37. Hearing organ			
39. Negative			
40. Lost blood			
42. Port in Canada			
46. Pico di —, in Pyrenees			
48. Therefore			
49. Where new hall will be built			
53. Father			
54. Robin —			
55. Compass point			
56. Angle; Abbr.			
57. A saying, or maxim			
58. Ground moisture			
59. Ship of Bull line			

Puzzle Answer on Page 25

# SEAFARERS LOG

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## Nomination Time

With the opening of nominations for A&G elective offices next week, any qualified Seafarer who wants to run for office can put in his bid. The SIU election system makes it as simple as possible for a member to become a candidate for any post in the district.

Under the SIU election system, a member can nominate himself. He needs no seconds. Furthermore, the SIU is one of the very few unions in which a candidate doesn't have to get on a slate. There are no tickets and no cliques. Every candidate runs as an individual for the particular office he is interested in. This permits a candidate to be elected purely on his personal popularity and merits and not as another cog in a political set-up.

Since the elections are district-wide, the candidate can run for a port office like agent or patrolman, whether or not he is now sailing out of that particular port. He is free to choose the port where he thinks he has the best chance of winning, as all Seafarers in the district will vote for all posts.

This uncomplicated election system is SIU democracy in action. Those who have the energy, ability and desire to run for office should throw in for one of the Union's elective posts.



## Scholarship Winner

For the second time in the past few years a Seafarer has won one of the labor scholarships offered by the Transatlantic Fund. This year's winner is Seafarer Ed Larkin, who will receive a year's tuition, room and board at Coleg Harlech in Wales for the study of industrial relations.

In 1948 Seafarer Irwin Suall won a similar scholarship award. As far as is known, the SIU is the only American union which has had two such award winners in its ranks; an impressive feat considering that just four scholarships are offered each year to American union members.

The Union offers its congratulations to Brother Larkin and wishes him success in his studies. Other interested Seafarers will have their opportunity to apply when the fund again accepts applications next year.



## MTD Convention

When the Maritime Trades Department meets in the Commodore Hotel on September 9 and 10 it will be able to look back on considerable progress in a few short months. Since it was reorganized in March the department's permanent machinery has been functioning smoothly both on a national and local level. Several local beefs involving member unions have been dealt with successfully and valuable assistance has been given to other AFL unions who turned to the MTD for help.

One objective of the MTD is to obtain a seat on the AFL Executive Council. In this way the problems facing the 200,000 people employed in maritime would receive the attention that they merit. Also, representation on the AFL Council would be a big step forward toward national awareness of the importance of maritime.

The MTD will make every effort to impress upon the AFL convention the desirability of this step. In addition, delegates to the MTD convention will take other steps to implement a long-range program which should prove of considerable benefit to all AFL maritime workers.



## Happy Ending

A new entry was made on the lengthy list of maritime disasters when the Liberty ship Western Farmer broke in two after being rammed by a Norwegian tanker. But thanks to the skill of English volunteers who manned the rescue boats, and of the Seafarers aboard the vessel, no lives were lost or serious injury suffered by any member of the crew.

As a token of their appreciation to the "volunteer firemen" of the Ramsgate and Dover lifeboats, the crew of the Western Farmer plans to present them with plaques commemorating their life-saving services.

The Seafarers themselves deserve a good deal of credit, for as one officer put it, they gave "100 percent cooperation," at all times to the captain, pulling together for the common good in the emergency. Their behavior in the crisis made for a relatively happy ending to this particular shipwreck story.

# LETTER of the WEEK

## Seafarer Relives His Sailing Days

To the Editor:

Thirty-three years ago I started sailing on deck on passenger boats out of Detroit, in 1919. They were ISU ships. After the 1921 strike, which almost put the ISU out of existence, most of the oldtimers left the ships, or dropped out of the ISU. This gave the shipowners a free hand to do as they pleased.

I sailed out of New York and the Gulf in the 20's, mostly on US Shipping Board ships. Conditions were so bad that if you made a round trip on one ship it was a record. You were so disgusted that you swore it was your last trip.

### Shipping Board Lineup

If it was the US Shipping Board in New York you had to gang up outside a half-hour before they opened. Then when they opened up everybody rushed upstairs. When they came out



Herman

with a job there was a few hundred hands holding their seamen's papers in the air, all the men shouting they would take it. But as usual the clerk looked over all the faces and the job went to somebody he knew. That is certainly a lot different than rotary shipping.

Ships and conditions went from bad to worse. I was bosun on the K. I. Luckenbach for \$45 a month just before the '34 strike. Something had to happen. As you know the strike was won and was the beginning of a new era for merchant seamen. I joined the SUP and sailed until VE day. As any man who has sailed long years, I had that yearning to settle down. I met my mate, got married and got a job ashore.

I figured here was my chance for shore life and thought I would not sail anymore. Family life is perfect, with a daughter at home five years old and a house almost paid for.

### Laid Off Job

That job lasted about four years. Then I was laid off in January, 1949, and was told they would call for me. I waited a year to be called and then went back to sea again, this time with the SIU.

What a difference it was since I left the sea! I had the pleasure of sailing on the Sandmate until she sank at Bergen Point. We all collected \$300 for our effects, which was never heard of before. I've been sailing mostly on tankers the last year. I paid off a tanker at Kuwait with a serious illness, was flown to New York and am at present in the USPHS Hospital on Staten Island.

There is one consolation though. You know that somebody will be up from the Union to let you know how the ball is rolling. Our Welfare Plan is certainly doing all possible for us, and the \$15 we receive every week for as long as we're here is like manna from heaven. It means a lot when you are laid up for a while.

William P. Herman

# 'The WRITE To Run'



## As I See It

by PAUL HALL



PLANS AFOOT FOR GIANT 40,000 ton ore-carriers we've been hearing about brings to mind once again the growing importance of our merchant fleet in supplying the raw feed for our country's industry. The fact is that without these ships and the seamen to man them, this country would be in a bad way when it comes to the vital raw materials that industry needs.

The experts in those things will tell you that while the United States is blessed with great riches in the way of raw materials, we have to go outside our borders to the far corners of the globe to get enough to keep industry going. Seafarers know for themselves through their own practical experience that a lot of these materials like iron ore, bauxite, rubber, copper and the coffee beans for that morning cup of java are being imported in larger quantities all the time.

It's no secret that this country's Government is very much concerned about the need for these materials from the outside. In some areas both the Government and private industry are spending quite a bit of money to develop these resources and build docks and railroads and dredge harbors to make shipment easier. Besides, the State Department is plenty worried that some of these countries like Iran and Malaya might fall into Communist hands, depriving our industry of their supplies.

It's hard to explain then, why American ships, which are the lifeline between these countries and our factories back home, are neglected in this general picture. In case of an emergency our country wants to be sure not only to keep these countries on our side, but to have the ships to supply American industry. That means building newer, faster and better ships to replace the tired old

wagons that make up a large part of the American merchant fleet.



OUR CONTRACT NEGOTIATIONS which have been going on for the past few weeks have been making good progress. We are going over the contract with a fine toothed comb, clause by clause. The committee has been getting ahead with the shipowner representatives, and is pressing just as hard as it can for a solid agreement that will keep the SIU up on top of the maritime field. As things stand now the committee is pretty confident it can come up with this kind of an agreement.

Talking about negotiations is a reminder that the SIU at all times has always gotten a contract by bargaining for it or hitting the bricks when necessary. Your Union believes it packs sufficient power and militancy to stand up to the shipowners and lay it on the line. It does not approach this problem as some other outfits do, hat in hand, pleading with the shipowners to remove "inequities" that have arisen in their agreements so that they can bring their members up to the level the SIU has established. In contrast, your Union has told the shipowners we want brand new standard dry cargo contract. We are out to make that demand stick.



THE AFL CONVENTION IS meeting in New York beginning on the 15th and your Union is serving as one of the hosts to the delegates. We have invited all the delegates and visitors to take a tour of our headquarters and see the special facilities available for all Seafarers. It's a far cry from the type of hall sailors used to contend with and we hope to have the same kind of rig in all our key ports before too long.

We do hope that all the delegates have a pleasant stay in New York and can take time out to come over to our headquarters. We're sure that all Seafarers on the beach will help out by showing every courtesy to our visiting trade union brothers while they're here.

# The Titanic Disaster

## The Iceberg Tragedy that Created the International Ice Patrol

In 1911 from the yard of Harland and Wolff in Belfast they launched a giant of the seas and named her Titanic.

The dictionary couldn't have offered a more descriptive word, for this ocean leviathan measured 882 feet over all, was of 46,000 gross tons, and had accommodations for more than 1,200 passengers.

Her owners, the White Star Line, had built the Titanic to win the mythical "blue ribbon" of the North Atlantic, equipped her with mammoth reciprocating and turbine engines that were the acme in marine engineering.

Heralded as the fastest and most luxurious vessel ever to sail the seas, it was no wonder that the huge four-stacker had a capacity load for her maiden voyage from Southampton to New York. Aboard were many celebrities in the world of industry, finance and the theater. All hands were anxious to make the first voyage on the Titanic, the "unsinkable ship"—Britain's answer to German ambitions in the North Atlantic passenger trade.

A sister ship of the Olympic which, ironically, ran on the North Atlantic till 1935, the Titanic was given both reciprocating engines and the turbines which were threatening to displace the "up-and-down" engine for big ships. She had three screws, the two wing props being driven by 15,000 hp reciprocating engines and the center prop by a 16,000 Parsons turbine.

To drive these engines, the great ship had no less than 24 double ended Scotch boilers and five single boilers in six boiler rooms. The columns of the great "up-and-down" engines weighed 21 tons apiece and the rotor of the turbine was a massive 130-ton piece of machinery.

### Fifteen Watertight Bulkheads

The designers and builders of the Titanic were confident that she was, as heralded, an unsinkable ship, for the hull was subdivided with 15 transverse watertight bulkheads, sealed off from each other by a new type watertight door which could be shut with a master control from the bridge, by manual operation in the compartments themselves, or by automatic floats that would drop the doors if water got to a certain height.

In addition, the ship had a cellular double bottom over five feet deep and heavy shell plating especially designed to resist collision.

On April 10, 1912, "blue peter" was run up on the signal halyards, the ship's band played a gay tune, and with all the shipping of Southampton wishing her "bon voyage" in a din of whistles, the Titanic headed out to sea.

In command on the towering bridge was Captain E. J. Smith, a master mariner with 30 years of seafaring experience. Officers were picked men from the White Star Line, well acquainted with the North Atlantic.

As the Titanic was set on a course for New York, Captain Smith was under a pressing responsibility, for he had to show that his ship was the speediest liner on the western ocean.

He may not have been told to do this in so many words but what, after all, would the world think if the widely publicized giant failed to live up to her advance billing?

While the sparkling new vessel headed west, millionaires and ordinary travelers enjoyed the fine food and elaborate appointments; tried out the steam baths and swimming pool; played on the miniature golf course, strolled along the wide

A stunned world in 1913 heard the details . . . The mighty Titanic heading to New York on her maiden voyage, had struck an iceberg and sunk. Of the 2200 passengers aboard over 1400 perished, many of them

leaders in society and business. The public outburst of protest brought about the formation of the International Ice Patrol which now constantly patrols the sealanes charting the bergs and alerting ships nearby.

promenades, had tea or drinks in the veranda cafes or danced to the music of a select orchestra.

The trip progressed uneventfully as the Titanic reached the Grand Banks, proceeding at a fast clip of 18 knots. In the wireless room were radio operators Jack Phillips and Harold Bride, sending out a mass of personal telegrams for passengers who expected to reach New York less than two days hence.

It was a beautiful, starlit night with an almost flat sea. Many passengers had gone to bed. A few were sitting in the public rooms or promenading to watch the beauties of the night before retiring.

One group had just attended a hymn sing where the closing song had been "For Those in Peril on the Sea."

### Icebergs Reported Ahead

About 9 AM that morning the radio operators had received and relayed on to Captain Smith a radio message from the SS Caronia reporting icebergs, growlers and field ice in the area. At 1:42 PM that afternoon the SS Baltic sent out a message reporting ice, and watch officers of the Titanic were alerted by the skipper to keep a sharp lookout.

Still later at about 10 PM, shortly before the Titanic was to end her brief career, the SS Mesaba radioed a report of ice directly in the liner's path and just minutes before the crash, the SS Californian radioed a startling message, which was never passed on to Captain Smith, that she was stopped by pack ice only 20 miles away!

The liner pressed ahead at high speed, her huge propellers churned a white wake beyond her graceful stern; the stokers deep in the fireroom of the ship threw coal into her boilers without a suspicion that they would never leave the depths of the steel hull that night.

At 11:45 PM some passengers on the Titanic felt a slight jar. Most of them didn't notice an impact at all. But the Titanic had collided with a huge iceberg that was seen too late to prevent a crash and as the mass of ice passed along the ship's side, it cut through the hull of the non-sinkable ship just as though it had been a giant knife.

One of the watch officers later told an official board of inquiry: "I could see the berg rather dimly. It lay low in the water, and was about as high as the lower rail of the ship, or about 30 feet out of the water."

Captain Smith and his officers, according to later testimony, didn't think the ship was seriously hurt.

It was some time before stewards summoned passengers and told them to don life preservers but there was hardly any excitement among the passengers at first, for only a handful realized what had happened. Word was soon passed around that the ship had experienced some minor trouble and would soon proceed on her majestic way to New York.

Engines were stopped but all lights were lit.

### Told to Assemble at Boats

And then, when the women and children were told to congregate at a certain point on the boat

deck with life preservers, the awful realization swept over the ship's company that something radically wrong had happened to Britain's pride of the seas.

About this time chief radio operator Jack Phillips was sending out an emergency message: "Have struck iceberg; badly damaged; rush aid; SS Titanic. 41 degrees, 46 minutes north; 50 degrees, 14 minutes west."

Hours before the ship met her end, seasoned passengers noticed a drop in temperature caused by the presence of ice in the vicinity. As it turned out later, this was the worst season for ice on the Grand Banks in many years and when the Carpathia arrived on the scene, her passengers could see at least 15 large icebergs in the immediate vicinity.

The Titanic had speeded to destruction through a veritable sea of massive ice mountains!

In the vicinity were eight vessels equipped with wireless and of these the nearest was the British freighter Californian, only ten miles away, but its radio set was not manned at the time. Worse yet, the Californian's people were said to have seen flares from the Titanic and have done nothing about it.

About 60 miles away was the British liner Carpathia, which immediately headed for the stricken Titanic at full speed, as did the Baltic, 200 miles away.

At 12:20 AM, the radio operators of the stricken liner were sending out the last call: "SS Titanic . . . SS Titanic . . . we are down by the head . . . almost gone."

### Survivor Describes Scene

As this message was going out to a startled world, Laurence Beasley of London, a passenger, was watching the Titanic from a lifeboat about half a mile distant.

"The sea was calm as a pond," he said. "She slowly tilted straight on end with the stern vertically upwards and as she did so the lights in the cabins and saloons which had not flickered for a moment since we left the ship, went out altogether.

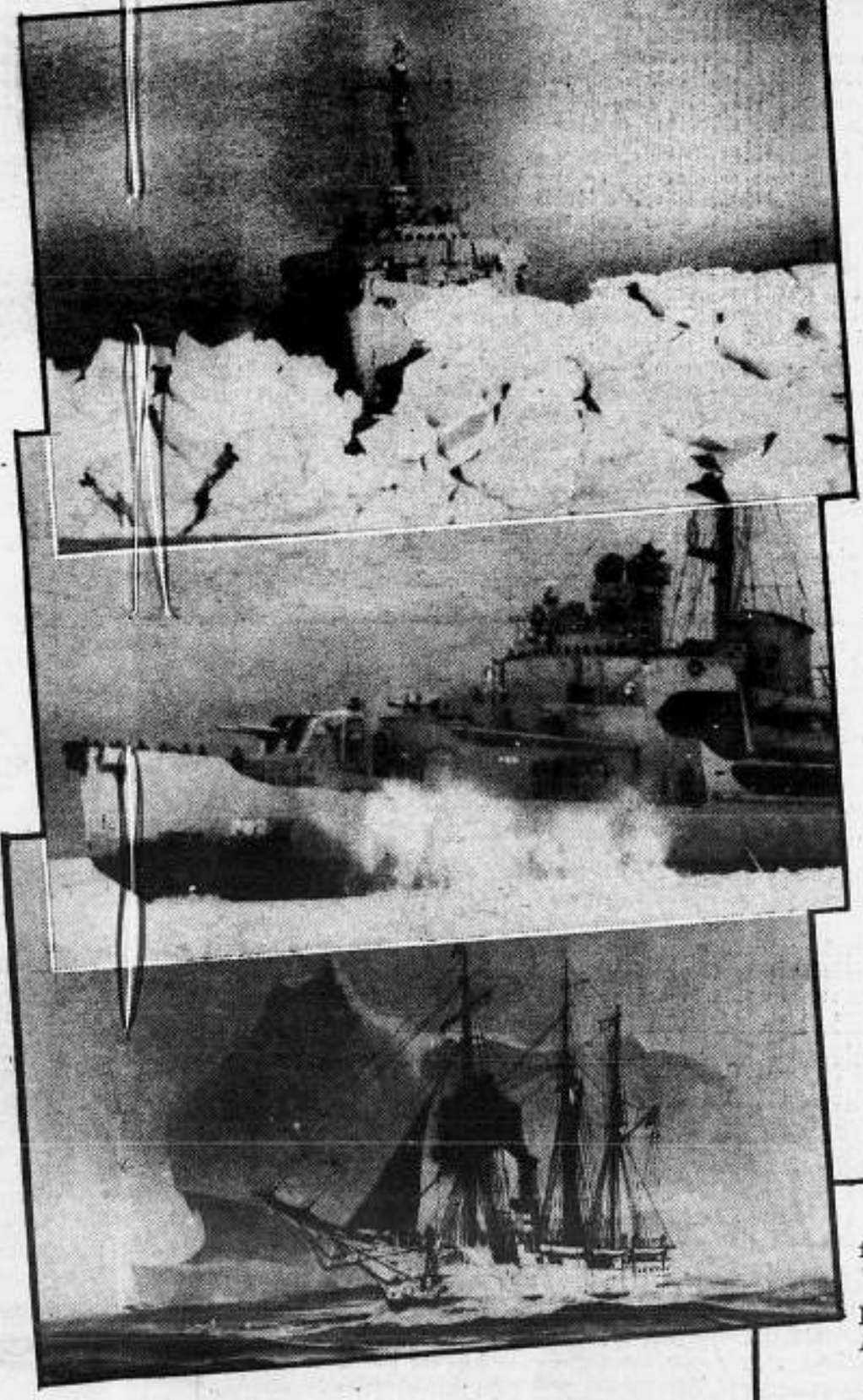
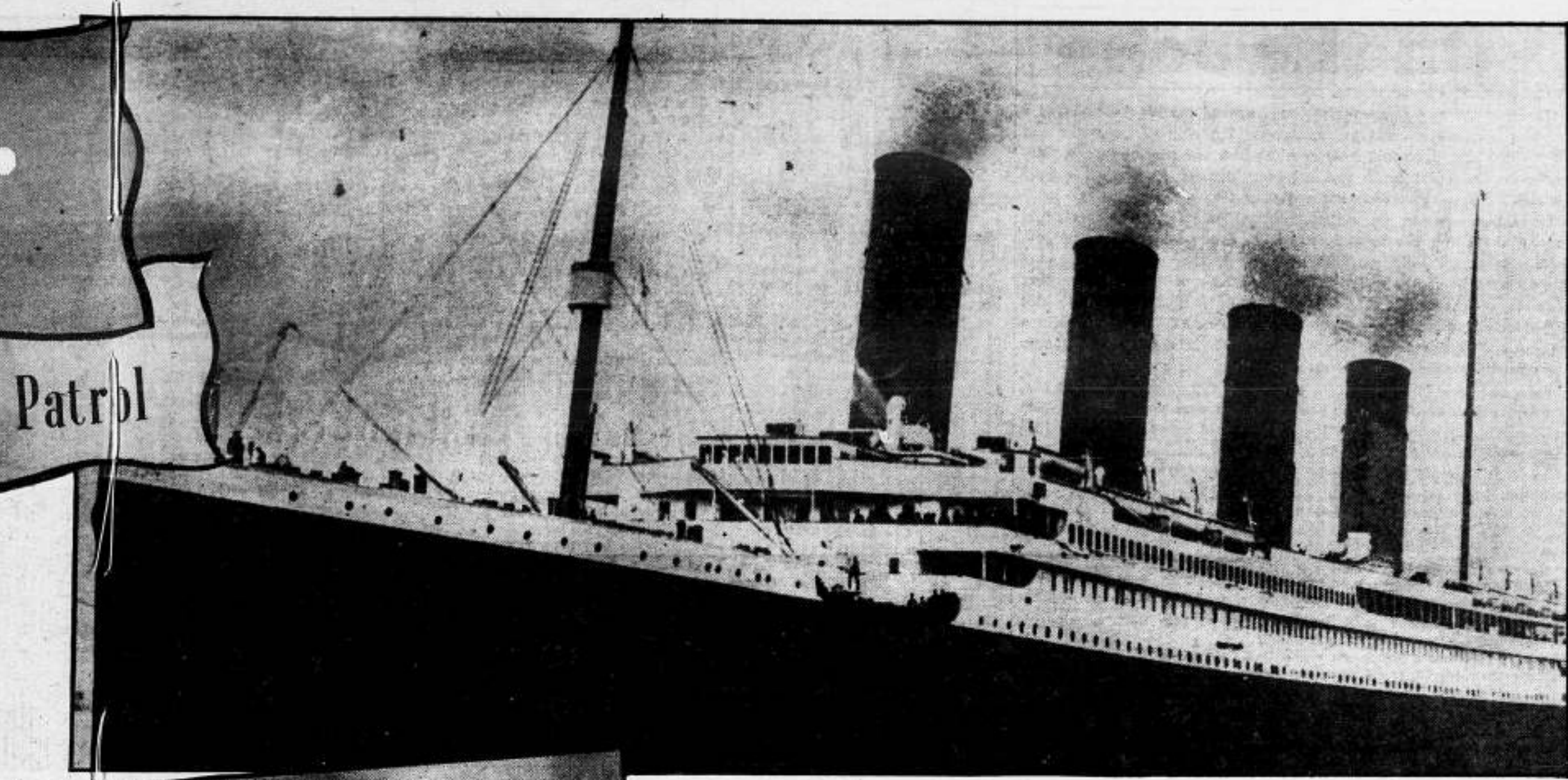
"At the same time the machinery roared down through the vessel with a growling that could be heard for miles, the weirdest sound that could be imagined in the middle of the ocean a thousand miles from land.

"But this was not yet quite the end. To our amazement, she remained in that upright position for a time which I estimated at five minutes . . . while we watched at least 150 feet of the Titanic towered up above the level of the sea and loomed as black as the sky.

"Then with a quiet, slanting dive, she disappeared beneath the waters and our eyes looked for the last time on the gigantic vessel on which we had set out from Southampton last Wednesday.

"And there was left to us the gently heaving sea, the boat filled to standing room with men and women in every conceivable dress; above us the perfect sky, with not a cloud . . .

"After this there fell on our ears the most ap-



palling noise that human beings ever listened to—the cries of hundreds of our fellow passengers struggling in the cold water, crying for help with a cry we knew could not be answered."

The Carpathia arrived at 3:30 AM and rescued 711 out of the more than 2,200 aboard the Titanic. Investigations were made into the sinking by the American and British governments. The Californian's officers were reprimanded for ignoring the liner's signals and the British Board of Trade blamed the White Star Line for allowing its great ship to go out with a poorly-trained crew who didn't know how to launch the boats or to handle them once they were in the water.

It was discovered that so hastily were some of the boats lowered that only a few people got into them, while others were badly overcrowded. Altogether, the boats had a capacity for 1,176. More than 1,400 passengers and crew were lost.

No general alarms sounded on the doomed ship. Many passengers, almost till the last, had no information about what had happened.

### Ship Nearby Ignored Titanic

As boats were being lowered from the Titanic's slanting decks, passengers and crew could see the lights of a ship no more than five or six miles away. Even when distress rockets went shooting into the air from the sinking liner, the lights of the nearby ship—the freighter Californian—continued to move farther away, completely ignoring the tragedy.

There were many incidents of heroism enacted on the Titanic in the hour before she made her final plunge.

Wealthy and famous men who had much to live for helped women and children to the lifeboats, disdaining to claim a place for themselves.

Mr. and Mrs. Isidor Straus awaited the end promenading the deck. When the aged Mr. Straus refused to take a proffered place in one of the boats, ahead of women and children, his wife refused to go without him.

The officers of the Titanic directed the debarkation into the lifeboats with a calmness and self-sacrifice that can only be described as heroic. Bravest of the brave were members of the ship's band, who played lively tunes to divert panic as

the lifeboats were lowered away and who kept on delivering gay airs till the liner's tilting decks made further playing impossible.

Captain Smith remained on the bridge of his ship and went down with her.

As a result of the disaster a number of lifesaving measures developed which have made seafaring much less hazardous.

One result was an international agreement making relief radio operators mandatory or that ships be fitted with an automatic device on the wireless set that would set off an alarm if an SOS was on the air.

Probably the most beneficial safety measure to stem from the Titanic sinking was the immediate establishment of an ice patrol by the British government with the steam whaler "Scotia of Dundee."

At the International Conference on the Safety of Life at Sea, November, 1913, it was decided to have an international ice patrol over the area of the Grand Banks where icebergs cross the steamer tracks.

The United States then offered to perform the patrol, with the work being assigned in 1914 to the US Revenue Cutter Service, forerunner of the Coast Guard. The cutter Seneca made the first American patrol, which has been continued ever since except for the war years.

### Hundreds of Bergs Yearly

An average of 430 icebergs drift into the transatlantic steamer tracks during the spring and summer south of latitude 48 degrees North. These huge ice masses drift south from the coast of Greenland through Davis Strait to the northern edge of Labrador, where the Labrador Current carries them southeast across Belle Isle Strait past the eastern shores of Newfoundland to the Grand Banks.

Most icebergs come from about 20 tidewater glaciers along the Greenland coast. Those that survive to reach the Grand Banks are bigger than the ships that pick their way through the Atlantic mists in this section of the ocean.

The year 1951 was the lightest in the history of the ice patrol. Reconnaissance planes did the berg tracking and none of the ice mountains got south of 48 degrees.

In 1934, by contrast, the Cunard liner Georgic sighted 20 dangerous bergs on a westbound crossing and in the same year an iceberg nine miles long was seen in Davis Strait, headed south for the west Greenland coast.

It probably will never be known how many ships have been lost at sea through collision with bergs before the start of the ice patrol and before wireless enabled ships to call for aid.

It is believed that the Collins liner Pacific, which disappeared in 1856 with all her crew and passengers, might have hit an iceberg, as might have the City of Boston of the Inman Line, which was never heard from after sailing from Halifax in 1870. Months later a bottle was found containing an almost illegible note with reference to "ice" and Boston.

Top: The Titanic leaves on her first and fatal voyage.

Two photos of the Coast Guard cutter Northwind on ice patrol in the North Atlantic.

At left: One of the earliest patrol ships, the CG cutter Bear to windward of an iceberg off Greenland.

# • On the Job •

Handling the rust problem is always one of the big jobs aboard a seagoing ship. The constant exposure of the ship to sea water and moist air is ideal for rapid rusting of the hull and superstructure. Consequently, the paint brush and chipping hammer always get a good workout on any well-maintained vessel.

There is no end to the various kinds of paints and the specialized uses to which they can be put. Basically, paints are a mixture of pigments—very tiny solid particles like red lead or white lead, and a liquid "vehicle" as it is called, like linseed, tung or fish oil. The other contents of the paint can be color pigments and blacks to tint the paint, extenders like gypsum, and thinners like turpentine which make for a thinner coat and faster drying. Special drying substances are sometimes added to speed up drying.

Paint can come unmixed, which means that dry pigments, mixing oils, thinners and driers have to be combined in proper proportion; or they can come ready-mixed. Even the ready-mixed paint requires a little preparation before it can be used. After the can is opened, the bulk of the liquid should be poured off into another can and the remainder containing the pigment should be thoroughly stirred, all the while adding small amounts of liquid to the pigment. When this is completed the paints should be poured back and forth several times to make sure that there are no lumps or clots in the solution.

### Clean the Surface

It is common sense that the surface to be painted should be as clean as possible before the paint brush comes into play. On a ship this means removing rust from the metal with chipping hammers, scrapers and wire brushes. Failure to clean off all rust will make the paint job useless as the rusting will continue merrily on its way underneath the paint and eventually flake it off.

Once the rust has been removed the surface should get a good scrubbing down to remove all dirt, grease and grime that has accumulated.

It is best if painting is done while the surface is dry. Weather conditions and the high moisture content of the air at sea make this a difficult problem. If at all possible, paint should not be put on in temperatures lower than 50 degrees Fahrenheit, since below that figure moisture condenses very readily on exposed surfaces.

The red leads have always been considered without a peer as the best type of paint for the priming coat that goes directly on the metal. In applying paint to metal the paint must be brushed in very thoroughly to take hold. An iron or steel surface is not flat or smooth but consists of innumerable tiny pores, into which the paint has to be worked. When this is done the paint will stay put no matter what the conditions.

### Use Thin Coats

Second and third coats should be brushed out thin. A thick heavy coat of paint will take far too long to dry and form a soft surface that is always being rubbed off or getting dirty. At the same time care must be taken not to add too much drier to the paint as this will wrinkle the surface through too rapid drying.

In applying the paint the brush should be held on the handle to keep paint off the hands as much as possible. This is a health precaution to avoid lead poisoning. The paint is put on with parallel strokes, with the brush lifted clear of the surface when the stroke is completed. This is important to assure even surface without spots and laps. Also, the second application should be at right angles to the first so as to aid in getting an even finish. The only exception to this rule is painting vertical surfaces, in which each succeeding coat of paint is applied in the same direction.

In the course of the painting the paint pot should be stirred regularly to keep it well mixed. Otherwise the pigment will tend to settle.

### What Not To Paint

Certain items on the ship should never be painted under any circumstances. These include screw threads, rubber gaskets on watertight doors, manholes, name plates, louvers, or any lettering and numbering. It is a good policy not to apply paint to anything that was never painted before unless specifically told to do so.

When the paint job is all finished the brushes have to be cleaned properly if they are to be of use for another day. If the brush is going to be put away for several weeks it should be thoroughly rinsed in kerosene and then washed out with standard brown laundry soap. A rinse in fresh water follows, after which the brush is hung up to dry. A brush that gets regular use is suspended in a can partially filled with kerosene or water so that the bristles are kept wet without touching the bottom.

# THE LABOR ROUND-UP

The United Mine Workers has notified the Federal Mediation Service that negotiations with the coal industry failed to produce agreement on a new contract. Further negotiations may be held, but this was seen as official notice that the UMW will be free to strike the northern soft-coal operators Sept. 20 and the southern soft-coal operators Sept. 30.

The US Labor Department announced that about 350,000 Southern workers got increases ranging from 1 to 29 cents an hour under 500 different wage settlements made during July. Some 200,000 of these were railroad workers who got a 2-cent cost-of-living increase under an escalator clause, while more than 38,000 metal workers got adjustments ranging up to boosts of over 20 cents an hour.

The Cloak Joint Board of the International Ladies Garment Workers Union, AFL, has voted to raise about \$25,000 for support of community, charitable and welfare organizations and for education. Meanwhile, the ILGWU kept non-union employers in the New York area on the ropes. The ILGWU still refused to bargain with the new employers' association formed by the group and warned them to sign contracts individually or join one of the legitimate employers' groups that have been in existence for some time.

The independent Mine, Mill and Smelter Workers called for a strike vote among its 100,000 members after wage talks with copper companies reached a deadlock. The second of the "Big Four" rubber companies has signed a contract with the CIO United Rubber Workers. The United States Rubber Company agreed to a 10-cent increase, just as the Goodyear Tire and Rubber Company did.

The AFL Textile Workers won an NLRB representation election at the Arnold Print Works in Adams, Mass. George Baldanzi of the UTW, told the Massachusetts AFL convention that the only way to stem migration of the textile industry to the South is to organize the South. The NLRB has set aside a representation election lost by the AFL Retail Clerks at Herbert Men's Shop Corp. in Chicago and has ordered a new election. The board held, however, that the employer was innocent of attempting to influence the election by throwing a big free steak party with plenty of liquid refreshments for the employees the night before the election.

# MARITIME

The 27,000-ton Essex Class carrier Ticonderoga is now undergoing a \$50-million modernization program in the largest shipyard in the world, the Naval Shipyard Annex in Bayonne, NJ. The carrier, which made an impressive record for herself during the last war, will be 10 feet wider, able to handle much larger planes, have more torpedo protection and more storage space for ordinance and supplies.

The Houston, Texas, Port Commission has announced that it has made a tentative agreement to buy the Long Reach terminal from Calyton and Company. The terminal, wharves and land, the largest facility on the Houston waterfront, are to be bought by the commission for \$9 million. Colombia has started reconstruction of her Dique Canal, which connects the Atlantic port of Cartagena with the Magdalena River port of Calamas, 60 miles away. The rehabilitation of Recreation Pier on Arthur Kill in Elizabeth, NJ, has been completed as part of the \$80,000 waterfront improvement project now under way there.

The Coast Guard claims that its icebreaker, the Eastwind, went further north this month than any other vessel has ever gone under her own power. The Eastwind got to within 422 nautical miles of the North Pole. She was on a lone mission delivering supplies to a weather station on northern Greenland. After dropping the supplies, the ship became caught in a huge ice pack that kept forcing her north. It was not until she had been forced to within 422 miles of the North Pole that she was able to finally break through the ice pack and rejoin the rest of her task force in southern Greenland.

The GI dreamboat, the troopship Geiger, has completed her final sea trials and has been pronounced ready to go into service. The new vessel is a sort of GI luxury liner, designed to carry servicemen and their dependents. She is completely air conditioned, features stateroom accommodations and a new-type germ killer that is dispensed through her air conditioning systems. The 5,149-ton Japanese freighter Terushima Maru, which ran aground in the Hoogly River 12 miles from Calcutta, has been declared a total loss.

The Netherlands' merchant marine has reached such proportions that it is now the largest merchant fleet in the history of the Netherlands. Far exceeding the Dutch pre-war merchant fleet, there were 1,174 ships totalling 3,010,000 tons as of August 1 in the Dutch merchant fleet. This is the first time in the history of the country that its merchant tonnage has passed the 3 million-ton mark.

All merchant ships coming into Chesapeake Bay will now be required to identify themselves, their registry, home port, and other details. A Coast Guard vessel with a bright yellow hull, white superstructure, buff masts and stack, and large black letters reading "Guard" painted on her hull has been assigned to stand watch at the harbor entrance. All the vessels entering the harbor will be required to identify themselves to this guard.

The Argentine luxury liner Rio Tunuyan is going to be renamed the Evita in honor of the late Evita Peron, wife of Argentina's ruler. The vessel is the newest liner in Argentina's merchant fleet. The 6,849-ton freighter Helan Maru docked in Hull, England, last week to become the first Japanese vessel to enter that port since 1939. The New York Port Authority and the officials of Hoboken have apparently reached an agreement on the proposed sub-leasing of the city's Federally-owned piers.

A special French board of inquiry is conducting an investigation into the causes of the embarrassing breakdowns that the liner Flandre suffered on her maiden voyage to New York. The French Line also announced that it was postponing the maiden voyage of the Flandre's sister ship, the Antilles, indefinitely. Meanwhile, the next six scheduled voyages of the Flandre have been cancelled so that engineers can give the entire vessel a complete inspection.

The Sadie M. Nunan, one of the last of the old Gloucester fishing vessels has been purchased for \$10 by the hastily formed Gloucester Maritime Museum Corporation, and is slated for reconditioning and then for use as a maritime museum. The shipbuilding industry was scheduled to deliver five new vessels during August, with possibly a sixth ready for delivery before the end of the month. The vessels are three large tankers, a self-unloading bulk ore carrier and the first of the new Mariner class vessels. There was a possibility that a second Mariner vessel would be delivered before the end of the month.

## Burly

Follow Burly Every Issue In The Seafarers Log



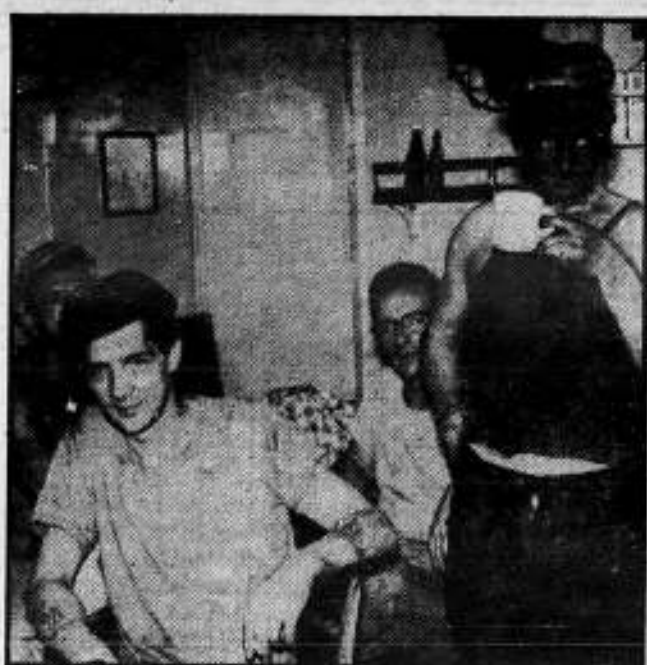
# Random Shots 'Round The World

Seafarers on different ships and in different parts of the world have apparently had the same idea, taking pictures. The pictures on this page are some of the shots turned out by SIU shutterbugs and sent to the LOG.

Each picture, in its own way, tells a little story, and as a result makes interesting viewing. If you have any pictures you've taken, don't hide them, send them in to the LOG.



Seafarers Sette, AB; Cristaloi, bosun; Boraquist, ch. elec., and one unidentified man take it easy along the rail and enjoy some of that good salt air.



R. Thompson, wiper, sports a slightly smudged face as he takes time out for coffee in this shot by Doc Watson. Coffee time is still a seaman's favorite.



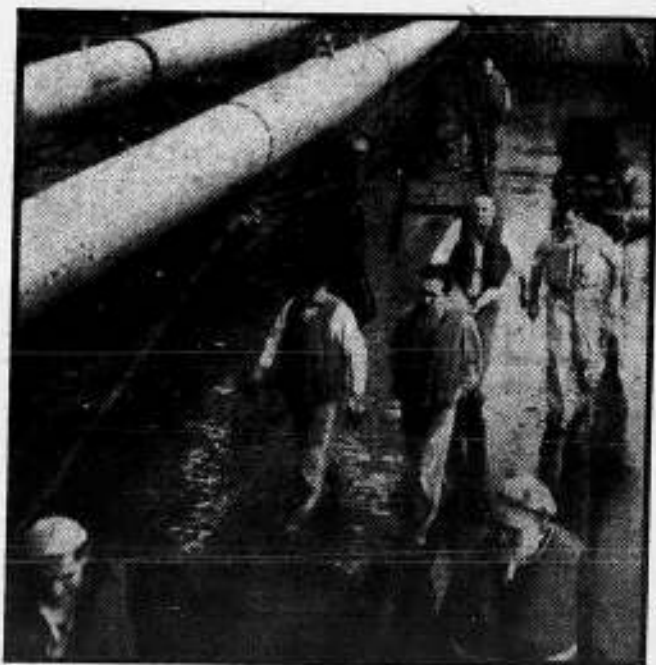
Seafarers Murphy (left) and Anderson, ship's delegate, take care of some rotten meat in true SIU fashion.



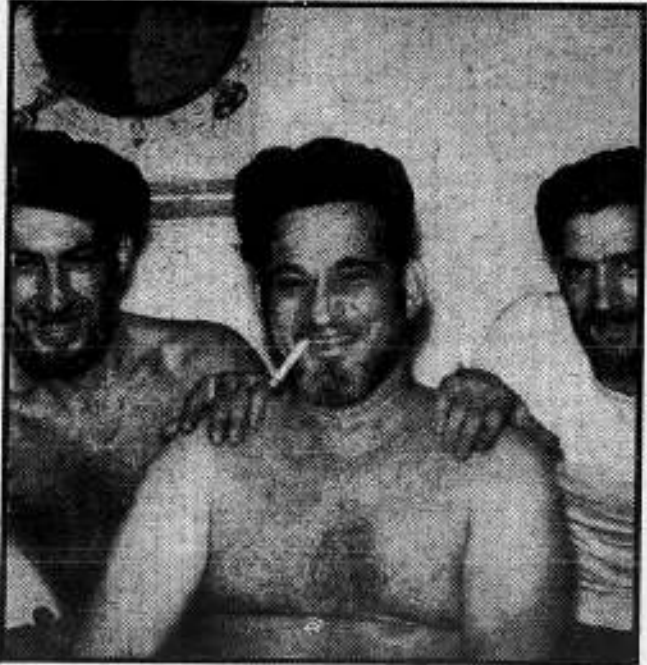
A game of quoits always helps to pass some time. Here Brinson, OS (left), and Bragy, MM, try their hands.



Ells Croffert, bosun; Toska, with coffee, Kramer, with cigar; Santora, seated, and Pollack, deck del. at right, relax on the Steel Rover.



Sir Charles got his lens on a group of his shipmates as they returned from a fire and boat drill on the Coe Victory. The shot was taken unknown to the crew.



Seafarers Webb, deck engineer; Vincent, machinist, and Swatski, oiler, left to right, sported salty beards aboard the Chickasaw as Merwyn Watson made the shot.



The softball team of the Robin Wentley (Robin) all give happy smiles to the photographer at Durban, South Africa, even though they had just been beaten, 24 to 26, by the team off the Robin Doncaster.



McCarthy, bosun on the Antinous, takes in some soothing sun.



Salty Dick caught Mendoza, BR, drawing ice-water on a Delta ship.



A crewman looked real busy aboard the Robin Hood in this shot.



Earl (left) and Clark, ABs on the Robin Hood, rig a bosun's chair.



Seafarer Red Fink takes a good long look at the LOG during off hours.



# Ten Men Wait For Ship To Float

I guess by this time all Seafarers are familiar with the case of the N. B. Palmer going aground on the 31st of May in the Plata River in Argentina. The pin-point location of the ship is as follows: Hobart chart No. 5287, lighthouse Martin Garcia bearing 144 degrees, 3.2 miles off; vessel heading true course 98 degrees; buoys not right according to chart; approximately 40 miles from Practicos intersection towards Villa Constitucion, Buenos Aires.

On July 12 all crewmembers with the exception of two firemen, two ABs, the steward, one messman, one engineer, one mate, sparks and the captain were sent home by plane. I was one of the unlucky ones that was left behind. At this writing we are still aground and it looks as if we will remain so for some time. It seems as if the company wants to sell the ship to the insurance company and they don't want it or vice versa.

### Oil Running Low

The morale of the few of us aboard is very high as yet. I guess it's because we have something to look forward to. It's a known fact that this picnic, (if you care to call it that) can't go on much longer because we only have enough fuel oil left to last until the 23rd of September. The 64-dollar question now is what happens when our fuel oil runs out.

No shore leave is being granted due to the fact the captain is keeping the AB's and firemen on sea watches. I think he is afraid to declare port-time because then we would put in overtime for not being allowed shore liberty.

So far the chow is up to par as we receive fresh stores and mail every two weeks. In this respect I would like to clarify a statement appearing in the July 25 edition of the LOG in regard to chow aboard this ship. When we sailed from Baltimore on April 16 the company put aboard enough stores to get to Buenos Aires. Then they put



Seafarer Maurice Jones took a walk on the dry river bed after the Nathaniel Palmer ran aground in Argentina. Jones has since flown back to the States.

aboard enough to get us back to the States.

It's true that a lot of stores put aboard in both ports were low grade with the exception of the meat. If the crew had been on the ball and checked on the quality and quantity of stores received and reported same to the Union there's no doubt in my mind that the company would not have been able to get by with it.

### Good Cookery

I would also like to say that at this time the steward is doing the cooking and a first class job of it. At present he is feeding the ten crewmembers, two salvage men, four shipyard men and a pilot, so he is kept busy.

The depth of the water here varies from about five feet to a couple of inches, but only a few inches most of the time.

Just in case some of you sea lawyers are wondering how we keep the plant going, this is the set-up. The valve bonnet is removed from the overboard discharge and a hard rubber hose run from the ballast pump through the hole overboard for suction. The water is used for the boilers and for washing. It tested as follows: Hardness; 2.0, phenolphthalein alkalinity 0.0, methyl orange alkalinity 0.0, chloride 0.6. It's muddy as hell sometimes. The double bottoms and after and forepeak tanks are used

to settle it before using. Due to the fact that we have no sea suction the plant is on atmosphere. That about covers the activities aboard the grounded Nathaniel B Palmer.

So in case any of you-all (I'm from Carolina too) happen to be down our way, give us a blast. We will acknowledge same.

Those aboard at present are: John Gardner, AB; Walter Yahl, AB; Marvin Hauf, steward; Tony Alcain, MM; Peder Gundersen, FWT; and myself.

P. V. (Pat) Millican

# Did You Know . . .

That the average American smokes about 2,674 cigarettes a year? This figure breaks down into slightly over seven smokes a day, taking in the two-pack-a-day as well as the one-cigarette-after-mealtime-only variety of smoker. About 85 percent of all American families have at least one smoker.

That immense fires shooting off the surface of the sun sometimes reach a height of a half million miles? These fires, called solar prominences, have been found to consist of flaming hydrogen gas. Free hydrogen is abundant in the gases surrounding the sun and stars.

That the SIU is paying out about \$50,000 every week in benefits for maternity, death, disability, vacation and Seafarers in the hospitals under the Vacation and Welfare Plans? Figures for these payments can be found in every issue of the SEAFARERS LOG.

That there is no such thing as the British Empire? The name British Empire is not official, and is merely the popular and convenient term used to designate the gathering of over a hundred territories and separate government units under the British crown. The King of England is not spoken of as the Emperor of the British Empire.

That one Vice-President of the US was inaugurated in Cuba? In 1853, the American consul in Havana administered the oath of office to Vice-President William R.

King of Alabama who, shortly before the inauguration, went there for his health. He died soon after he returned without ever performing any of the functions of his office.

That any Seafarer on the shipping list who goes to the hospital for less than 30 days does not lose his original shipping date on the rotary shipping list? If he stays for more than 30 days, he can get a new shipping card dated 30 days prior to the day he reported back to the hall. He must, however, report to the hall within 48 hours.

That the word tabloid used in reference to newspapers of the same page size as the LOG originally meant a preparation of drugs in a concentrated and condensed form. It was coined by a London drug firm from tablet plus the chemical suffix oid.

That if you hold on to those discharges too long, you're likely to lose out on some of that SIU vacation pay that's coming to you? You have to apply within one year of the payoff date of the oldest discharge you present to qualify for your full vacation benefits.

That Russia under the czar and even later under the Soviets used platinum money? The coinage of platinum money was started in 1828, but abandoned in 1845 because of its rapid fluctuation in value and its high melting point, which made it expensive to mint. Soviet Russia tried the same thing but also had to give it up.

### LOG-A-RHYTHM:

## Nice Wage

By E. T. O'Mara

While on watch, a penny  
For each revolution turned  
I would gladly take  
As my wages earned.

Now a twenty dollar bill  
For a day is not bad,  
But four hundred bucks per  
Would really make me glad.

I'd grab a tanker  
That's always out to sea  
And in a year or two  
A millionaire I'd be.

# Santore Crew Sees White Whale

Three crewmembers on the Santore (Ore Line) saw one of the rarities of the animal world on their last trip when they spotted "Moby Dick," an albino whale, at 6:30 AM on the morning of August 6, 1952. What makes the occurrence all the more remarkable is that it

took place in the Atlantic, northeast of the Bahama Islands and due east from the Florida coast. This is far from the traditional stamping grounds of whales.

### Norwegian Ship

The last published report on the sighting of an albino whale came from the Norwegian whaling ship, Anglo Norse. That vessel reported the killing of a 56-ton albino sperm whale on an expedition off the coast of Peru. Although the ship was crewed with veteran Norse whalers, none of them had ever seen an albino whale before.

Whaling ship legend as described in the novel "Moby Dick," perhaps

the greatest sea story ever written, attributes supernatural powers of intelligence to the albino whale. The theme of "Moby Dick" revolves around a New England whaling captain who has sworn to pursue and kill the white whale, only to lose his ship and his life to the superior strength and cunning of the albino.

### Keep Lookout

The Santore crew suggests that other Ore Line ships riding the Sparrows Point-Venezuela trade route should keep their eyes peeled for the albino. "It's really something to see," they conclude.

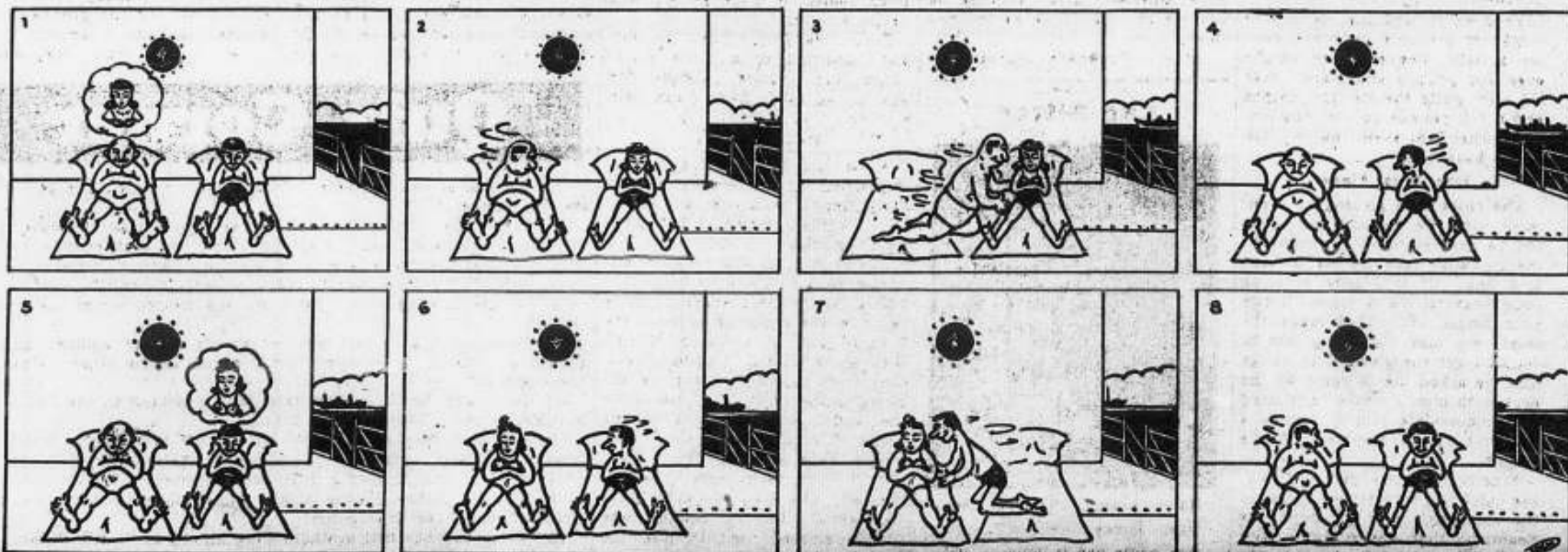
### Spotted to Starboard

According to the ship's minutes, Chuck Hostetter, the ship's delegate, John Buchanan, OS, and the chief officer spotted the big white whale blowing on the starboard quarter. "He looked like a big whaleboat," they reported, "and was white as milk, real long, and broad across the back."

The animal was observed in 27

# Six Weeks Away From Port . . .

Contributed by Joseph Trembley



# The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

In the past few months we've noticed some of our members sporting stereo cameras. Possibly you have also wondered about this odd-looking contraption with two lenses stuck out in front instead of the usual one!

The stereo camera is made to duplicate the function of your two eyes. Both eyes are required to actually see depth, but this is not apparent to many people. However, if you will hold up one finger a foot or two in front of your eyes and then look at something across the room, a picture or a clock, for example, you will see two fingers. If you close one eye you will see the finger at the opposite side of the object. If you look with the right eye, closing the left, the finger will be at the left of the object and vice versa. This shows that the scene seen by each eye is slightly different.

It is this difference in the two photos made with a stereo camera which makes for this astonishing realism of the third dimension.

If you hold up two fingers and slowly spread them apart while looking at the object, you will find one position where the two fingers coincide and hide the picture; but when this happens, there will be two other fingers visible, one at each side of the picture. If you close first one eye and then the other you will see that the left finger is in front of the object when you look with the left eye and the right finger is in front of the object when you look with the right eye.

### Lines Meet in Space

If you examine a stereo picture carefully, you will see that the two images are closer together than your eyes. Now when you look at this stereogram in a viewer, the lines of sight from each eye pass through the image on the film and eventually these two lines of sight meet out in space at a distance equal to the distance of the original scene.

The two stereo films act something like stencils. You do not look at them, you look through them, and you see a highly realistic reproduction of the original scene, out in space, wherever the two lines of sight happen to meet. This is the basic principle of the stereo camera.

Stereo cameras are precision made. The two lenses must be in the same plane and not vary more than one or two thousandths of an inch. Both lenses must be matched in speed, color correction, etc. In fact, the better-made stereos have their lenses guaranteed to be from the same batch of glass. Stereo cameras are not restricted to the 35 mm size, though this is the most popular size. If you remember the one grandpa had, it took pictures 3x6 inches.

### Make Them Cheaply

With care you can make good stereo pictures with an inexpensive one-lens camera. Most camera dealers stock the "stereo sliding base." This is a gadget which goes on top of a tripod, then the camera is mounted on it and the camera can be pushed from side to side 2 3/4 inches. The camera is pushed clear to one side and a picture is made, then the film is wound, the camera pushed to the other side and another picture is made. These are printed as usual, and mounted side by side upon a card mount. You have to be careful to get the right picture in each position. If they are interchanged, the relief will be raised, but you can look at them with a stereoscope before mounting to check this. Transparencies in color or black and white are made in the same fashion. The viewer is different. Transparencies are viewed by transmitted light, and photos by reflected light.

The shortcoming of the sliding gadget is that only still lifes can be made. Any variation of motion in the two exposures spoils the result. Take a look at some good stereo shots; it might be something you've been looking for.

## Steward's Bite Matches Chief Engineer's Bark

We had a chief engineer aboard the Seaparl until recently who was giving everybody a hard time. He was drunk one evening in Curacao, Dutch Guiana, and was calling the steward every name he could think of and all of them were profane.

Then he invited the steward to come off the ship onto the dock for a fight. The engineer weighs over 200 pounds and stands over six feet, while the steward weighs about 140 pounds so you can picture what an even match that would have been.

### Jabs With Finger

The chief kept picking an argument with the steward and as he did he kept pointing his finger to the steward's face. So the steward told him, "If you keep pointing your finger at me so close I'll bite your finger off." That made the chief very mad. Being that he couldn't get the steward to oblige him, he asked me to come on the dock with him. I would have liked to accommodate him if I knew I wouldn't get in trouble with the skipper.

Finally when we got to Dakar, the chief was transferred to one of the company's other ships, the Seabrave, that was going to New York. When he left the ship the black gang hated to see him leave.

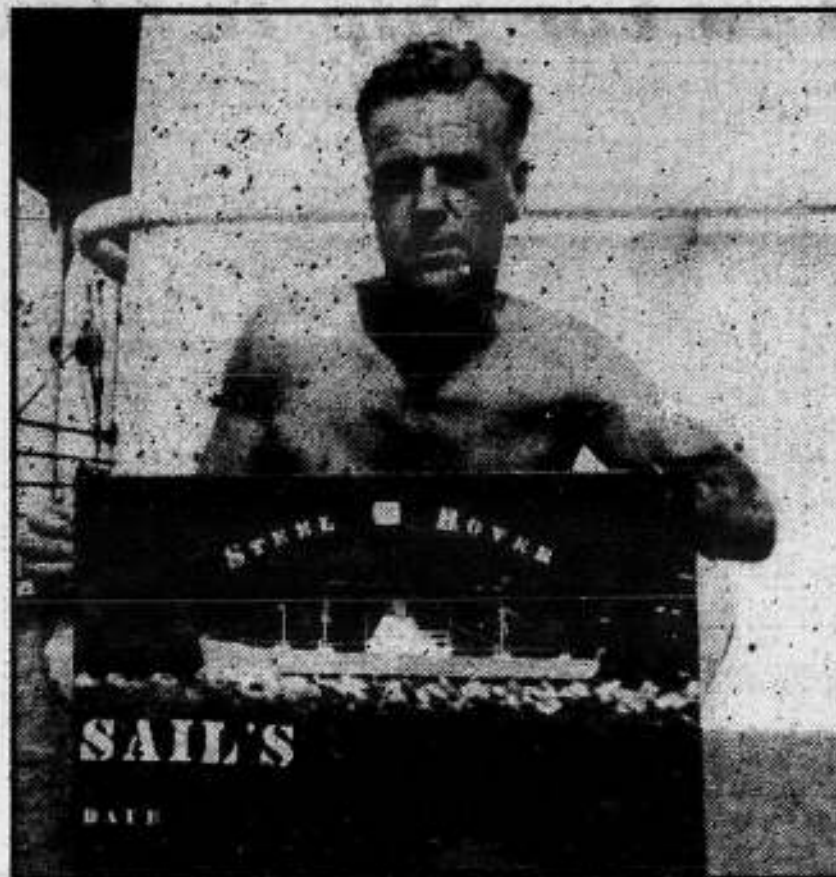
They are still shedding tears — crocodile tears of course. They were especially sorry because he lost his best hat when he left the ship.

Henry Grzeyorski

### Lap-Sitter



Baby Sharon tries out Seafarer James McCoy's lap for size, while dad is home in Baltimore.



Leonard Ellis, AB, displays the Steel Rover sailing board.

## Art Comes To Sailing Board

The Isthmian ship Steel Rover boasts of one distinction. It has the prettiest sailing board in the fleet decorated with a picture of the ship floating upon the waves. The decorative sailing board was the brainchild of Leonard Ellis, AB aboard the Rover on her recent trip to Southeast Asia, which included stops in the Philippines, Java, Indo-China, Sumatra, and Singapore.

The trip was uneventful, Ellis reports, except for some excitement in Tan Jung Pril, Indonesia. A few of the crewmembers were ashore minding their own business when machine gun bullets suddenly started to fly. It seems the military police and the local cops had a little disagreement and expressed it accordingly.

Fortunately nobody was hurt because of this display of quick-trigger Indonesian temper.

## Jedda Is A Slice Of The Past

JEDDA, Saudi Arabia — I have never in my life encountered such heat as in Arabia. You start sweating at 6 AM and 15 minutes later you look and feel like Niagara Falls.

There was no way of cooling off because it was hot outside, inside, topside and down below. You suffered and you cursed and you wondered how in tarnation you picked this run instead of something sensible like Europe or Puerto Rico.

One day it was 126 degrees in the engine room and the heat outside was very similar. It was almost impossible to take a nap during the afternoon because the foc'sle was worse than a steam bath.

### Nights Were Cool

At night I grabbed my trusty cot and relaxed out on deck where a nice cool breeze engulfed me. It was pure heaven after a murderous day of suffering.

Although we were allowed freedom on the dock, there was absolutely no shore leave allowed into Jedda. Apparently it is too close to Mecca to allow "unbelievers" to enter the holy city that Mohammed once graced.

After the synthetic Moslems of Beirut and Alexandria, this place was a new experience. I didn't see one "western" dress but that was to be expected in this ancient land.

The Arabians wore long gowns called "tub" which resemble dresses. I am quite sure that they were much cooler in these gowns than we were in our khaki.

Their headgear, called a "kaffia," consisted of a white shawl which was wrapped around the head. Two black fiber rings held everything in place.

### New Cadillacs

A wealthy Arabian can be distinguished by his dress which is much cleaner than most, and by his new Cadillac, which is imported from America.

The local Army which was in evidence consisted mostly of very young boys. The average of these recruits was about 16. They were used as gangway watch and though they spoke no English whatsoever, they were very polite and we got along quite well. They too wore the kaffia, but khaki pants and jacket filled out the uniform.

The dock workers, as in every port I have seen, were poorly dressed. The great majority were barefooted. But in Jedda these people amazed me. Despite the back-breaking work and the merciless sun, they worked faster and

were happier than any others I've seen so far.

They wore a short tub which was nothing more than a rag and most had turbans on their heads. Most of them were ebony black. I imagine they were originally from the African coast.

The dock was in a constant uproar with Ford trucks shooting in and out of the area as soon as their loads were full. Accompanying the hubbub was the shouting and singing of the workers.

### Energetic Dockers

Running up ramps hooked to the trucks with 100 lb. bags of flour did not seem to faze these people at all. As the day wore on they seemed more energetic than when they started, as though they enjoyed this. The bodies seemed to shine in the hot sun as they kept up the steady pace.

They sang a weird chant while they worked, but it was a happy thing, not the sad and mournful dirge that I heard the dockworkers wail in Mozambique recently.

At five o'clock the dock was deserted except for an old man and a little boy who stood and stared at the ship from the faraway land.

### Women For Sale

Arabia is the only land that still abides wholeheartedly by the Koran; be it no drinking, be it no pork, be it women. Here the king has a harem of hundreds of wives and a beautiful woman can be bought for as much as \$2,000. This is

Arabia today. This was Arabia 2,000 years ago.

The first time I saw a veiled woman was in Beirut and more so in Alexandria but there was no comparison with this country which still sells and buys a woman like merchandise.

Not being able to go into Jedda, I had given up all hope of even getting a glance at one of the native women when an unexpected event occurred. A black 1950 Chevrolet came cruising along apparently heading for the edge of the dock where some youngsters were diving into the water for coins. I was just standing at the rail watching the car when a beautiful olive-skinned face looked up at me.

### Pleasant Surprise

It was only for a second but I had never in my life seen such lovely eyes and such color. As her eye caught mine she seemed greatly shocked and quickly veiled herself.

We have left Jedda two days behind us and are now in the Red Sea headed for Karachi. Although I did not see Jedda itself, I did leave with a good impression of its people.

Many are poor and have very little compared to our standards. But they are happy people. They laugh and sing and believe that all will be good someday because Allah is kind and his prophet, Mohammed, will surely return.

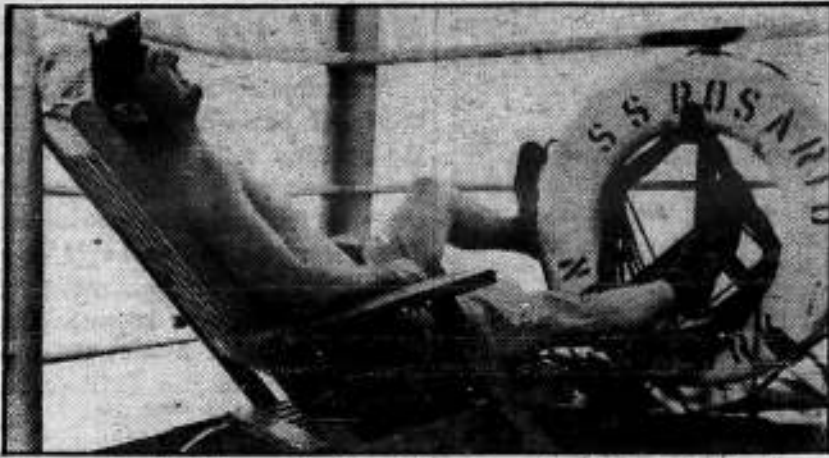
Harry Kronmel

## Quiz Corner

- (1) The sum of two numbers is 56 and their difference is 14. What are the numbers?
- (2) You be the judge. Should a wife get more money from her husband when separated than she got while she was married to him?
- (3) On what type of surface would you most likely find slalom racing going on? Would it be (turf), (snow), (water), (asphalt)?
- (4) Do the arteries carry blood (to the heart), (from the heart), (both)?
- (5) Three times a certain number equals half of another number plus five. One of the numbers is one-fourth of the other. What are the numbers?
- (6) How many family names have been repeated in the list of US Presidents (one), (two), (three), (four)?
- (7) What did you wear when "I wore a big red rose"? Was it (an Alice blue gown), (spats), (two-gun holster), (yellow tulip)?
- (8) What are the gaits of a three-gaited horse?
- (9) What do Father Brown, Arsene Lupin, Hercule Poirot and Lord Peter Wimsey have in common?
- (10) Which two baseball brothers were known as "Little Poison" and "Big Poison"?

(Quiz Answers on Page 25)

**Picture of Contentment**



After a hard day's work aboard the Rosario, Thomas E. Frazier, oiler and engine delegate stretches out in a beach chair on the HP crosshead.

**Keep Draft Board Posted**

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

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

**The SPORTS LINE**

By Spike Martin

When Detroit's Virgil Trucks pitched his second no-hitter of the season against the Yankees last week it raised a lot of interesting questions as to the importance of the no-hitter in judging a pitcher's merits. For in this particular situation it was only Truck's fifth win against fifteen losses, and yet he accomplished what only two men before him had done in all baseball history.

The more you look at the no-hit picture, the more freakish it appears. Some of the better pitchers the game has known like Lefty Gomez and Red Ruffing, have never pitched one. On the other hand, there have been quite a few pitchers who have thrown no-hitters who never burned up the leagues with their ability.

Cliff Chambers, who pitched a no-hitter last year, is one who comes to mind. Yet he has lost more ball games in the majors than he has won and had a poor 4.38 earned run average in 1951. Another mediocre no-hit pitcher was Bill Dietrich, who toiled without particular distinction for many years with the White Sox and Athletics. Carl Erskine, who came close to a perfect no-hitter earlier this season, has never impressed anybody as another Dizzy Dean.

**No 20-Game Winners**

None of the three men who have thrown two no-hitters in one sea-

son—Vandermeer, Reynolds and now Trucks—have ever had a single 20-game winning season, although Reynolds may yet make it this season. Nor has any of the three entered the exclusive circle of pitchers that have won 200 games or more during their baseball careers. Here again, Reynolds has a chance of making it if he lasts for another four seasons.

**Luck Plays A Part**

What it boils down to is that a no-hitter is a one-shot job tinged with a considerable amount of luck. For every no-hitter there are ten one-hit games that are pitched as well or better than the average no-hitter. There's many a no-hitter that has been spoiled by a dribbled ground ball or a blooped fly.

Even where the hits are clean, it means that a batter pickled one pitch out of a hundred or more thrown up during the game—a pitch he might just as well have passed up. On the other hand, there are instances of no-hitters being saved by superlative defensive play that turned legitimate base hits into outs.

The no-hitter then, will never replace such tests of a pitcher's worth as earned run averages and number of games won. But as anybody who has seen one will tell you, it provides a degree of excitement that is seldom achieved in any sporting event anywhere.

**Del Norte Movies Go Over Big**

Seafarers aboard the Del Norte, the Mississippi passenger ship on the South American run, can boast one facility that few ships offer, regular showing of motion pictures in the crew's quarters. The motion pictures that we see on the Del Norte are supplied by the company primarily for passenger entertainment and are shown to the crew through their consent, providing there is adequate supervision of equipment in the person of the chief electrician, at present our good friend and brother, Lawrence Eiland.

Movie night in the crew quarters is greeted with a rush for the chalk box so that they can reserve their favorite seats. As everything is first come, first served, it's quite a feat to acquire the same place each time.

**Two Showings**

The picture is shown twice, the first time in the deck department lounge at 5:45 for those in the deck department, engine department or steward department who are not working, and the second showing is held in the steward department lounge at 8:30 for those who have been on watch and serving passengers.

In this way, everyone who wants to can see the picture, also twice for the confirmed movie addicts.

The movies on the Norte are a lot of fun, and sometimes we even have some extra entertainment while waiting for the projector to be set up. Little Tony, the officers BR gives out with "La Paloma"

on the flute. If a guy has a guitar, he'll strum a few chords for the boys.

A great many people believe that the men who go down to the sea in ships lead a very romantic and adventurous life, visiting far off places, seeing strange and beautiful countries. Not one of them takes into account the long and seemingly endless days at sea, the ship just an island in the middle of a vast circle of sea and sky, the tempo of time broken only by sun and stars.

**Break the Monotony**

This is the life of the adventurous seaman, the boredom, the monotony of waiting, for port, for home, for girl. That's an average seaman's life. We are not trying to say that the men of the Norte live differently. They don't but the monotony is broken up by the movies. They give you something to look forward to for shorter periods than just port-to-port, and above all they help time to pass enjoyably.

To show their appreciation of the movies, the men of the Norte take up a collection at the end of the voyage, and the money received is sent to an orphanage in New Orleans. A different denomi-

nation's orphanage is selected on each trip.

The crew of the Norte has received many warm and sincerely thankful letters from the heads of the various institutions. So you can see it is a way of giving pleasure for pleasure received that makes the men of the Norte and the SIU great. Show time is a good time on the Del Norte.

Harry Donnelly

**Sub Plays Nasty Trick On Edith**

The Edith (Bull Line) sustained two "torpedo" hits in No. 2 hold while sailing through the Florida Straits off Key West, headed for Philadelphia. The incident took place on August 20, 1952, at 4:40 PM. There were no casualties and all hands aboard are safe. At the

time of this writing she is proceeding under her own power to Girard Point in Philadelphia, where she hopes to complete discharging—thanks to the fact that

the torpedoes were dummies fired by a Navy sub crew in training.

The Edith, a Seam ship, is carrying sulphur and phosphate rock from Gulf ports to East Coast cities like New York, Philadelphia and Baltimore. Due to the absence of tween decks and ability to load and discharge cargo in bulk, she often carries well in excess of 10,000 tons of cargo at speeds approximately two knots more than a conventional Liberty ship.

**Spotted by Plane**

On trips when there are no hurricanes to watch out for in South Florida waters, one must keep a sharp watch for Navy ships practicing different maneuvers. On this particular day a Navy plane flew back and forth over the Edith from bow to stern. Apparently the pilot radioed some information to one of the three submarines lying in the ocean about three miles off our starboard side. The largest submarine turned her bow toward the ship and fired two torpedoes.

The hair of every member of the crew defied gravity and stood straight up as the torpedoes sped toward the ship at a rate estimated as being between 35 to 40 knots per hour. Their wake and exhaust were clearly visible until they struck the ship right in the middle of No. 2 hold.

It being daytime, there was no lookout on duty, and only the chief mate and the helmsman were on the bridge. So in the absence of any evasive tactics, it is assumed that the mate was aware of the fact that they were dummy torpedoes

which struck the ship and glanced off to be picked up by a small boat as the Edith steamed out of the area unharmed.

Before the ship left port the crew had purchased a trolling line, and under the instruction of Andy An-

derson, AB, that famous fisherman, were successful in getting a king mackerel and a bonito aboard. But next trip the crew is going to keep a sharp lookout and snag a submarine.

Louis S. Rizzo

**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 the recipe of Bernard Mace, night cook and baker, for "Mountain-White Layer Cake."

Many cooks, although liberally schooled in the baker's craft, always think they can go one better than a prescribed recipe, and they usually wind up with a cake that looks—and tastes—like baby's mash.

There are two items in baking that call for extreme caution, asserts Bernard Mace, night cook and baker, and they're using exact ingredients and never overbeating the amounts that you use. Mace, who's been cooking and baking ashore and aboard ship for 20 years off and on, five of them in the SIU, warns that overbeating is a special hazard because you lick the purpose of the baking powder before you start.

It works as a gas and can't do its job if you beat its strength out. You have to let it work its own way to make the batter rise, or you'll wind up with a wafer. It's the same as uncapping a bottle of beer packed under special pressures to give it the right taste, letting it stand around uncovered for an hour and then expecting it not to have a "flat" taste.

Here's Mace's recipe for "Moun-

tain-White Layer Cake," with the proportions for one two-layer cake suitable for ten servings. For shipboard use, increase the amounts by as many cakes as you want. You need: 2¼ cups flour, 2 teaspoons baking powder, 1½ cups sugar, dash of salt, ½ cup shortening (softened), 1 cup milk, 2 eggs. Combine and mix everything but eggs and milk for ¾ of a minute, then add and combine 2/3 of the milk and 1 egg for ¾ of a minute and finally the rest of the milk and the other egg for a like period. Use two 8" pans an 1½" deep and bake in a moderate (325°) oven for 30-35 minutes. Allow to cool 10-15 minutes before removing from pans.

While the baking is going on, prepare the frosting by beating 2 cups powdered sugar, 4 eggwhites, dash of salt and teaspoon of vanilla until stiff (3-5 minutes). Spread on each layer, then sprinkle entire cake with grated coconut. If you favor a chocolate cake as a variation from this basic recipe, use ½ cup cocoa, another ½ cup sugar and two teaspoons baking soda. (Baking soda is used to counteract the bitterness of the chocolate.) Follow same directions. Other flavorings can be used for the frosting if you wish, in the same proportion as the vanilla.

**Seafarer Sam Says**



**SEAFARERS WHO MAKE DEALS WITH SKIPPERS FOR TIME OFF WHILE THE SHIP IS RUNNING COASTWISE, THROW THEIR WORK ON THEIR FELLOW CREW MEMBERS AND LEAVE A JOB VACANT. DO YOUR JOB - LIVE UP TO THE CONTRACT!**

### Carroll Victory Meets Icebergs

To the Editor:  
After several weeks of laying over in Norfolk with all hands signed on and a variety of shots taken, the Carroll Victory recently got underway, leaving the extreme heat of the Hampton Roads area behind for Greenland and a look at the Arctic Ocean.

Though we were loaded down to the waterline with a deck cargo of heavy Army equipment, it wasn't long before South Atlantic's Government-chartered Victory was averaging a fast 17 knots, and as the weather started to turn cooler, the deck department and a few privileged members of the black gang received a GI issue of heavy winter gear.

#### Special Privilege

These so-called privileged members of the black gang were the chief and the 2nd electrician, both of whom I know would have been glad to furr back their gear rather than challenge the cool, unfriendly weather which was in store for them.

A Navy officer and three Navy signalmen made the trip with us. Last year these boys made a similar run on an MSTs vessel, but they were amazed at our conditions as compared to those of the unfortunate MSTs sailors. By the way, the Navy bluejackets sure ate their share of the chow. It was tops, they claimed.

Incidentally, the cracker-jack deck department on here includes that oldtime bosun Jose Ortiguerra, along with Floyd Clevenger and Ralph Williams, DMS; Jack Tutwiler, Charles Westmoreland, "Jesse James" Brinkley, Alvin Roberts, Grover Maddox and Bob Brown, ABs, as well as Everett Linman, Frank Webb and Henry Power, ordinaries.

I'm writing this from our first port of call in southern Greenland. We have two more ports further north to make yet and then after dodging floating ice and icebergs for a few more weeks we should arrive back in the good old never-beaten climate of the USA.

Until then, we of the Carroll Victory bid farewell and smooth sailing to all.

Bob Brown  
Deck delegate

~ ~ ~

### Abiqua Hitting All The Ports

To the Editor:  
Just a few lines from the dauntless, but dwindling, crew of the Abiqua. We left the US on February 26 and have no idea of when we will return. We've been to Karachi; Bombay; Kuwait; Port de Bouc, France; Tripoli; Lebanon; Antwerp; Kuwait; Tenerife, Canary Islands; Kuwait again; Swansea, England; and are now heading for Bahrein. From there, who knows?

Five men missed the ship in Swansea and all info concerning them is being forwarded to Union headquarters. Four men also paid off because of ill-health so things are a little fouled up as regards a full crew.

#### Shouldn't Miss Ship

We did sign on four aliens though, one Spaniard and four Englishmen, also a stowaway we've been carrying since Port de Bouc. This shouldn't be necessary but there it is. A great lack of maturity is shown by any member who misses a ship and definite steps to prevent this should be put into practice by the Union, as we have no doubt they will be.

Although we had been out since February we didn't receive any copies of the LOG until we reached

Swansea on August 4. Then we got copies dated from February to July. This seems to indicate a slip up somewhere and we'll appreciate an investigation of same.

If we ever can get them developed we have some pictures of a shark (not a dogfish as shown in some LOG photos). This little cutie was a shade over 11 feet and went close to 1,000 pounds. I hope to mail the photos on the way back through Suez.

#### Backs Vote

Everyone aboard sends a hearty endorsement of the referendum on new halls, bearing in mind that the SIU can be sure to keep moving ahead regardless of what other outfits may do. It's quite obvious that continual progress has made, and will continue to maintain, the SIU's place in the leadership of the maritime industry as far as benefits for its members are concerned.

We'll close now by wishing all SIU men wherever they be the best of everything from the crew of the Abiqua.

H. Utratil  
Ship's delegate

(Ed. note: The Union will contact the company about failure to forward the LOGs.)

~ ~ ~

### Praises Union's Work For Seaman

To the Editor:  
I want to thank you very much for sending me the SEAFARERS LOG. I have enjoyed it very much and I think that you are doing wonderful work for the seamen. If my nephew Tom Wadsworth had lived I am sure he would have been very proud.

He went to sea about 25 years ago and you know that they had it very rough. He used to say, "Auntie, you don't know the half of what we have to go through." But as I read the LOG from time to time I know that he was right.

#### Torpedoed In War

Tom never seemed to pick up right after he was torpedoed and shipwrecked. His ship was at sea when the war started and they had no protection at all so they were in for it. Tom was in and out of hospitals all the time after that. He used to keep trying as he did like to go to sea. I miss him yet, but he is better off than the way he was and God knew best.

I want to thank you once again for the LOG and I would like to stop it as I am going away for a while, but I would appreciate it if you could spare a copy of "The Seafarers in World War II." Keep up the good work. I will be praying for you.

Mrs. Sarah Biff

~ ~ ~

### Defends Store Against Charges

To the Editor:  
In a recent issue of the LOG, Brother Baldy Bollinger, ship's delegate of the Del Sud, wrote a letter condemning the Hub Clothing Store in New Orleans asking that the SIU brothers boycott this store. I have traded with the owners of this store for the past few years and can see no reason for such a broad statement.

If the brother feels he or a few of his friends have been exploited it's his privilege to object but please don't ask an entire membership to follow.

Brother Bollinger and I have been Union members of long acquaintance and he should know I would never patronize any place I knew was detrimental to my Union brothers' welfare. That's why I feel in the name of fair play I must defend the Hub Clothing Store from such harsh judgement.

Joseph Buckley

# LETTERS

### Birth Benefit Just In Time

To the Editor:  
I wish to thank the SIU members and all who took part in making the \$200 maternity benefit possible. It sure came in handy and at just the right time.

We have three other children and there were lots of medical bills from a hard winter, so it really helped clear up things when Linda Marie came along and was fortunate enough to be a late arrival. Had she been born on her due date of March 13 she would not have qualified.

But I guess she is just a lucky baby to be born on April 4 as that makes her not only owner of a bond but also had her daddy here for the arrival as he got home a few days before her birth.

Thanks again from Linda Marie. Mrs. Manfredo Ciampi

~ ~ ~

### He's Working Shoreside Now

To the Editor:  
A few words to let my shipmates know where I'm tied up. I'm working ashore for a while in Miami. This is my first trip to this port and I don't think I've been to a better one.

I'm working as a bellhop in the Norfolk Hotel at 45 NW 5th Street and I'd like to hear from all the boys, or better still, to see them. I'll see that they have a good time and they won't get clipped. To keep in track with things I go aboard the Waterman ships that come in. I also go to the Florida and get the LOG. That's all for now. Will write more later.

Vincent W. Mercon

### 'Case Chasers' Hard On Seamen

To the Editor:  
We have read in the press of the many corrupt practices indulged in by all forms of crooks, gamblers, vice purveyors, etc., yet we have overlooked the phony lawyers that operate in our midst. There are all types. You have the insurance lawyer, the real estate lawyer, criminal lawyer and lastly the admiralty lawyer.

Now brother you have a case that is absolutely legitimate and you are reluctantly compelled to seek the advice of the last-mentioned. When you sign his "retainer" you are then his victim. You give your story as to exactly how you had your accident and in all probability he will tell you that your case has "very little" liability thus clearing himself of any commitment. In other words he wants a "cake walk," not a case. The poor sucker seaman is holding the bag.

Then the steamship companies have spotters that trace your character from the day you were born to find any little loophole. They go into your life in order to condemn you in the eyes of society as well as in the courtroom.

#### Sailor A Victim

The Seafarer is the unfortunate victim of it all. Why? Because he has difficulty in procuring witnesses and travels all over the globe. The sea is his country and the ship is his home. He is considered by others as an outcast when in trouble. The first accusation is that he was "drunk," especially if the seafarer has been ashore.

I think the outlook for seamen

is becoming a little brighter and the day of the "ambulance chaser" very dark.

We now have in the SIU a wonderful welfare organization and I am confident that every cooperation will be given in helping members that have been disabled to get a fair deal.

I would suggest that a small column be allotted in the SEAFARERS LOG of the findings of law cases and a little advice to the Seafarer when in difficulties.

Paddy Farrell

~ ~ ~

### His Union Book Gets Going Over

To the Editor:  
After reading the LOG from cover to cover as I always do, I happened to come across my name in the list of pictures that are fading. I will send you four more pictures.

To tell you the truth, my new book is slightly worn from passing it around in the Crescent City. It seems I was one of the first men down here to have one and everybody wanted to see the new prize. I can't blame them too much because I think it is a honey.

So thanks to the LOG, as it is the best medium a seaman has for information and also to find out where some of his shipmates are and what they are doing.

Jack Lawton

~ ~ ~

### Tankerman Talks Union To Crew

To the Editor:  
I am an able bodied seaman, presently aboard a tanker of the Socony-Vacuum Oil Company.

I recently made a six months' voyage on one of your ships and during that time I have read your old agreement and part of the new agreement. Also I was present at all ship's meetings. Gratefully I have learned a few things about the SIU, a union which I think a great deal of and would gladly support anytime.

My purpose in writing this letter is for a little advice. Life aboard here is fair. However, it could be much better under an SIU contract.

I am talking to my shipmates about trying to get these ships under SIU contract and they all seem to go for the idea. Am I doing any good by talking union to these guys? Please answer my letter in your LOG if possible, as I am a constant reader of your well-published paper.

Name Withheld

(Ed Note: We suggest that you get in touch with the SIU Organizing Department the next time you are in port.)

### Submits Plan For Pensions

To the Editor:  
In response to your request for suggestions about the Welfare Plan, I have given the matter some deep consideration and have come up with a point I think is worth mentioning.

I would suggest that a pension plan be set up, wherein Seafarers who can produce proof of about 15 years' actual sea time on SIU ships (which would mean about 20 years in the industry) be eligible for a pension contributed to by the ship-owners.

As it is a Seafarer has to wait until he is either disabled or 65 years old before he can relax with any form of income whatsoever.

Many other industries have pension plans based on the age of the employees, so why not one based on length of service of the employee?

I submit this to you for consideration and possible publication, hoping that the good work continues as in the past and that a pension plan will soon be ours.

Willy F. Mauthey

~ ~ ~

### Fishing's Good On Attu Island

To the Editor:  
After leaving New Orleans seven months ago, the Richard Harding Davis arrived in Seattle. The old girl covered plenty of territory on the trip. Our first stop after going through the Canal was San Pedro for bunkers.

In Korea we stopped in Incheon twice, Pusan three times and Masan once. Among the ports we visited in Japan were Sasebo, Yokohama, Wakamatsu, Kuratsu, Otaru and Yokosuka.

On the way back to the states we picked up cargo in Attu, Aleutian Islands. We had no female companionship there, but we did have the privilege of using the Navy bar and a few brews tasted fine since we hadn't seen any American beer for quite a while. Fishing at Attu was swell. Several of the fellows made spears and brought back plenty of salmon and mountain trout from the streams after working hours.

#### No Major Beefs

All in all, most of us feel that this has been a good trip. There have been no major beefs and the crew got together and worked out the few minor complaints that came up.

We are expecting a smooth pay-off and then practically all of us will be heading for New Orleans or vicinity where the majority of us live. After a week or two on the beach there will be several of us who will look forward to another trip to Japan and to seeing the "girl-sans" again. They're number one.

Donald D. Dambrino  
Ship's delegate



Donald Dambrino, ship's delegate of the Richard Harding Davis, is in his glory surrounded by plenty of Japanese "girl-sans" in the Dragon Restaurant, Sasebo, Japan.

### Far East Trip A Pleasant Run

To the Editor:

We started the trip off in the Port O' Call bar. The steward was with us and made the remark, "Eat your chow now because you are going to starve this trip," so we all had our last supper at the Port O' Call bar and restaurant which was a big success for all. He was, of course, only kidding.

All in all we had a good trip aboard the Steel Fabricator. Our only beef about it was that the ports we hit that were any good such as Singapore, Beirut, Manila, were one night stands. The other ports in Indonesia and Malaya aren't so hot as you know.

#### Trip to Hills

While we were in Jakarta, Indonesia, three of the brothers took a trip in the mountains in the Bandung section. They said it



Paris

was an enjoyable lost weekend. At least from the way they looked when they returned a person would think so. The fellow that accompanied them was a scenario director for the motion picture, "Good Earth."

After Jakarta, we arrived in Manila where the second cook fell off the boat landing two nights in a row. He claims that he was sober.

Any ship that hits the Philippines be sure and check your ship before leaving there. When we left there, everything was okay until the third mate came down off watch and caught a stowaway going through his locker and desk. That was the first that we knew of him being aboard.

Stephen R. Paris  
Ship's delegate

### Too Many Checks Are Disappearing

To the Editor:

Last May 1, when I came off a five-month run, I bought American Express travelers checks in the amount of \$500. All was well and good until I missed some of them and reported this fact to the inspector or agent in charge of seamen's losses at the American Express in San Francisco.

I frequented the El Tropico Bar there where most of the gang went. Then the 4-8 FWT from the Israel Putnam, the ship I was on, reported a loss of \$1,600 cash and the 2nd engineer another \$2,000. All they can say is that they remember being in the bar. It did not occur to me that my loss was in there because I had cashed two of the checks there and put my thumbprints on them.

#### Checks Sent Home

But when I got home to Quincy, Mass., American Express sent the checks to the local bank in order for me to check the signatures with an affidavit. So for the first time I found out who cashed them. It was the El Tropico on lower Market Street, the last place I expected them from.

There was \$350, \$100 worth with my thumbprint that was okay, but the other \$250 did not have my signature. American Express said I must have been in my cups. Anyway, two of the signatures were exactly alike, written with a very deliberate hand, but I knew they were not mine.

#### Lot of Cabbage

The American Express is handling a lot of lost seamen's checks and they are using the drink angle even though a guy has been rolled. Two hundred and fifty dollars is a lot of cabbage. I wrote the inspector in charge that I'll spend my whole next payoff, a five-month run to Korea, to hire a recognized handwriting expert and lawyer.

We seamen know when we are

taken. I even lost the discharge which I had in the back of the checkbook. From what other seamen tell me, they discount travelers checks at 50 percent of value in San Francisco. Something about this whole deal smelts.

Now Jeff, the 4-8 FWT on the Christo M (Triton), my present ship, has popped up and said he is waiting to get to San Francisco so he can go to the Bank of America office. He was taken for \$300 worth of checks by a taxi driver. He reported the loss but has yet to hear from them.

Since our next stop will be Oakland, it's going to be interesting to see what satisfaction he gets from the Bank of America.

Paul Cavan

### Japan Has Two Rates On Money

To the Editor:

Maybe something can be done about the money exchange here in Japan. When we make a draw we receive 358.45 yen to the dollar. The Bank of America gives us the same exchange. But when a soldier, or a civilian who works for MSTs exchanges their scrip into yen they receive 360 per dollar.

After you've been over here for a while that little difference in the exchange adds up. For example, when GI or MSTs personnel exchange their money they receive 36,000 yen for \$100. We get the same 36,000 yen for \$100.44. Are they better than us over here in Japan?

Our ship, the Seamonitor, was over in Korea for a week and you can't even go on the dock as it is under martial law. We will be over here for at least another two to three months they say.

Salvatore C. Alu

### Ship Won't Buy Milk In Japan

To the Editor:

We're with the Seamonitor (Orion) over here in Japan. Things have been running smoothly except for a couple of items. For one thing, this company will not buy milk over here although all SIU-contracted ships buy it in Yokohama.

The mail situation is another headache. We were not given a Far East address although the company's agent here is Dodwell. All our mail is sent to 80 Broad Street, NY, and probably lays there until the company feels like sending it out here.

I'll conclude with a personal "hello" to "Scotty" Aubusson at the Port O' Call.

Chuck Welch  
Ship's delegate

### Navy For Him



His dad, Al Friend, is in merchant service on the Puerto Rico, but junior's all set in a sailor suit.

# LETTERS

### Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of September 3, 1952, and are subject to change without notice.

England, New Zealand, South Africa: \$2.00 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 50 francs to the dollar.  
Denmark: 14.45 cents per krone.  
France: 250 francs to the dollar.  
Holland: 3.80 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 20.75 escudos to the dollar.  
Sweden: 19.53 cents per krone.  
India: 21 cents per rupee.  
Pakistan: 30.2 cents per rupee.  
Argentina: 14.2 pesos to the dollar.  
Brazil: 5.4 cents per cruzeiro.  
Uruguay: 52.63 cents per peso.  
Venezuela: 29.55 cents per bolivar.

### He's Catching Up On His Reading

To the Editor:

I would appreciate your sending me a copy of the booklet "Seafarers In World War II," which I have heard so much about.

I really enjoy reading the LOG from cover to cover as I am at present in a hospital and have plenty of time for it. I'm just waiting for the time when I can ship out again.

Frank Pinter

(Ed. note: A copy of "Seafarers In World War II" will be sent to you.)

### Stork Carries Benefits Too

To the Editor:

On July 14 Mr. and Mrs. Charles W. Cothran played host at St. Michael's Hospital, Newark, NJ, to the time-honored proverbial bird, the stork.

Upon departing, this kindly visitor and staunch supporter of the human race did the honors by presenting his host with a token commemorating the occasion, in the person of a lovely little girl weighing 8 3/4 pounds whom the honored two-some have named Carole Ann.

This wee lady's dad, who is a steward, suffered a dislocation of three toes, a fractured foot and a torn ligament, last June 13. He is looking forward to being fit for duty come October 1.

"It is comforting," he says, "to know first-hand that while being hospitalized the unfortunate seaman is visited weekly by his Union's representative who delivers cash benefits to his bedside. Also the vacation and maternity benefits are just like manna from heaven.

"When better contracts are made, the SIU will surely get them."

Charles W. Cothran

### Slap On Back Is Shot In The Arm

To the Editor:

Our first ship's meeting on the Alawai (Waterman) wasn't held at sea until two weeks after the ship's payoff and on a new trip. At that time, as ship's delegate, I called the meeting to order and made the announcement that, at the patrolman's request, and on his behalf, I had a word of praise to convey to the membership.

Praise? Yes, deserving praise (patrolman's emphasis), for having one of the cleanest payoffs in Norfolk for quite some time. There was no disputed overtime, no per-

formers, no gashounds, no beefs, except for one man.

The significance? Simply this: While the membership wholly lived up to the working rules and contract, that one man did not. I went on to say that as long as everyone on the ship himself adhered closely to the agreement, there'd be no reason why another clean payoff shouldn't take place again. In other words, if everyone acted as a good Union man should, we could do it.

You are either a full or potential member, I continued, of one of the greatest and strongest organizations in the world—the SIU. It's your duty to respect it and be proud of it.

Since then everyone so far is pretty congenial, and harmony prevails aboard the ship. I wonder if a little morale booster like this wouldn't prove to be a good shot in the arm on other ships too?

Louis M. Henriquez

### Never Expected All These Gains

To the Editor:

Just finished reading a copy of the LOG, which you have been so kind in sending me for the past year or so. I wanted to write this in order to say thanks.

Since I have been in the army, the SIU has made some wonderful strides for the seamen. I'll be lost when I return to the ships and the sea. I'm really anxious to see the new hall in New York and to get acquainted with the Welfare Plan. Just two years ago these seemed at least 10 years away to me, but in a short time, here they are.

I'll be leaving Japan about the first of November, as I get out of the army December 12. It sure will be swell to get back to sea and back to the gang.

Preston Lobbregt

### Either Way It Was Bad News

To the Editor:

In a recent issue of the SEAFARERS LOG the column "Did You Know" stated how the word "sacked" originated. The LOG's version was that it stemmed from a Turkish sultan's habit of throwing those who displeased him into the sea after tying them up in a sack.

A few days before we happened to notice another version. In the early days of factory labor, men had to bring their own tools to work with them. When they were fired the company gave them a sack to carry their tools home.

David Divine

### Airman In Korea Enjoys The LOG

To the Editor:

I would like to have the LOG sent to me in Korea. I was getting it at my last base but I have stopped it because I was leaving. I find the LOG a very interesting piece of reading material. It also helps to keep me informed of the shipping news and information.

Besides keeping me informed of the shipping news and the working of the Union it helps me contact some of my friends who I sailed with. Many of my neighborhood friends sail with unions as I have. My brother is still a member of the SIU. I have made many acquaintances with the headquarters staff and look back to the time I helped move from Beaver Street to Brooklyn hall.

Incidentally, on the way across to Korea I met one of my shipmates. His name is Kane Bancroft.

A/3c Frank Eschrich

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

### Skipper Cares For Sick Man

To the Editor:

One of the oilers on the Steel Maker, Abner Ralford was taken ashore at San Salvador suffering from acute appendicitis. When he became ill, the captain got in touch with the Coast Guard who advised that he be put ashore for hospitalization.

Every precaution was taken by the captain and the chief mate to protect the patient from serious complications by their constant communication with the Coast Guard as well as the efficient attention he received on board.

Joe Burns  
Ship's delegate

### Cap Is Toughie —Far From Union

To the Editor:

We had much discussion on the Amerocean about the friction between topside and the unlicensed personnel. Just about all of it is accountable to the captain who takes particular delight in raising one fuss after the other.

One example of his ways which are strictly against Union principle is that he logged the

steward for serving tomato juice at breakfast time after he had told him that he wanted grapefruit every morning.

He said to the steward, "If you do not do as I tell you I will demote you and put you in irons. I am the master and you will do as I say. There is no Union patrolman aboard this ship now."

We agreed that he was the master and we would let him play his little game. The meeting chairman expressed the wish that everyone would try to do his job and give the captain little to talk about. All beefs will be taken up at the payoff when the Union patrolman will be aboard.

Manuel Cotty  
Ship's delegate

### Mate Taking Over For Bosun

To the Editor:

We had a special meeting of the deck department on the Steel Director because the chief mate is behaving like a bosun and is giving orders to all hands. The bosun doesn't know what is going on most of the time.

At the same time the mate complains that the bosun is not getting enough work done. The mate doesn't put out any overtime and with the watch and one dayman it is impossible to keep the ship in shape. (The carpenter had an accident and was flown back to the US).

The deck gang intends to bring the mate's actions up before the patrolman to have him straightened out.

K. G. Siverstin  
Ship's delegate

### Thanks Donors Who Saved Her

To the Editor:

Recently I had a severe operation at the Mercy Hospital, Baltimore. I needed blood and a lot of it. My husband, David Rivers, a seaman, went to the Union hall and made a request for donors.

Immediately, 18 seamen donated blood.

I want to thank them from the bottom of my heart and wish I could give you a list of their names.

Mrs. Helen Rivers

# MTD Calls 1st Annual Convention

(Continued from page 3)  
fore or just after the AFL convention.

### Report On Activity

Among matters that will be taken up by the delegates will be a report on MTD activity since the group was reorganized and a year round office with permanent administrative machinery established. Included in this report will be a section dealing with the establishment of port councils and their activity on behalf of affiliated unions and labor in general such as in the SUP strike on the West Coast, the Commercial Telegraphers strike against Western Union, and similar beefs involving operating engineers, longshoremen and telephone workers.

Delegates will also elect officers for the coming year and draw up a program for carrying out the stated objectives of the organization including organizational work in the industry, and further action to be taken against Harry Bridges' influence on West Coast labor.

### Organizing

Under this heading, the MTD will no doubt hear a report on the SIU's current organizing drive among the tankermen of the Atlantic Refining Company and take up ways and means whereby unions affiliated with the MTD can aid in this campaign.

Member unions invited to participate in the gathering are the International Longshoremen's Association; all districts of the Seafarers International Union including A&G, Great Lakes, Canadian and SUP; Masters, Mates and Pilots; Radio Operators Union of the Commercial Telegraphers; Brotherhood of Marine Engineers, and dockside engineers of the International Union of Operating Engineers.

Present officers of the MTD besides Gardner are Joseph P. Ryan of the ILA, president; Captain Charles May of the MM&P, vice president; and an executive committee consisting of Harry Lundberg, SIU president; Patrick Connally, ILA executive vice president; and Captain V. E. Bishop of the MM&P.

## SIU Good-Will Ambassadors



Seafarers Georges Trapezas (center) and Nicholas Souris watch as State Department aide N. C. McKenna takes down their ideas on life in US for a Labor Day broadcast beamed to the Middle East.

Two Egyptian-born Seafarers made an original contribution to good relations between the US and nations in the Middle East via a special State Department broadcast beamed to that area on Labor Day.

Arrangements made by SIU headquarters with an official of the US International Information Administration enabled Seafarers Georges Trapezas and Nicholas Souris to offer their own ideas on life in the US since they left their native land. Trapezas, already a US citizen, and Souris, the proud possessor of his "first

papers," described their own feelings to IIA official Norman C. McKenna, who interviewed them on a visit to headquarters.

The material gathered that day was broadcast this week as part of a special State Department program commemorating Labor Day and the gains and working conditions of American working men and women.

# Agreement Seen Near On Contract

(Continued from page 3)  
current SIU contracts expire. Completion of this task before the deadline is considered no mean achievement in light of the fact that the entire contract is being rewritten from top to bottom. This is the first general revision of the agreement since 1948. The final agreement, when arrived at, will be subject to ratification by the membership.

### Crew Suggestions

Union preparations for the new agreement got underway several months ago when all SIU crews were asked to send in their suggestions as to general rules and departmental rules that they wanted to see in the new agreement. A considerable number of crews responded to the poll and many of their suggestions were incorporated into the Union's final demands along with proposed changes that were drafted in headquarters.

The Union is being represented in negotiations by a four-man committee consisting of SIU Secretary-Treasurer Paul Hall and one man from each ship's department; Joe Algina, deck; Bob Matthews, engine; and Claude Fisher, stewards.

The five-man company committee consists of Captain John Boughman of the Isthmian Steam-

ship Company; Captain Milton Williams, Bull Line; Charles Logan, Mississippi Shipping Company; R. Schilling, Alcoa Steamship Company, and Captain W. E. Anthony for Waterman Steamship Company.

# Over Half In Atlantic Pledge SIU

(Continued from page 2)

reported the beginning of an expected tightening of company security regulations at the refineries and terminals all the way from Philadelphia south to Port Arthur, Texas. For the first time in many years, and on the heels of the official opening of the SIU drive, the company security force has been increased in an apparent effort to keep "undesirables" off company property, and possible restrict the mobility of SIU organizers who meet each ship.

Again calling on Atlantic tankermen to stand up and be counted with their many shipmates who have plainly indicated preference for SIU wages, benefits and conditions, Terpe asserted that he had full confidence in the intelligence of Atlantic tankermen to choose between the AMEU type of representation and the on-the-spot, day and night membership service open to SIU members.

# SIU Ship Splits In Crash

(Continued from page 3)  
picked one man out of the water and went alongside again to pick up five more off the stern who went into the water as the stern started to sink.

Subsequently the bow of the ship was grounded keel up, in the Goodwin Sands; the stern half, which was taken in tow by a French boat, was beached near Calais.

### Crash Cause Unknown

Survivors of the collision were at a loss to explain the reason for the crash. Visibility was good at the time of the accident with no rain or fog although the seas were rough and a strong wind was blowing. Apparently the tanker was

attempting to pass behind the Farmer but was unable to steer around it. One report had it that the tanker was having difficulties with its steering gear.

When the collision appeared imminent, the Farmer signaled the alarm and called the crew to stations but the tanker blew no signals whatsoever.

### Praise For Rescuers

There was high praise from the crew for the volunteer crewmen who manned the Ramsgate rescue boat. As one Seafarer put it, "some of us might not be here if it wasn't for those fellows."

The Farmer crew too drew its share of plaudits. Alberto Gonzales, 2nd assistant engineer and member of the SIU-Affiliated

Brotherhood of Marine Engineers, declared, "There was 100 percent cooperation between the officers and crew. Every man did his job and all were willing to stand by until the last. Captain Utvik deserves a great deal of credit for the way he handled the situation."

The following is the list of the crew. In the deck department: Elton M. Mistich, bosun; Stig W. Olofson, DM; Lewis J. Goodwin, AB; Nicholas Yacishyn, AB; James F. Lee, Jr., AB; Robert Rivers, AB; Voldemar Rannanae, AB; Bernard Landos, AB; Lawrence McCullough, OS; Donald A. Rundblad, OS; Archie Z. Scarborough, OS.

The engine department men were: Roman Azcygel, deck engineer; Kaj A. Veber, oiler; Joseph Bardo, oiler; Joe E. King, oiler; Ernest Erstrom, FWT; Henry Mikulski, FWT; Broachle O. Carpenter, FWT; Magnus Pedersen, wiper, Juan Bonfont, wiper.

The steward department consisted of Herbert Williams, steward; Fortunato Dotti, chief cook; William P. Dunn, NCB; Jerzy Bohlan, 3rd cook; Ludovico J. Carbonaro, MM; Dominick H. Branzocio, MM; Ralph Bullard, utility; Givachino Varlotta, utility.

# Find Seafarer Dead In Bay

(Continued from page 7)

mies are after your seamen's papers. They will doctor them up and will use them maybe for spying or what not."

It was also reported that the bar that Riddle had stopped at earlier in the day was a hangout for local Communists.

The inferences left by the evidence available are reinforced by the experiences of another Seafarer in French ports as reported in the May 2 issue of the SEAFARERS LOG. In this case, the Seafarer, a former resident of France, stated that US seamen were constantly being approached by English-speaking Frenchmen who displayed great interest in getting information about US ship movements and about validated papers.

## The Yarmouth's Crew Goes To A Wedding



The SIU crewmembers of the Yarmouth put on their best bib and tuckers when the ship pulled into Yarmouth, NS, and went to see one of their shipmates married at St. Ambrose Church. Here, the Seafarers gather around the proud groom, William J. Prince, and his new bride (second and third from left). The festivities wound up in a good time for all.

# 40 US Freighters Lay Up; Foreign Ship Orders Rise

Under increasing pressure from foreign-flag competition, American shipping showed a further decline during the month of August. An estimated 40 dry cargo vessels were laid up along the Atlantic coast during that month because of inability to obtain cargo even at the lower freight rates now prevailing in the industry.

Meanwhile, shipbuilding activity both in the US and abroad shows foreign flag fleets, particularly Panama, getting the bulk of new tanker construction. As a whole, the percentage of oil tankers to dry cargo ships has been increasing steadily, with half the ships being built this year being tank vessels.

Included among new tankers on order are five recently ordered in

West German shipyards. Three of these are 21,000 tonners being built for Libertys S. A. Panama, while two are 32,500-ton super-tankers on order for another Panamanian-flag outfit, World Tankers Corp.

Here in the US, a 29,000-ton job is on order at the Bethlehem Steel Company's yards in Quincy, Mass., for the Reconquista Compania of Panama, while the Afra Transport Company, a Liberian-flag operator, is expecting delivery of the 28,000-ton tankship, La Cruz.



... DIGEST of SHIPS' MEETINGS ...

(Continued from page 24) nerson. Ship's fund will be started. Three-man committee...

COUNCIL GROVE (Cities Service), August 5—Chairman, W. J. Carney; Secretary, E. H. McGurie...

STEEL WORKER (Isthmian), August 11—Chairman, Carl (Red) Gibbs; Secretary, William F. Barth...

LEWIS EMERY JR. (Victory Carriers), August 3—Chairman, Oscar Kleppery; Secretary, Harry Passoff...



ARCHERS HOPE (Cities Service), August 2—Chairman, A. A. McCloskey; Secretary, T. Hall...

August 11—Chairman, J. Care; Secretary, J. B. Fontenot...

INES (Bull), August 10—Chairman, Joe Kowalski; Secretary, Francis Guerriero...

BEATRICE (Bull), July 13—Chairman, D. U. Clark; Secretary, M. E. Reed...

CATAHOULA (National Navigation), August 2—Chairman, Adolph Capote; Secretary, B. Varn...

Quiz Answers

- (1) 35, 21. (2) No, according to a New Jersey court... (3) Probably snow...

Puzzle Answer

Word puzzle grid with answers: TUB, OTT, SPRAT, ANA, ERR, THETA, MIL, SEABEAVER, POTS, ADAMS, ANIMATED, ERIN, MOB, RED, ORE, GOOGLE, NETTED, AIR, EAR, NOT, BLED, MONTREAL, ANETO, ERGO, GALVESTON, DAD, ADAIR, ESE, ANG, MOTTO, DEW, MAE

port. These men were warned. Motion was made to organize a drive on roaches and vermin...

STEEL APPRENTICE (Isthmian), June 15—Chairman, Paul Koenig; Secretary, W. W. Westbrook...

STEEL SEAFARER (Isthmian), July 19—Chairman, Frank J. Richardson; Secretary, Fred Mouch...

ALCOA PURITAN (Alcoa), August 4—Chairman, G. W. Ford; Secretary, Rash. Motion was made by the chief electrician...

ALCOA CLIPPER (Alcoa), August 10—Chairman, B. White; Secretary, John R. Roberts...

BEATRICE (Bull), August 10—Chairman, J. O'Rourke; Secretary, P. Redhill. Duplicate keys should be made...

STEEL APPRENTICE (Isthmian), July 12—Chairman, W. Wasgrook; Secretary, W. Bell...

STEEL FLYER (Isthmian), August 3—Chairman, R. W. Jones; Secretary, Max E. Moore...

PUERTO RICO (Bull), August 10—Chairman, Thurston Lewis; Secretary, Jim Murphy...

AZALEA CITY (Waterman), July 27—Chairman, Edward Doyle; Secretary, Fenick Sawyer...

ABIQUA (Cities Service), July 27—Chairman, Harry Utratti; Secretary, R. M. Lafferty...

MASSILLON VICTORY (Eastern), July 27—Chairman, J. Long; Secretary, S. F. Brunson...

ALCOA ROAMER (Alcoa), July 14—Chairman, J. King; Secretary, Harry H. Pierce...

August 8—Chairman, J. King; Secretary, Harry H. Pierce...

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...

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

TAINARON (Actium), June 29—Chairman, A. H. Anderson; Secretary, B. H. Ambery...

July 3—Chairman, A. H. Anderson; Secretary, Harry Thomas...

STEEL INVENTOR (Isthmian), July 21—Chairman, Clough; Secretary, Silinski...

SWEETWATER (Mar-Trade), July 2—Chairman, Paul Crites; Secretary, P. Jakubcsak...

August 3—Chairman, P. Love; Secretary, R. Rawlinford...

FAIRPORT (Waterman), August 6—Chairman, Walter Craig; Secretary, Alex Webber...

BIENVILLE (Waterman), no date—Chairman, no name; Secretary, no name...

ALCOA RUNNER (Alcoa), August 8—Chairman, L. J. Pate; Secretary, H. Sterling...

STEEL ROVER (Isthmian), August 10—Chairman, Earl J. Laws; Secretary, M. R. Cartwright...

CHIWAHA (Cities Service), August 13—Chairman, Eirandrar; Secretary, Hancock...

COEUR D'ALENE VICTORY (Victory), no date—Chairman, James Chew; Secretary, Charles Marino...

July 27—Chairman, O. H. Manifold; Secretary, H. R. Cartwright...

Fans were installed in rooms where there are three men. Two fans will be installed in all other rooms...

TAGALAM (Seatrader), August 3—Chairman, I. King; Secretary, V. Chamberlain...

SOUTHERN STATES (Southern Trading), August 2—Chairman, Scotty Berryman; Secretary, C. A. Beavens...

ALAWAI (Waterman), August 3—Chairman, Duke Hall; Secretary, W. A. Perry...

MAE (Bull), August 1—Chairman, William Morris; Secretary, H. L. Gardner...

STEEL CHEMIST (Isthmian), May 17—Chairman, Julie Bernard; Secretary, Richard Anderson...

July 19—Chairman, not listed; Secretary, R. Anderson...

August 8—Chairman, Willie Walker; Secretary, R. Anderson...

ALEXANDRA (Carras), July 20—Chairman, Brice Riggie; Secretary, Adam Lorenz...

MARVEN (International Nav.), May 18—Chairman, Fred Israel; Secretary, C. K. Haun...

June 8—Chairman, Herman R. Whisnat; Secretary, Frank Van Dusen...

COMPASS (Compass), July 13—Chairman, Raymond Averitt; Secretary, Santos Pizarro...

BENTS FORT (Cities Service), August 4—Chairman, A. Hebert; Secretary, James Phillips...

MAE (Bull), August 1—Chairman, William Morris; Secretary, H. L. Gardner...

CHIWAHA (Cities Service), August 13—Chairman, Eirandrar; Secretary, Hancock...

COEUR D'ALENE VICTORY (Victory), no date—Chairman, James Chew; Secretary, Charles Marino...

July 27—Chairman, O. H. Manifold; Secretary, H. R. Cartwright...

July 12—Chairman, James Chew; Secretary, J. F. Garreff...

August 10—Chairman, James Chew; Secretary, James Moore...

ATLANTIC WATER (Metro), July 27—Chairman, Steve Darl; Secretary, G. E. Goodwin...

SUZANNE (Bull), August 17—Chairman, J. Jones; Secretary, L. B. Gooch...

AFOUNDRIA (Waterman), August 17—Chairman, N. J. Wuchina; Secretary, U. L. Carnegie...

FAIRLAND (Waterman), May 17—Chairman, not listed; Secretary, Wilmer E. Harper...

August 10—Chairman, R. P. Hannigan; Secretary, W. McCarthy...

ROBIN WENTLEY (Seas Shipping), June 8—Chairman, Gene Flowers; Secretary, A. E. Wertherell...

August 10—Chairman, G. Flowers; Secretary, L. A. Wright...

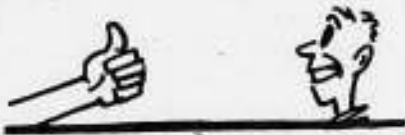
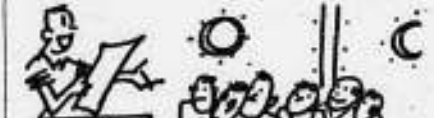
SANTA VENETIA (Mar-Trade), May 25—Chairman, Pat Fox; Secretary, William J. Small...

June 7—Chairman, M. Spirez; Secretary, Smilwitz...

August 3—Chairman, M. Spirez; Secretary, Smilwitz...

GREENSTAR (Trifon), June 15—Chairman, Vasser Szymanski; Secretary, Charles Boritz...

PAOLI (Cities Service), August 13—Chairman, Louis W. Cartwright; Secretary, Jack Zukoski...





**SIU Families Show Off Their Recent Arrivals**



Seafarer Walter McNally's wife, Jennie, shows off their new son, John, (above). McNally, who got the \$200 Maternity Benefit check, is on the ternity Benefit check plus a \$25 bond from the Union in the baby's name, is at sea on the Coeur d'Alene Victory.



The Union's Walter Siekmann gives Seafarer Alfred Cedano a \$200 check (above, left), while Cedano's wife, Aurio, their son, Gilbert, 4, and tiny Mary Ann look on. They and many other SIU families find this money comes in very handy these days.

Seafarer Walter Anderson holds their two sons, (at left), Walter, Jr., 4, and Frank Wayne, 3, while his wife, Alene, holds the latest arrival, William Thomas, born July 28. Walt makes his home in Mobile and generally ships from there.

**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.

**Stephen Pena**, born July 16, 1952. Parents, Mr. and Mrs. Guilermo Pena, 2015 Avenue I, Galveston, Texas.

**Pamela Frances Peel**, born August 10, 1952. Parents, Mr. and Mrs. Robert McDaniel Peel, 701 Charleston Street, Mobile, Ala.

**Jenny Faye Cooper**, born July 4, 1952. Parents, Mr. and Mrs. Edwin R. Cooper, 1950 Plaster Road, NE, Atlanta, Georgia.

**Kathy Louis Acker**, born June 23, 1952. Parents, Mr. and Mrs. Douglas J. Acker, 504 W. 60th Street, Savannah, Georgia.

**Reta Baldwin Howell**, born August 1, 1952. Parents, Mr. and Mrs. John W. Howell, 8305 Stroelitz Street, New Orleans, La.

**Timothy D. Sullivan, Jr.**, born August 7, 1952. Parents, Mr. and Mrs. Timothy D. Sullivan, Patterson Avenue, Randolph, Mass.

**Richard Sanders Johnson**, born July 5, 1952. Parents, Mr. and Mrs.

**Robert Mahlon Johnson**, Isle of Hope, Savannah, Georgia.

**Sarah Augustine Smith**, born May 2, 1952. Parents, Mr. and Mrs. Robert D. Smith, 5635 Franklin Avenue, New Orleans, La.

**Norma Leigh Libby**, born August 11, 1952. Parents, Mr. and Mrs. Herbert Lucian Libby, Lincolnville, Maine.

**Mary Ann Cedeno**, born August 10, 1952. Parents, Mr. and Mrs. Alfredo Cedeno, 194 Court Street, Brooklyn, NY.

**John McNally**, born July 19, 1952. Parents, Mr. and Mrs. Walter McNally, 78 Cuba Avenue, Staten Island, NY.

**Mitchell Craig Moss**, born April 6, 1952. Parents, Mr. and Mrs. Charles Moss, 406 William Street, Fulton, Ky.

**Frederick LeRoy Busick**, born July 23, 1952. Parents, Mr. and Mrs. Frederick Busick, 221 Fort Street, Norfolk, Va.

**Patsy Joyce Clough**, born July 12, 1952. Parents, Mr. and Mrs. Luther E. Clough, 201 Greenland Road, Baltimore, Md.

**Roxann Scott**, born May 29,

1952. Parents, Mr. and Mrs. William H. Scott, 51 Java Street, Brooklyn, NY.

**Michael Joseph Bankston**, born July 24, 1952. Parents, Mr. and Mrs. Edgar E. Bankston, 904 Ninth Street, Gretna, La.

**Lynette Gail Moser**, born August 4, 1952. Parents, Mr. and Mrs. Charles A. Moser, 2412 Princeton Avenue, Norfolk, Va.

**Susan Louise Dial**, born July 19, 1952. Parents, Mr. and Mrs. James Dial, Route 1, Livingston, Ala.

**Garry Andrew Sileox**, born July 19, 1952. Parents, Mr. and Mrs. Ray D. Sileox, 1838 Swift Street, Jacksonville, Fla.

**Dawn Maria Stewart**, born August 14, 1952. Parents, Mr. and Mrs. James R. Stewart, 9 Athol Street, Allston, Mass.

**Brenda Lee Ballance**, born July 7, 1952. Parents, Mr. and Mrs. Winfred N. Ballance, 108 East 16th Street, Norfolk, Va.

**Kenneth James Lacoste**, born August 5, 1952. Parents, Mr. and Mrs. James A. Lacoste, 513 South Broad Street, Mobile, Ala.

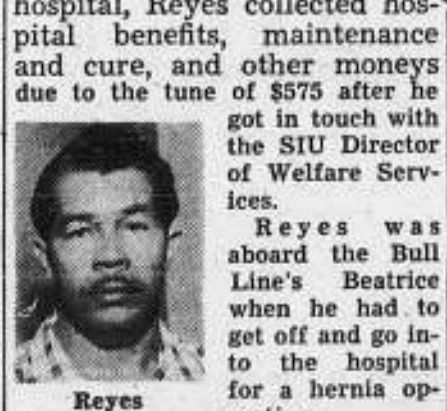
**in the HOSPITALS**

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY**  
Robert Atmore  
Leo Kulakowski  
Carl S. Berre  
Edm. C. Blosser  
Wilson O. Cara  
Walter J. Chalk  
Charles M. Davison  
Emilio Delgado  
James R. Downie  
John J. Driscoll  
John T. Edwards  
Jose Espinoza  
E. Ferrer  
Leonard Franks  
Robert E. Gilbert  
Bart E. Guarnick  
John W. Keenan
- USPHS HOSPITAL SAVANNAH, GA.**  
Terrell D. Adams  
Warner W. Allred  
H. M. Galphin  
Peter Gavillo  
J. M. Hall  
Earl L. Hodges
- USPHS HOSPITAL SAN FRANCISCO, CAL.**  
Wil H. Chadburn  
James Hart  
Derek Lamb  
Harold Milburn  
Eero O. Poyhonen
- USPHS HOSPITAL NORFOLK, VA.**  
Harold Cole  
C. M. Gray  
Otis J. Harden  
Leslie M. Jackson  
Thomas A. Rainey  
Homer Windham
- VETERANS ADMINISTRATION HOSPITAL DRUIS PARK, RI**  
Joseph Kary
- VETERANS ADMINISTRATION HOSPITAL BOSTON, MASS.**  
Earl G. Boutelle
- USPHS HOSPITAL BRIGHTON, MASS.**  
Richard P. Bowman  
George N. Clarke  
Anth. R. Coppola  
Eugene D. Davis  
O. C. Harris  
Raymond Harris
- SAILORS SNUG HARBOR STATEN ISLAND, NY**  
Joseph Koslusk
- VETERANS ADMINISTRATION HOSPITAL AUCUSTA, GA.**  
Nelson Corbin
- USPHS HOSPITAL SAN JUAN, PUERTO RICO**  
Ramon Gonzales  
William Nihem
- USPHS HOSPITAL NEW ORLEANS, LA.**  
Anthony Alleman  
Lloyd T. Bacon  
Anth. Boudreaux  
Paul Boudreaux  
C. R. Brumfield  
John L. Caldwell  
Antonio Carrano  
James R. Carswell  
Oliver Celestine  
Jessie A. Clark  
Charles Coburn  
Thomas J. Connell
- Leo Lang**  
**Clyde H. Lanier**  
**W. L. McLellan**  
**H. Moran**  
**Alfred J. Nassar**  
**John H. Parsons**  
**Dallo Perez**  
**Edward Poe**  
**K Raana**  
**Harold Rosecrans**  
**A. A. Sampson**  
**Sedrick Schieffler**
- R. Cruz**  
**Leon Dillberto**  
**John R. L. Dodds**  
**Thomas L. Dugan**  
**Leo Dwyer**  
**Joseph S. Fazio**  
**Arthur C. Fivek**  
**B. D. Foster**  
**Edward Higgins**
- Wilbur H. Scott**  
**James Snell**  
**Andrew Stauder**  
**H. E. Thompson**  
**Lonnie B. Tickle**  
**Wil. F. Vaughan**  
**J. E. Ward**  
**Robert Williams**  
**Joseph Wing**
- USPHS HOSPITAL MOBILE, ALA.**  
Tim Burke  
Roscoe B. Dearman
- James H. Jones**  
**John T. Morton**
- VETERANS ADMINISTRATION HOSPITAL BRONX, NY**  
August C. Horbac
- U.S. PUBLIC HEALTH SERVICE HOSPITAL HONOLULU, TH**  
Harold McKenzie
- USPHS HOSPITAL STATEN ISLAND, NY**  
Victor Arevalo  
William Atchason  
Anton Back  
Eduardo Balboa  
Jack Brest  
Maurice Burnstine  
Frank Calnan  
Nicholas Chanaridis  
Spero Demolas  
Raphael C. Diaz  
John Fitzsimmons  
Harry L. Franklin  
Robert Gresham  
Robert F. Gribben  
Carroll E. Harper  
Jonas Heidt  
Robert Hennekens  
William M. Herman  
Michael Kennedy  
George W. Kitchen  
John B. Krawson  
Ludwig Kristiansen  
Charles Krull  
James R. Lewis  
Joseph Lucas  
James A. McFerren
- Alexander McHarg**  
**Kenneth Marple**  
**Erling Melle**  
**Fred Miller**  
**Gurt Moros**  
**Thomas Morris**  
**John Muehleck**  
**Alfred Mueller**  
**Herbert Muncie**  
**Leonard Murphy**  
**Kurt A. Nagel**  
**Frank Nering**  
**T. Papoutsoglou**  
**David Pashoff**  
**Alexander Peffanis**  
**Alton Porter**  
**James Poston**  
**Robert E. Quinn**  
**James A. Ray**  
**George Rojiss**  
**Jose Salgado**  
**Virgil Sandberg**  
**Isadore Schechter**  
**William Turpin**  
**Edward Voltz**  
**Ralph Wanamakcer**
- USPHS HOSPITAL BALTIMORE, MD.**  
Cor. J. Allison  
Thom. L. Ankerson  
Joseph S. Barron  
Leslie J. Brillhart  
Louis A. Brown  
Henry K. Callan  
Gilbert J. Camden  
Robert L. Ecker  
Louis J. Ferraro  
Gorman T. Glazc  
Joseph F. Goude  
Robert T. Harris  
James E. Hillary  
Carl W. Hughes  
Chas. E. Johnson  
Tal. F. Johnson
- Raymond E. Keller**  
**W. Kupidowski**  
**Eustathios Lagos**  
**Fran. B. McCollion**  
**Theodore Mastaler**  
**Walter Mitchell**  
**A. S. Reinholdt**  
**John G. Robinson**  
**Robt. A. Rogers**  
**A. B. Seeberger**  
**Randolph C. Shedd**  
**Delbert E. Shields**  
**E. H. Stinehelfer**  
**Edw. J. Townsend**  
**Jos. E. Townsend**  
**Raymond E. White**
- USPHS HOSPITAL GALVESTON, TEX.**  
Henry Harz  
Edward Jeanfreau  
Eric W. Johnson  
Luman A. Johnson  
James R. Mathews  
Joseph Neubauer
- Joseph L. Springer**  
**William J. Stephens**  
**L. P. Sterland**  
**John O. Strickland**  
**A. T. V. Tucker**  
**Alan E. Wenger**
- USPHS HOSPITAL SEATTLE, WASH.**  
Anafrio De Filippie  
Victor Shavroff
- Joseph L. Somyak**  
**Joseph L. Somyak**
- FIRLAND SANITARIUM SEATTLE, WASH.**  
Emil Austad

**SIU Welfare Set-Up Helps Seafarer Collect Cash Due**

When it comes to speedy service to the membership the SIU is right up there, according to Seafarer Juan Reyes. Recently recovered after a siege in the San Juan USPHS hospital, Reyes collected hospi-



tal benefits, maintenance and cure, and other moneys due to the tune of \$575 after he got in touch with the SIU Director of Welfare Services.

Reyes was aboard the Bull Line's Beatrice when he had to get off and go in to the hospital for a hernia operation.

Before this, he said, he had never collected maintenance money due to him in similar situations because he didn't know how to go about it. This time was different, he added, and he didn't have to do any running around from one place to another to get it either.

"I'm very thankful to the Union for the prompt service I got and

all the Union has done for me," he declared. "I'd like to remind the brother members that it is a good idea to check with the Union if anything happens to them so in that way they can get what's coming to them."

**How To Get Disabled Pay**

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 weekly disability benefit for as long as he is unable to work. Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 875 Fourth Avenue, Brooklyn 32, NY.

# 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.)

Although vacation-time for most folks knocked off on Labor Day, a lot of Seafarers in the hospitals will still be collecting SIU vacation dough all year right from their beds, at the same time they get their \$15 hospital benefits every week. This money is coming in mighty handy for some of the guys checking in lately.

For example there's Joe Callahan, who was flown in to the States for treatment at Staten Island. Joe, AB on the Carrabelle, had piled up enough for a husky payoff, but the company gave him such a run around on a draw when he got off that he was really strapped for dough. The vacation money's "a wonderful thing," Joe said. "I didn't have a cent to my name the last couple of months."



Litardi

Vic Litardi was also doing pretty fair at Staten Island when we saw him the other day. The medics really played a nasty trick on Vic when they operated on his throat. They fixed it so he can't talk at all—at least temporarily. We're all rootin' for Vic and hope to see him up and around soon. Vic is well known as a veteran of many an SIU beef when we were housed at 51 Beaver St., prior to our move here.

### New Dad Picks Up Check

Brother William H. Scott brought his wife up to the hall last week to show her around the place and pick up a \$200 maternity benefit check plus a \$25 bond from the Union for their new daughter Roxann. They were figuring on going right out to do a little spending, probably on some furniture for their new Brooklyn home. On the beach now doing some research work for an engineer's license, Bill stated he sure was glad he belonged to a Union that considered a man's family this way.

Since many draft boards are reclassifying a lot of the fellows and putting a majority of them in 1A, we want to put out a word of advice on how to handle this. A lot of the boys, like Antonio F. Scandifio of Brooklyn, are really out on the hook in this draft. The way the law stands now, if you're reclassified 1A and intend to appeal, you have to file an appeal within ten days of the time the classification notice was mailed out. Otherwise, you forfeit your chance to appeal.

### Back Home Doing Well

Oldtimer William Girardeau, who fractured his spine in Holland, is now home in Cape Cod, Mass., where he's doing well. The strain probably did a lot to this 72-year-old oldtimer, because now he doubts whether he'll be able to sail again. He's applied for SIU disability benefits to tide him over.



Girardeau

In connection with this, a word of caution might come in handy for guys who have to get off a ship because they're sick or injured. In many cases a man will have money coming from the company or a good claim for dough, but he makes a wrong move and winds up with empty pockets. Always check with the Union hall as soon as something like this happens because we'll be able to help you out better and faster than anybody else.

A big thing to remember also, in a situation where somebody hands you a statement to sign, for example, is to read it over carefully and make sure it's 100 percent accurate. You don't have to sign it if you don't understand every word in these things, because there's a whole language of trick words with double meanings that some guys will try to sneak over on you. And while you're at it, make sure you get a copy of whatever you sign.

Another brother who expects "out" from Manhattan Beach in a couple of months is Leo Kulakowski, who's been doing pretty well there recently. Leo just got his new Union book and he's really showing it around. From the looks of things, the book will be worn out by the time he gets a chance to ship on it, but Leo beams every time he can get somebody to look it over. He says "it's just one more thing to be proud about when you belong to the SIU."



Kulakowski

## 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.

**Andrew Warren Albers, 33:** Brother Albers died of coronary thrombosis on July 24 in the Riverdale Hospital, Jacksonville, Fla. Joining the SIU in April, 1951, in the port of Baltimore, he sailed in the stewards department, as a utility man. His brother, Walter W. Albers, of Chesaco Park, Baltimore, Md., survives him. Albers was buried in Oakland Cemetery, Colyote, Md.

**Earl W. Walden, 31:** After a brief illness, Brother Walden died of a heart attack aboard the Northwest-

ern Victory on July 2 and was buried at sea the next day. Sailing SIU since December, 1947, when he joined in New York, Walden was an AB in the deck department. He is survived by his father, Fonzo Walden, Lakeview Terrace, Asheville, NC.

**Petros D. Yeroyannis, 50:** On October 7, 1951, Brother Yeroyannis died in the USPHS Hospital on Staten Island, NY, of natural causes. Born in Greece, he had started sailing with the SIU in 1951 as an OS in the deck department. He leaves his wife, Panaioita Yeroyanni, of 139 Sofokleous, Pyraious, Greece. Burial took place at Mt. Olivet Cemetery, Long Island, NY.

# No 'Forgotten Men' Here



John Driscoll, hospital delegate (left), and Welfare Services Director Walter Siekmann (second from left), hold "payday" at Manhattan Beach Hospital, handing out that hospital benefit.

## SIU Welfare 'Rescues' 2 Injured Men

Two Seafarers who were seriously injured in a car accident are now in the Staten Island Marine Hospital getting first-rate medical attention and care, thanks to the quick action of the SIU's Welfare Services.

Seafarers John Fanoli and Antonio Caruso were in a car riding to Fanoli's ship, the Gateway City, when they were involved in a collision in New York City. Both were riding in the back seat, and received serious body injuries.

### Taken To Bellevue

They had no papers with them, and so the police had them taken to Bellevue Hospital. They were there two days, most of the time unconscious, before Fanoli was able to make a phone call. The first call he made was to the SIU headquarters, where he told Walter Siekmann, Director of Welfare Services, what had happened.

"That hospital was terrible," Fanoli said. "I had some torn ligaments and was in pain, but nobody seemed to pay any attention to me at all."

As soon as he got the call, Siekmann put the SIU Welfare Services apparatus in full swing. A man was sent to get Fanoli's gear off the ship before it sailed.

Just two hours after Fanoli had called the Union, he and Caruso were put in an ambulance and were on their way to the Staten Island Marine Hospital. Meanwhile, the Union had contacted the hospital and informed them that both men were seamen and eligible for admittance into the hospital.

### Treatment Begun

Both Fanoli and Caruso were given complete examinations by the doctors at Staten Island and treatment was begun.

"It was wonderful," Fanoli said. "I had just about made the call when the ambulance came to take us to Staten Island. Here, I'm getting good attention, the food is good, and I'm around some of the guys that I know. My gear was delivered to the hospital, and the Union even made arrangements so that I could be paid off and collect my vacation money."

"In addition to all that, my Hospital Benefit checks started coming right through. You have no idea how much that money means when you're in the hospital."

When a Seafarer goes into drydock, whether it's for a few days or a number of years, he's the only man in maritime whose Union gives him personal welfare service.

These shots taken at Manhattan Beach Marine Hospital show some of the Seafarers who are collecting their Hospital Benefits. As a TB hospital, most of the patients there are in for a long haul.

Under most other welfare plans, the men there are cut off from any benefits after a short while, but Seafarers, under the SIU Welfare Plan, collect their benefits for as long as they are hospitalized.



Seafarers Rupert Blake (left) and Al Thompson, two of the patients at Manhattan Beach, take in some sun as they look over a recent issue of the SEAFARERS LOG.



Sitting down and taking it easy at Manhattan Beach are Seafarers Randolph Ratcliff (left) and John Richters. Seafarers collect hospital benefits for as long as they are in the hospital.

# PROTECTION



## ***A Message To Atlantic Refining Men***

There are some things a company can offer a seaman in the way of conditions—if it feels like it. But there is one thing a company can never promise. That's the kind of security and protection provided by an SIU contract.

SIU security means the doom of the company blacklist. It means no petty officer or shoreside straw boss can take away your bread and butter for a petty, unjustifiable reason. It means a democratic choice of jobs on a first-come, first-served basis with over 90 dry cargo and tanker outfits. One company may have no jobs tomorrow, but with 90 to choose from, there's always plenty of men moving off the beach.

Then, too, SIU security means full enforcement of all terms and conditions of the SIU contract. What a company gives it can take away; what's in the SIU contract stays there because the Union makes it stick.

That's why the SIU has been 100 percent successful in organizing every one of the 56 companies it has gone after since the end of World War II, including such big outfits as Isthmian and Cities Service. The SIU's perfect batting average is proof that seamen everywhere want to enjoy the benefits of the SIU contract. When Atlantic signs on the dotted line, you will have them too.

# Seafarers International Union

## ***Atlantic And Gulf District, AFL***