

BME Widens Its Campaign



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SIU Manpower Available To SUP If A Strike Becomes Necessary

As the SIU's West Coast affiliate, the Sailors Union of the Pacific, began contract talks with its operators this week, the Atlantic and Gulf District announced that in the event a strike became necessary, the full weight of the District's manpower would be put at the disposal of the SUP for picketline duty.

While the SUP negotiators announced that they had conducted exploratory talks with the operators, mainly involving the demand for the four-watch system, plans were being drawn up for picketline schedules and area maps in all of the SIU, A&G ports. The A&G action is in line with the Headquarters' proposed program adopted unani-

vessels which will not be affected by the strike;

3. Work with all affiliates of the Maritime Trades Department and all-out support, not only to the SUP, but to any other AFL affiliates which may be hit at the same time by this or any other beef;

4. Notification to all interested parties in the maritime industry

of the A&G's position in this matter.

The negotiators for the SUP are expected to resume contract talks next week and continue regularly, until a contract is hammered out or a strike begins when the contract expires on September 31.

Simultaneous with SUP contract talks, the International

Longshoremen's Association, AFL, began discussing a new pact with its contracted stevedoring concerns.

The ILA, which has pledged and been pledged mutual support through the Maritime Trades Department, is asking a substantial wage increase, an increase in the size of gangs and revisions in its welfare plan.

The Brotherhood of Marine Engineers, AFL, backed by a powerful aggregate of AFL waterfront unions, this week took steps to extend its organizing campaign among the engineers of America's merchant marine. The immediate objective of the drive were the engineers of the American President Line ships. Drives in the fleets of other steamship lines were expected to follow shortly.

The new movement of the drive came hard on the heels of the signing of a contract between Isthmian Steamship Company and the BME covering

the company's 250 regular and relief engineers. In its first full-scale organizing drive the BME has been given impetus by the recommendation of the AFL Maritime Trades Department that the BME step up its organizing activity where its representation is needed.

In initiating its drive in the American President fleet, on September 4, BME pickets in New York tied up two of the company's passenger ships, the President Polk at Pier 9, Jersey City, and the President Fillmore at Pier 8, Staten Island. The BME pickets have called upon the vessel's engineers to fall in with the expanding BME organizing drive and throw their support to the AFL engineers' union.

In response to the BME pickets, crewmembers and officers of the ship immediately walked off in support. The complete backing of the AFL International Longshoremen's Association and its Tugboat Division were brought to bear at once and loading work halted.

GIVE WARNING

In pushing into new fields, the BME simultaneously served notice on all outside organizations that it would not tolerate any sabotaging of its drive, such as has been attempted against the newly-signed Isthmian Steamship Company, by Harry Bridges' longshoremen's outfit on the West Coast.

Earlier this week the Brotherhood of Marine Engineers took action to protect its contract with the Isthmian Steamship Company following Bridges' union's refusal to work the company's ships. Bridges' union chose to ignore the BME contract covering the engineers of the ships and instead played along with the Marine Engineers Beneficial Association, CIO, which is totally without support among the engineers of the Isthmian fleet.

The Brotherhood of Marine
(Continued on Page 3)

BME Engineers On The Picketline



Pickets from the SIU-affiliated Brotherhood of Marine Engineers walk their post in San Francisco as part of their defense against the arbitrary action of Harry Bridges' West Coast Longshoremen's group, which refused to work the BME-contracted Isthmian ships. BME pickets are now active in New York where the Union has extended its organizing drive to the vessels of the American President Line.

Validated Papers

Coast Guard offices have announced that the date when seamen must have validated papers has been extended another 30 days.

The new deadline is October 1, at which time all seamen aboard ocean-going ships will have to have validated papers in their possession before they can sign ship's articles.

The Union urges all men who haven't done so as yet to make application immediately for their papers, inasmuch as the waiting period now is from 30 to 60 days.

ously by the membership on August 15.

The A&G plan calls for complete support to the SUP in the event of a strike, giving the SUP full physical, moral and financial backing. In New York, the new Headquarters' building will be available for SUP strike headquarters, and in the Branches the full facilities of the SIU's buildings will be thrown open to the SUP for the duration of its beef.

The planned joint strike effort will further give the members of the SUP the opportunity to take jobs on A&G contracted ships unaffected by a strike, and at the same time make available a sizeable number of members for picket duty.

The full program of support adopted by the A&G calls for:

1. One hundred percent support of the SUP financially, morally and physically;
2. Allocation to the SUP equal shipping rights on those SIU

Representatives of the United States Public Health Service and the SIU's Atlantic and Gulf District will meet this week to formulate plans for the agency's participation in the curriculum of the Union's Cooks and Bakers School, which will be housed in the new Headquarters building, now nearing completion in Brooklyn.

The Public Health Service, which is charged with the enforcement of sanitary measures aboard all US flag ships for the protection of the crewmembers' health, has been invited by the Union to aid in setting up the sanitation phase of the course

of instruction to be offered students at the SIU school.

The Union shares with the USPHS the opinion that, if stewards department men are properly trained in strict sanitary methods before going aboard ship, the problem of maintaining absolute cleanliness throughout all phases of food handling and preparation will be eased considerably.

Purpose of this week's meeting is to work out details as to what type of educational material on sanitary methods will be used in the course and the manner in which it is to be presented.

The best methods of food handling, storage, preparation, garbage disposal and cleaning of gear will be discussed, with a view to making the new SIU school a model of sanitary facilities and methods.

Representatives of the USPHS who will attend the meeting are James H. LeVan, Chief of Vessels Sanitary Program; Harold B. Robinson, Chief of the Milk and Food Branch; Frank Tetzloff, Chief Engineer for the government agency, and Paul Resnick of the Division of Sanitation.

Mr. Resnick made a preliminary inspection tour of all the galley facilities in the Brooklyn

building last week. He described the Union's modern equipment as being "the very best."

The USPHS representative said that, with the type of equipment with which the SIU has outfitted its galley, "it should be a cinch to maintain the highest possible sanitary standards."

He added that it is unusual to run into such an array of first class gear in one facility.

"With the type of equipment that has been installed in the SIU building, the Union should have no difficulty in turning out very superior stewards department personnel," Mr. Resnick predicted. (See photo on page 3.)

Public Health Service To Help Set Up Sanitation Course In SIU's Cooks School

SEAFARERS LOG

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Of Vital Importance

No offshore vessel ever calls at Washington, D.C., and Seafarers anxious to ship never need visit the nation's capital—but that doesn't mean that Washington isn't vitally important to us as seafaring men, or for that matter, as citizens and members of the community of working men and women.

In fact, Washington, D.C., ranks along with our most important ports, inasmuch as activities in that city affect our daily lives as seamen and as residents of this land; as much as shipping activity in say, Baltimore, New York, New Orleans, or Mobile.

Hardly a day goes by that some law or regulation affecting shipping is not in the process of discussion or enactment. These laws and regulations immediately affect our jobs in some manner, shape or form. In addition, there is the multitude of laws that flow through Congress each session that determine the taxes we pay, such as the income tax laws; the conditions under which we can function as an organized collective bargaining group, such as the Taft-Hartley law, and the like.

In the past few years, the trade union movement has become increasingly aware of the fact that what goes on in Washington is of extreme importance to every working man and woman in the nation. Powerful anti-labor groups exert great influence in the shaping of laws that in large measure determine our ability to maintain a decent standard of living for ourselves and our families.

So important is the nation's capital to all of the country's organized labor people that the AFL and the CIO maintain their headquarters in that city. Hundreds of unions operate full-time, fully-staffed offices in Washington, so that they can keep abreast of every bit of proposed legislation that will affect their memberships. In addition, these offices see to it that legislation is introduced and passed that is helpful to the people they represent.

The Seafarers International Union has a legislative representative on the national scene to represent the International and to aid the various affiliated Districts, inasmuch as none of the individual SIU affiliates have their own representatives in Washington.

It has been said that seamen are the most "legislated bunch of guys in the country." Just taking the period from 1916 to 1950, we find that approximately 300 laws were passed relating to shipping and the merchant marine alone. This is exclusive of the vast number of presidential orders and other laws which principally deal with other matters, but contain provisions affecting maritime, as for example the bill authorizing the Economic Cooperation Administration and the appropriation for implementing it.

The ECA bill contains a provision making it mandatory for ECA to ship at least 50 percent of the Marshall Plan cargoes in US vessels. This protective provision for American shipping was passed after the SIU in 1949, waged a strong campaign for the 50-50 provision in the ECA bill. The Union's full resources were thrown into the battle on the legislative front. As a result seamen are assured that these cargoes will not go to low-cost foreign-flag competition.

No matter how we look at it, Washington, D.C., must be considered as a principal point of operation insofar as the Seafarer's welfare and that of US shipping is concerned. Without a sharp lookout in the nation's capital, we can miss the boat on a multitude of matters which affect our daily living as seamen and citizens of the US.

"Ships that pass in the night"



Personals



AUDLEY C. FOSTER

Your wife, Mrs. Rose Foster, has moved to 216 Erie Street, Jersey City, since you shipped.

GEORGE KEIN

Contact D. Lunderman, c/o Afoundria, Waterman SS Corp., 19 Rector Street, New York City.

MICHAEL KAPRAL (ex-SS Ines)

Get in touch with Peter Rod-yenko, One North Drive, Plandome, Long Island, New York. Telephone: Manhasset 7-5083.

EDWARD C. BURTON, Jr.

Will this Brother who once resided at 923 North Rampart Street, New Orleans, get in touch with his sister Carole, at Capital 2269 (or if no answer, EL. 6664) Seattle, Washington.

PAUL ERVIN W. M. GARDNER

These men, who were witnesses to an accident to Dillard H. Adcock aboard the Robin Gray, at Yokohama are asked to get in touch with J. Duane Vance, New World Life Building, Second and Cherry, Seattle 4, Washington. Wire collect an address where you can be reached when you hit port.

ANTHONY BROWNE

Contact John E. Brady, SS Ines, c/o Bull Lines, 115 Broad Street, New York City.

HOUSTON THOMAS, Jr. GEORGE JOSEPH SMITH

Your welfare beneficiary cards were improperly filled out, and new ones must be filled out.

EDWIN MITCHELL (Chief Cook)

Contact Mr. Moore at 10th Avenue Barabaria, No. 3, Trinidad. Urgent.

CREW, ALCOA CLIPPER (Voyage 59)

Bill Kuschke, who was injured in Curacao, asks you all to

get in touch with him when you arrive in New Orleans at 1122 North Johnson Street. His phone is Valley 2423.

JOHN JOSEPH SHACK

Contact your brother, Steve, aboard SS Marina, A. H. Bull, 115 Broad Street, New York City.

FERDINAND W. HECK

"My letter was returned, marked 'not at this address.' Write me at 9 S. First Avenue, Mine Hill, Dover, New Jersey: Helen."

Notices

The following Seafarers, now in the armed forces, have asked the LOG to print their service addresses so their friends and former shipmates can write them:

Pvt. Leonard Dowser, US52114605
Stu. Co. #20, STR TSESS
Camp Gordon, Georgia

Pvt. Dewey Martin, US 53082099
Hq. Btry., 337th AAA Gun Bn.
Camp Stewart, Georgia

Pvt. Joseph E. Simmons,
US 54057095
Co. A, 123 AOMB
First Armored Division
Fort Hood, Texas

Pvt. Lester J. Otten,
US 42265172
Co. 1, BTG, SCRTC
Camp Gordon, Georgia

Pvt. Cecil M. Futch, US 53081278
4th Med. TNG, 4th Platoon
2131 ASU MRTC
Fort Meade, Md.

Brother John Galletta, 134
Hopkinson Avenue, Brooklyn 22,
New York, has a 1944 International truck, with an 11-foot body, canvas-top, and six perfect tires. He is asking \$450 for the truck which he describes as being in perfect condition. His phone is HY 8-4663.

BME Widens Its Campaign

All Maritime Watching Treaty

American maritime unions and steamship operators are watching closely the developments at San Francisco during the current discussions of the proposed Japanese peace treaty for its effect on the maritime picture.

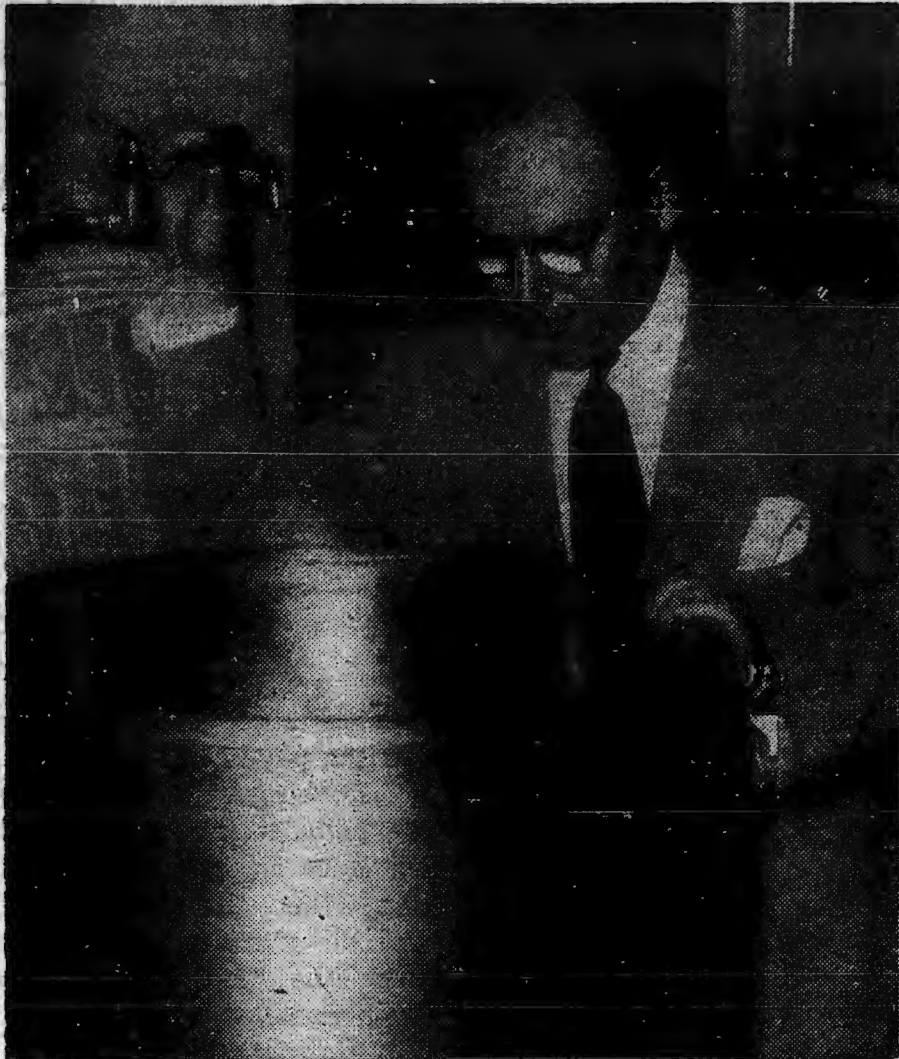
Interest in the treaty revolves around the possibility of inclusion in the treaty provisions restricting the cut-throat tactics of Japanese shipping operators reminiscent of pre-war years.

The Seafarers International Union, long concerned with the problem, raised the issue at its recent convention in San Francisco, when questions on the Japanese merchant marine's post-treaty role were addressed to Senator Warren Magnuson, who spoke at the convention.

At present the proposed treaty does not contain specific limitations on Japan's merchant marine expansion, but government officials have given firm assurances that the Japanese merchant marine would be revived only in relationship to the gradual revival of its whole economy.

One particular instance that has aroused shipping men and congressmen was the report that at least one Japanese ship in a Pacific port, lacking a homeward cargo, had loaded American export cargo for South America.

Working With SIU's Cooks School



Examining the SIU's galley facilities in the Cooks and Bakers School to be operated in the new Headquarters building is Paul Resnick of the United States Public Health Service. Mr. Resnick, of the government agency's Division of Sanitation, is currently working with the SIU in establishing a program of sanitary procedures to be taught the school's students. (Story on page 1.)

(Continued from Page 1)

Engineers learned that the Pacific Maritime Association, which has long played "footsie" with Bridges, stood apart and declined to take a stand.

Meanwhile, Bridges' action aroused the wrath of the other AFL unions connected with the west coast waterfront and, under BME leadership, a general tie-up was effected of all vessels in San Francisco and Los Angeles.

Seamen of the SIU, A&G District, and of the Sailors Union of the Pacific walked off their ships while members of the West Coast teamsters locals serving the piers refused to carry supplies to the ships. Likewise, the AFL taxi drivers refused to carry passengers to and from the port areas.

The shutdown of all pier operations spurred the Pacific Maritime Association to action. The shipowner group went into court and succeeded in having an injunction issued barring all picketing in the port areas.

PHONY LINE

The BME and its supporting unions responded to the order and withdrew their lines; Bridges' union, however, withdrew its pickets but established an "invisible picket line," under the pretext that his organization was unable to find men to work the ships of the Isthmian Line.

Events leading up to the present tangle with Bridges' outfit

stem from an organizing drive by the BME among the engineers of the Isthmian fleet, which culminated in a contract signed on August 20, covering the 250 regular and relief engineers employed on the company's ships.

The BME had in support of its drive the full power of the AFL Maritime Trades Department, embracing AFL longshoremen, tugboatmen, licensed deck officers, pursers, radio operators and unlicensed seamen.

Proof of the Isthmian engineers' sentiment was shown when almost to a man the company's engineers ignored the MEBA picket lines and went aboard the ships. Likewise, the MEBA received no support from any other union in the CIO, the NMU having demonstrated its position earlier by sending its members through an MEBA picketline when the ships of the Isbrandtson Steamship Company were involved in a BME-MEBA dispute.

Scurrying around for some support in its abortive attempt to curb the will of the Isthmian engineers, the MEBA found an ally in Bridges' outfit, which was expelled earlier by the national CIO for following the red line. The Government, too, entered the picture last week when 6 leaders of Bridges outfit were arrested by federal authorities on charges of being big guns in the communist revolutionary apparatus.

TWO MOTIVES?

Bridges' assumption of the MEBA's dispute is supposedly aimed at forcing Isthmian to renounce its contract with the BME and sign with the MEBA. Maritime observers see a possible further motive in that elimination of Isthmian ships from west coast ports would force them from the trade and leave the field open for the companies in the Pacific Maritime Association, which has long been charged with showing Bridges favoritism.

Meanwhile, preparations were being made by the BME to put into the hands of the Isthmian engineers copies of the newly-negotiated contract for ratification.

The new agreement gives the engineers of the Isthmian fleet, the highest pay in the industry; an immediate 3.62 wage increase and other monetary gains and improvements in working conditions.

The new contract also gives the engineers union the right to reopen the contract to discuss wages or working conditions at any time.

Mobile Bay Sea Food Union Wins Strike

By CAL TANNER

MOBILE, August 30—The Mobile Bay Sea Food Union, which is affiliated with the SIU, won a four-day strike against local shrimp packers and went back to work with its demands met.

Urban Borsarge, president of the union, said the strike was called because of the price situation and because "some small outlaw boats were operating in Mobile Bay and practically giving their shrimp away."

The SIU here gave all-out support to our Union Brothers, who had 200 fishing boats tied-up.

Also getting SIU aid is the local contingent of the Brother-

hood of Marine Engineers, who are fulfilling their contract with Isthmian Steamship Company against the efforts of the MEBA.

And speaking of the labor front, the CIO Shipyard Workers are still on strike against the Alabama Dry Docks and Shipbuilding Company. This is the seventh week this strike, which is for higher wages, has been going on, with no break in sight as yet.

As far as we here in the A&G District are concerned, everything here is pretty much okay, what with 193 men shipped from the Hall. Twelve ships paid off, eight signed on and three stopped here in-transit.

Nothing much took place at the Branch meeting yesterday. Minutes of Branches holding meetings were read and accepted, as were the Agent's and Patrolman's reports.

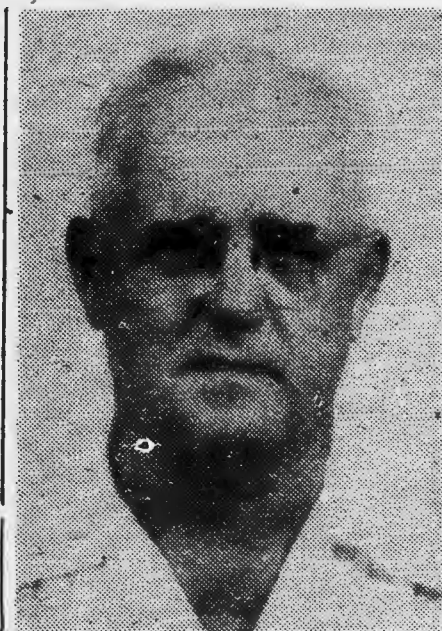
Headquarters report to the membership and the Secretary-Treasurer's financial reports were accepted without a dissenting vote. There was nothing in communications or New Business, and the meeting went into Good and Welfare, where plans for improving the facilities of the recreation deck were discussed. There were 125 present when the meeting adjourned.

On the beach with us we had J. Nall, C. Stringfellow, E. D. Moyd, D. L. Farker, W. A. Wallace, G. Ramona and Charles Spencer. But don't come down here on the chance you will see them, because men aren't staying long in Mobile these days.

Spencer, by the way, who holds book 89, has been going to sea since 1910, and has been a member of the SIU from its inception, as you can see by his book number.

In his days of going to sea he has seen all conditions from the very worst to what it is now, and has been active in helping to win the conditions we presently have.

"The conditions we have today," he says, "are far beyond the wildest hopes we had in the old days. They have been accomplished by a militant organization which stands ready to fight for their rights—and I am proud to be a member of the Atlantic and Gulf District of the Seafarers International Union."



CHARLES SPENCER

Before we close for this issue, it is in order to list the men currently in the Marine Hospital. They are: H. Peck, J. Harrison, L. C. Pugh, T. Burke, J. Buckelew, J. H. Jones and Mike Leousis.

Boston Longshoremen Back BME

By JIMMY SHEEHAN

BOSTON, August 29 — The MEBA threw one of their phony picketlines around the Steel Flyer, one of the three Isthmian ships to hit this port during the past two weeks (the Steel Worker and Steel Admiral were the others), and kept it there for about two hours.

By that time the AFL longshoremen, who had refused to cross the line, found out what the score was and went right back to work, and there should not be any trouble on this score again.

Shipping is very good in Boston, particularly for rated men. So if you want to get out fast, hightail it for this port and we'll take care of you.

We had seven ships paying off during this period and four sign-

ed on. On the payoff side of the ledger were the Ann Marie (Bull), The Cabins (Cabins Tanker Industries), Wanda (Epiphany), Stony Creek (American Tramp Shipping), Michael (Caras), Republic (Trafalgar) and Bents Fort (Cities Service).

There were some minor overtime beefs on the Wanda, which was settled to the satisfaction of the crew. The Republic also had some OT disputes, and these were settled before the payoff in our favor.

The Cabins, Wanda, Stony Creek and the Michael signed on again.

Some of the oldtimers around here at this time are V. Szymanski, E. Whelan, Ernie Belkner, Roy Johnson, Bill Prince, B. Simpson, Stan Cieslak, F. Demasi and Mike DeAlelo.

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The Delivery Of The MV Forty Fathom 42

By THURSTON J. LEWIS

I was minding my own business at Jean's Ship's Bar at 339 Chartres Street, way down yonder in New Orleans, when in walks Jo-Jo Molina with a big guy named Bill Thompson. My business when I get in port is wrapping myself around as many whiskey sours or brews as are compatible with my purse.

But, as I say, in walks this fugitive from Pancho Villa with this big guy who claims he is looking for some good Seafarers. This struck no responsive chord with me.

Before I knew it, I had promised to get off this crack passenger liner, the SS Del Norte, and go with them on this fabulous delivery job of six wooden fishing boats for General Seafoods, Inc.

I was to skipper a boat from Morgan City, Louisiana, to Campeche, Mexico, for the sum of \$125. I was also offered an AB's job on a sleek little ship that was once a subchaser, but \$200 a month was considerably lower than the wages which my good Union, the SIU, guaranteed me on our contracted vessels, so I refused this offer outright.

In no time at all I was in Morgan City. I could eat all I wanted in a restaurant, sign a slip of paper, and that was all there was to it. My hotel bill was paid by some mysterious party called The Company.

ONE-MAN CREW

At ten o'clock the following morning, after having signed on one of my friends from the Brotherhood of the Sea, Dick Bowman, as Ordinary Seaman, I checked my stores, water, fuel, and lights.

I warmed up the diesel engines and asked Dick to take the lines fore and aft. I headed in a slow circle up the Atchafalya River, which was twice as muddy as the Mississippi and with a current that necessitated my heading up river until such a time as the bridge was opened for me to pass through.

When it had slowly swung around, I turned and headed downstream. There were six boats more or less like mine, the "MV Forty Fathom 42." The Commodore was a sleek little reefer called the "Whirlaway."

We were to travel in convoy formation with the Whirlaway leading, and I had the leading position in the first column. However, there were some fifteen miles of river channels which had frustrated an earlier attempt to get these bundles of toothpicks out to sea.

I was reminded of the words of an old sea Captain who, on being signaled by blinker light from a sleek modern vessel if he were not afraid to take that old rustbucket to sea, answered, "For two cases of Scotch I would take this SOB to Hell and back!" And he did.

Eventually we passed a Coast Guard station on a little island and we were at sea. Little swells lifted us gently and set us down easily, as if to test our stamina. The sun disappeared behind some yellowish clouds. The thin pencil of horizon lifted and left both the sun and the clouds on the other side of the earth.

Soon our little 48-foot boat was pitching and rolling without any premeditated rhythm, and to try to move from one place to another on the vessel was as irritating as hell.

Dick became sick.

I found that I could wedge the stool in between the dashboard and the bulkhead, brace myself with one good arm, and keep the mark on the compass, which was perpendicular to the lubber's line on 270 degrees, and steer with one hand.

Thus I was steering 180 degrees, or due South, although I was using a direction 90 degrees from my course as a steering point. Something like training a French 75 a certain angle from a visible aiming point, in order to strike an invisible target.

I steered until about 3 AM and then gently awakened Dick and asked him to take over until

I could get a little rest. When his eyes had become accustomed to the darkness, and he had carefully noted the position of the Commodore, I turned the wheel over to him and climbed into the bunk.

When I awoke it was broad daylight and the convoy was somewhat ahead of us. I told Dick that, if he would make us some coffee, I would see if I could jockey back into position.

I opened up the throttle and the little boat shot ahead like Sailor Beware in the fifth at Narragansett. Dick complained that the coffee pot was jumping all over the galley and was hard to catch.

Finally he came up with a plate of scrambled eggs, spam, bread and coffee.

We passed Roy and Charley in front of us, and soon were back in our position at the head of the column.

Then I slowed down enough to hold our place and ate breakfast. The motion of the Forty-Two had shaken the water tanks so much that there was quite a bit of sediment in the drinking water, but we drank it without evil effects.

Indeed, I have heard of Mississippi River boatmen drinking the water of that majestic muddy river as a daily ritual, and their health was believed to have been improved by it.

Dick went to bed as soon as he had eaten, but got up again and gave his breakfast over to the fishes. I was sorry for him.

Johnny and Shorty in the boat abreast of us waved a cheery good morning, and I settled down to a long grind of steering.

Sometime during the day the sea calmed down a bit, and I attended to some necessary duties. I had to charge the batteries with a little gasoline engine, check the lube oil and water temperature, free the ensign which had fouled up in the rigging, and pump the bilges with a little portable bilge pump also operated by a gas engine.

When these duties were finished I ate a can of pork and beans and drank about a quart of water. Then I hit the sack, as I wanted to take over again as soon as the shades of night were drawn against the day.

At dusk one of the boats broke down, and we had to drift until repairs were made. No dropping the anchor here! We were losing valuable time and I was itching to get ahead into a safe harbor and out of this angry sea.

There were flashes of lightning and, although I had plenty of confidence in this well-built little boat, I was not too anxious to put her to the supreme test in a gale or a hurricane.

Had I only known I would have been upset, for at this time 400 miles to the west of us a boat similar to mine was foundering with two men aboard her. Both boat and men were lost.

They were members of another group which had left Brownsville, Texas, for a delivery job to the same place for the same company. Why the two men could not have been saved by other members of their convoy, I do not know, but their convoy limped into Campeche one day ahead of us; one boat and two brave-hearted seamen were lost.

The following day was about the same as the two days previous. Dick had become used to the small boat now and was no longer seasick. His steering improved.

In the afternoon, Roy's and Charley's boat broke down. They had no bilge pump aboard, so we had to come up alongside them in quite a choppy sea and transfer our pump to them.

Their engine had drowned out. After they were pumped dry we resumed our positions and plowed on ahead, taking spray across our bows and kicking foam abaft our blades.

Since there were no toilets aboard, we had to hang our stern sheets over the side to answer the calls of nature. I had warned Dick about the sharks and when he had his pants down Forty-Two rolled and a patch of seaweed came up and

hit him on the behind. He dropped our only roll of toilet paper and jumped half way across the boat!

He claimed that I deliberately caused the boat to roll, but that is not so.

The morning of the fourth day my engines were flooding. I had no engine trouble, but I anticipated trouble if I did not get that bilge pump back. I speeded on up to the Commodore, and they said for me to drop back and get the pump back from Charley.

We did this and, after pumping ourselves dry, we had to return the pump, for Charley was taking water faster than we.

In the afternoon we sighted Sand Island and changed course slightly to the west. We stood by while the Whirlaway secured a towline to Number 43. They, too, had let their bilges flood their engines.

The towline broke twice, but after we changed course and were running parallel to the swells, the line seemed to hold okay. This put the swells pounding us on our port beam and this was the roughest part of the trip.

First we would be in a trough, then on the crest of the swell, then down in the valley again; we would roll until it seemed that we would be tossed over the side. I was glad that I had lashed down every movable object aboard the boat. Everything except the coffee pot, that is.

The lashing on the butane tank broke loose, but I secured it before it overturned. The drums of diesel oil were secure. As we would roll from side to side, the bell would ring and it was a weird and lonely sound in the darkness.

Never at any moment was I worried about the seaworthiness of Forty Fathom 42, but I was apprehensive lest the engines would break down, our lights go out and that we would lose the convoy.

This last night was the worst night of any. I worried about the bilges. We had no pump aboard. I think that prayers floated upward to Heaven from more than one boat that night.

But we had no trouble whatsoever. The next morning we were in some sort of bay. The water calmed down, was green as grass and smooth as glass. Strange fish, two feet or more in length, would surface and almost walk on their tails in their frantic efforts to get away from our boat.

Mexicans in large straw hats could be seen in rowboats and skiffs fishing for their family food. There seemed to be a plethora of fish, and they would wave at us cheerfully and sometimes hold up a fine fish.

FRIENDLY FOLK

We could see their white teeth as they happily grinned. Dick said their teeth looked like piano keys.

I closed up on our Commodore, praying that our engines would not become flooded before we could tie up. Charley came up alongside and Roy tossed us two cigarets which we sorely needed. I even saved the butts to smoke in my pipe. The shoreline was looming up larger and larger.

A lovely little village appeared as if by magic. The roofs were of red tile and the dove walls were painted lovely shades of pastel blue, pink, green and orange.

We were signalled to tie up at a little quay and, when we had done so with a sigh of relief, we gathered our gear together, permitted a search of the vessel by the customs and I showed our papers and documents.

We went ashore to spend three days in the lovely little town of Campeche, Mexico.

The following Tuesday we went to the bustling little city of Merida and boarded a plane. In slightly over three hours we were in New Orleans.

When we went to the General Seafoods, Inc. office on Tchoupitoulas Street to collect our money, the boss said, "All I say is you SIU guys sure get guts!"

I dunno. I guess we have.

SHIPS' MINUTES AND NEWS



Chandu The Magician Swaps Tricks For Berth On SIU-Contracted Ship

Chandu the Magician, bearer of the famous name which thrilled thousands of youngsters with tales of mystery on the radio years ago, has exchanged his bag of tricks for a seabag.

The master of magic, sleight of hand and mysterious disappearance is now a crewmember aboard the SIU-contracted SS Puerto Rico, where his talents serve to entertain the crew—at no charge.

Known to his fellow crewmembers as Karol-Johan Michalski, Chandu's story of magic as a business is no less fascinating than his real-life story of being shunted across Europe as a refugee from both the Germans and the Russians.

As Chandu tells it, his father was the original Chandu, who was in this country some years ago and who built a reputation in the trade rivalling Blackstone and Houdini. His father's experiences and stories formed the basis of the radio series using his name.

His father returned to his homeland in Czechoslovakia where he died. Karol-Johan then stepped into his father's footsteps and appeared throughout Europe, gaining acclaim for the infinite bag of tricks he learned from his father.

"The magic business," said Chandu, "is not something you can learn from a book or pick up in a novelty store. It's handed down from father to son."

UNDER RUSSIANS

Chandu finally settled in Poland where he was living when the Russo-German pact split Poland in half, the section where Chandu lived being given to Russia.

His experiences under the Russians, left him bitter and a confirmed anti-communist. The later occupation by the Germans, when they invaded Russia found no support from Chandu. The shooting of hostages and suspected saboteurs under the Germans brought Chandu to sum up occupation under the two armies thus: "Under the Russians it was a slow death; under the Germans, a fast death!"

The Germans took him and his family and sent them to the infamous concentration camp at Dachau. He spent over a year in the death camp and was then sent to Czechoslovakia where, with his wife, he was forced to work in the Skoda munitions factory.

He was at Skoda when the American armies liberated him.

PLEASED TROOPS

In appreciation to his liberators, Chandu assembled new equipment for his act and, under the sponsorship of Army Special Services, entertained American soldiers throughout Europe, putting on over 2,000 two-hour shows.

In 1949 he and his family entered the United States as displaced persons and Chandu took a crack at the magic business here. He landed a spot on WFIL, the Philadelphia television station, and put on weekly shows of magic.

JAIL BREAK

One of his crowd pleasing stunts was publicized in the Philadelphia papers when he broke out of the Mercer County Jail in Trenton, New Jersey, within one hour after being securely shackled and locked up.

But the strain of rehearsing and putting on three shows a day for benefits, entertainments and organizations was too much. His health failed and he had to give it up.

Vaudeville being long since

dead, Chandu decided to bow out of the magic business. "Business is bad with television now in every home," he says.

So, into the mothballs went his repertoire, and Chandu turned to the sea, a calling not exactly new inasmuch as he had put in eight years on Polish ships as a Jr. Engineer.

Now living in Newark, New Jersey, with his wife and three children, his plans are to stay with the sea.

The glamour of mystifying audiences has been paled somewhat by his real-life experiences. Having saved his family from the communists and nazis and successfully made his way to this country, he's interested now solely in providing a livelihood for his family and living a quiet life as an American resident.



A publicity shot of Chandu.

The Pot Looks Right



Simmons Victory crewmembers busy themselves attempting to parlay their pay into a stake. The men are, left to right, Duffy, Steward; Peddlar, Oiler; Ellingsen, Chief Electrician; Grosiclose, Bosun, and White, 2nd Electrician, who submitted the picture. Ship was in the Far East delivering tanks to Korea.

Voice Of The Sea

By SALTY DICK

Aboard the SS Puerto Rico... Chief Electrician Robert F. Stewart is the father of 12 children, ranging in ages from three to twenty-six. He has five boys and seven girls, all living in Brooklyn. Bob, Jr. is also aboard, the PR. Can any Seafarer boast of a larger family?

Gaetano Silvestri is known as Blackie, the singing Waiter. Blackie keeps the passengers happy during the Captain's party with his songs. He also sings at Jack's in San Juan and gets a big hand.

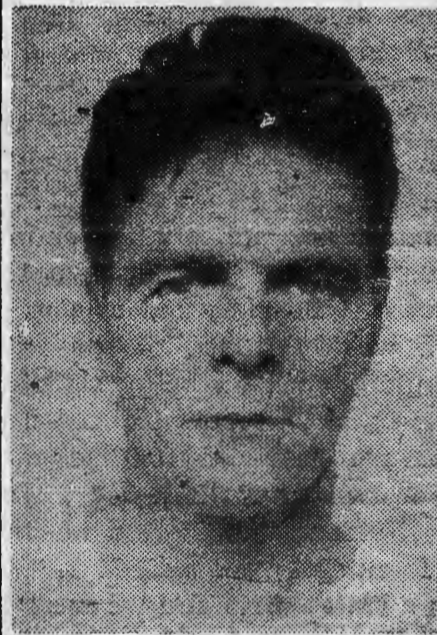
Bill Reid was sailing three years ago on the Alcoa Clipper. While at sea he was operated on for a ruptured appendix and Stewardess Magge Greenberg aided the doctor in the operation. Recently we met the Clipper at Trujillo City and Bill went over to pay his respects to the charming Magge.

On September 19 Mike Amato will spring for a big birthday party for himself at the Club 77. The beautiful hostess, Juanita, who has only eyes for him, will be the guest of honor.

The present Ship's Delegate is Jim Murphy, who is so interested in baseball that he runs a

baseball pool. Jim's the busiest man aboard... Czeslaw Jankiewicz never stops working. When he's off duty as Waiter you can always find him in his room working on model ships.

Heard a story about a Steward who had a peg leg. He was



BOB STEWARD

so tight he would hide the night lunch. One day the crew hid his peg leg and they never had any more trouble with him.

Chris Manizakos was telling the boys one day about his youth in Egypt when he wanted to see the pasha in his harem. When he was 13 he climbed over a wall and leaned over too far. He fell in the yard and was arrested by the court guards. His father got him his freedom, but not before Chris saw that the pasha was enjoying life with a bevy of dancing girls.

All in all, the Puerto Rico is a good ship and a perfect run. Four days in New York, three days in San Juan and one in Trujillo. All this and heaven, too.

Two Seafarer-Manned Ships Run Aground

Two SIU-crewed vessels ran aground last week without suffering any casualties, though one suffered a gaping hole in its hull.

The vessels were the Liberty ship Mother M. L. of Eagle-Ocean Transport Company and the Del Mar, Mississippi Steamship Company luxury cruise vessel.

The Mother M.L. ran aground outside New York harbor while enroute to the city from Philadelphia. The 7,176-ton ship over-shot the harbor entrance in the

early morning darkness and ended up on the sands of Jones Beach. Eleven hours later tugs succeeded in pulling her free; she continued to New York under her own power.

HIT SANDBAR

The Del Mar, with 90 passengers aboard, ran onto a sand bank entering Recife harbor in eastern Brazil.

Preliminary examinations led authorities to believe that the ship had torn a large hole in its hull. Immediate attempts to remove the passengers were un-

successful due to high seas. The weather also interfered with attempts by tugs to free the ship, three cables having been broken during attempts.

Company officials reported that the passengers had been put aboard the Moore-McCormack passenger ship, Brazil, and taken to Rio de Janeiro, where they have been put aboard airplanes.

The Del Mar went aground during a storm which also sent an Argentine freighter into the mud of the harbor.

Digested Minutes Of SIU Ship Meetings

ALCOA CAVALIER (Alcoa), No date given—Chairman, Brother Sosa; Secretary, Sister Cervantes. Delegates reported no beefs. It was suggested that beefs be straightened out aboard ship instead of going to the Hall with individual beefs.

ABIQUA (Cities Service), July 31—Chairman, McCune; Secretary, Patterson. Delegates reported \$27.48 in ship's fund. Discussion about returning coffee cups to pantry and that utensils be kept clean and tidy.

July 21—Chairman, L. E. McCune; Secretary, B. E. Wetherwell. Delegates reported no beefs. \$39.50 reported in ship's fund. Discussion on vacation plan and also for all hands to help keep the messhall clean by cooperating with messman.

SALEM MARITIME (Cities Service), July 29 — Chairman, VanDyk; Secretary, E. J. Arostegui. Delegates reported everything in order. Committee of one to renew ship's fund. It was suggested that all Union literature be saved.

LOGANS FORT (Cities Service), July 18—Chairman, Frank Pansans; Secretary, F. Monahan. Delegates reported no beefs. Fifteen minutes devoted to Union Education.

CATHERINE (Dry-Trans), July 22 — Chairman, Richard Diaz; Secretary, Anthony Ricciardella. Delegates reported no beefs. New repair list to be made. Crew action on five current issues were filled in.

SEATIGER (Colonial), July 16 —Chairman, J. Mynna; Secretary, S. Tesch. Delegates reported no beefs. Motion made and seconded that future performers be fined \$50 for failing to discharge their duties in a SIU manner.

June 17—Chairman, A. Goldsmith; Secretary, A. Robertson. Delegates reported no beefs. The SIU constitution was introduced to the membership. Complaint about linen in generator room.



POLARUS SAILOR (Dry-Trans), July 28—Chairman, N. West; Secretary, A. Hufferl. Delegates reported few hours disputed overtime. Suggestion that ship be fumigated. Discussion on noise in passageway in early morning.

FRANCES (Bull), August 5—Chairman, Al Pady; Secretary, P. Gonsales. Delegates reported no beefs. Motion made and seconded to write a letter to the Union concerning the old age pension for seamen.

BEATRICE (Bull), August 5—Chairman, Alfonso Maldonado; Secretary, Orlando H. Lopez. Delegates reported no beefs. \$72 reported in ship's fund. Suggestion made to contact Bull line office in Puerto Rico to have a company watchman on the gangway at all times to keep beachcombers off the ship.

PUERTO RICO (Bull), July 29 Chairman, Reed Humphries; Secretary, Jim Murphy. Delegates reported smooth running voyage. Motion made that a man from each department be elected for committee to prepare and run educational meetings.

SEAFARER SAM SAYS:

Some men have still not filled out their Welfare Plan Beneficiary cards. In order to make sure that your loved ones will be protected, should death occur, fill yours out at once!

gates reported smooth running voyage. Motion made that a man from each department be elected for committee to prepare and run educational meetings.



FORT HOSKINS (Cities Service), August 4—Chairman, Jesse Maloney; Secretary, Harry Krommel. Delegates reported few hours disputed overtime. Discussion on welfare fund. Educational policy was discussed.

IRENESTAR (Maine), July 29 — Chairman, Thomas Tooma; Secretary, T. R. Selby. Delegates reported no beefs. Captain stated that the unlicensed personnel fo'c'sles would be painted on the next voyage.

BERTRAM G. GOODHUE (Mississippi), July 20—Chairman, J. A. Phillips; Secretary, James E. Bell. Delegates reported no beefs. The draw for Tampa was discussed and the Ship's Delegate said that he would see the old man about it.

TADDEI (Shipenter Lines), July 16—Chairman, Don Hall; Secretary, Alex Janes. Delegates reported no beefs. Chairman gave a short lecture in the interest of new crewmembers. Discussion on ship's food; all beefs straightened out to the satisfaction of the crew.

TOPA TOPA (Waterman), July 22—Chairman, G. King; Secretary, J. Anderson. Delegates reported few hours disputed overtime. Educational bulletin to be posted. Men to cooperate in cleaning washing machine.

GOLDEN CITY (Waterman), July 8—Chairman, G. E. Hall;

Secretary, R. Penninton. Delegates reported everything okay. Discussion on time serving. Stewart agreed to straighten out matter to remove old articles in messhall and replace with new supply.

July 29—Chairman, J. B. Barnett; Secretary, J. S. Davies. Delegates reported no beefs. \$5 is reported to be in ship's fund. Discussion on new pitchers for mealtime. Repair list made up.

POTRERO HILLS (Phila Marine), July 28—Chairman, E. Lafrage; Secretary, Ned L. Remley. Delegates reported no outstanding beefs; no disputed overtime.

Suggestion was made that each department delegate explain the agreement to the aliens in his respective department. A complaint was made about unnecessary noise in the passageways.

STEEL INVENTOR (Isthmian), July 29—Chairman, Robert Liaso; Secretary, Harry F. Munleri. Delegates reported no beefs. Vacation Plan read and discussed to membership. It was voted that \$25 be donated to the March of Dimes.

PHILLIP P. BARBOUR (Waterman), July 22—Chairman, J. A. Ryan; Secretary, E. Buzalewski. Delegates reported everything okay. Repair list to be turned over to Ship's Delegate. It was suggested that crewmembers stay sober at payoff.

CEDAR RAPIDS VICTORY (Eastern), July 15 — Chairman, Eddie Bender; Secretary, Anders Johansson. Delegates reported no beefs. Water shortage main issue involved. It was suggested that the men cut down on shower water and washing machine. The educational directors who head the classes met to carry on for the welfare and benefit of the shipmates.

HURRICANE (Waterman), July 15—Chairman, A. Frissora; Secretary, P. Whitlow. Delegates reported everything okay; no beefs. Motion made and carried that everyone will contribute \$1 toward the financing of new motor for the washing machine.

SOUTHERN STATES (Southern Trading), August 4—Chairman, Alexander Szat; Secretary, Douglas. Delegates reported everything okay. It was suggested that all portholes dogs be checked. Each delegate is to make a repair list and give to department head.

SOUTHPORT (South Atlantic), July 22—Chairman, R. E. Pierce; Secretary, Thomas W. Burke. Delegates reported no beefs. Motion made and carried to have ship's delegate call agent in Savannah and see about having ship fumigated. Ship's delegate read educational bulletin from Headquarters on new permit men coming into the Union.

June 10 — Chairman, Harry Galphin; Secretary, W. C. Baughan. Delegates reported no beefs. Motion made and carried to start a ship's fund. Suggestion to have something cold to drink at coffee time on very warm days.



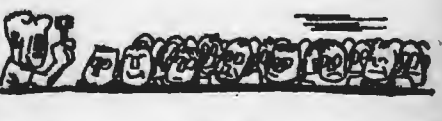
PAOLI (Cities Service), July 22 — Chairman, Alfonse Fruger; Secretary, John Fanoli. Delegates reported no beefs. Motion made and carried that delegates have a discussion on education of Union. There was a big discussion on Vacation Plan.

HURRICANE (Waterman), August 4—Chairman, A. Lazzaroz; Secretary, P. Whitlow. Delegates reported that crew members who hired German hands to standby and work for them must pay them \$10.27 for shift and day work and \$5.97 for just day work.

JOHN B. WATERMAN (Waterman), August 6 — Chairman, Ray Noe; Secretary, G. Bilck. Delegates reported no beefs. A fine of \$25 is to be imposed if any crew member is intoxicated during pay off. Educational reports on dealings with customs and other bulletins were discussed.

July 29—Chairman, Clyde L. Cummings; Secretary, G. Bilck. Delegates reported some disputed overtime. Discussion on linen. Made point that fo'c'sles be kept clean.

SANTA VENETIA (Mar Trade), July 29—Chairman, Roy Fethen; Secretary, B. Gally. Delegates reported everything okay. Recommended that the cleaning of the recreation room be split between Engine and Deck departments. \$10.75 reported in washing machine fund.



MARIE HAMIL (Bloomfield), July 8—Chairman, R. Joplins; Secretary, Wm. F. Barth. Delegates reported no beefs. Suggestion made to have engineers check flush valves. Crew asked to be a little more quiet at night so that others may sleep.

WESTERN RANGER (Western Navigation), July 22—Chairman, Bo Anderson; Secretary, Frank Allen. Delegates reported no beefs. Weekly rotation system to be set for keeping laundry room and recreation hall clean.

STEEL ROVER (Isthmian), July 28—Chairman, F. L. Travis; Secretary, R. S. Pawlak. Delegates reported no beefs. Discussion on innerspring mattresses. Suggestion that there be more food on next voyage.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....525 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. Hanover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....397 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sal Colla, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Jeff Morrison, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1523
- WILMINGTON, Calif.....440 Avalon Blvd. Sam Cohen, Agent Terminal 4-2874
- HEADQUARTERS.....51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall
- HEADQUARTERS REPRESENTATIVES Joe Algina Robert Matthews Joseph Volpian

S U P

- HONOLULU.....16 Merchan. St. Phone 4-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.....257 5th St. Phone 2599

- SAN FRANCISCO.....450 Harrison St. Douglas 2-8563
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....105 Broad St. Bowling Green 9-3438

Great Lakes District

- ALPENA.....133 W. Fletcher Phone: 1238 W
- BUFFALO, N.Y.....180 Main St. Phone Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone: Main 1-0147
- DETROIT.....1038 3rd St. Headquarters Phone: Woodward 1-6857
- DULUTH.....531 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 92nd St. Phone Essex 5-2410

Canadian District

- MONTREAL.....463 McGill St. Marquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Phone 3-3221
- PORT COLBORNE.....103 Durham St. Phone 5591
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B.C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B.C.....565 Hamilton St. Pacific 7824
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....28 Elgin St. Phone 545
- THOROLD, Ontario.....37 Ormont St. Phone 2-2822
- QUEBEC.....113 Cote De La Montague Quebec Phone 2-7078
- SAINT JOHN, N.B.....137 Prince William St. Phone 2-3049

SS Puerto Rico Crew Praised For

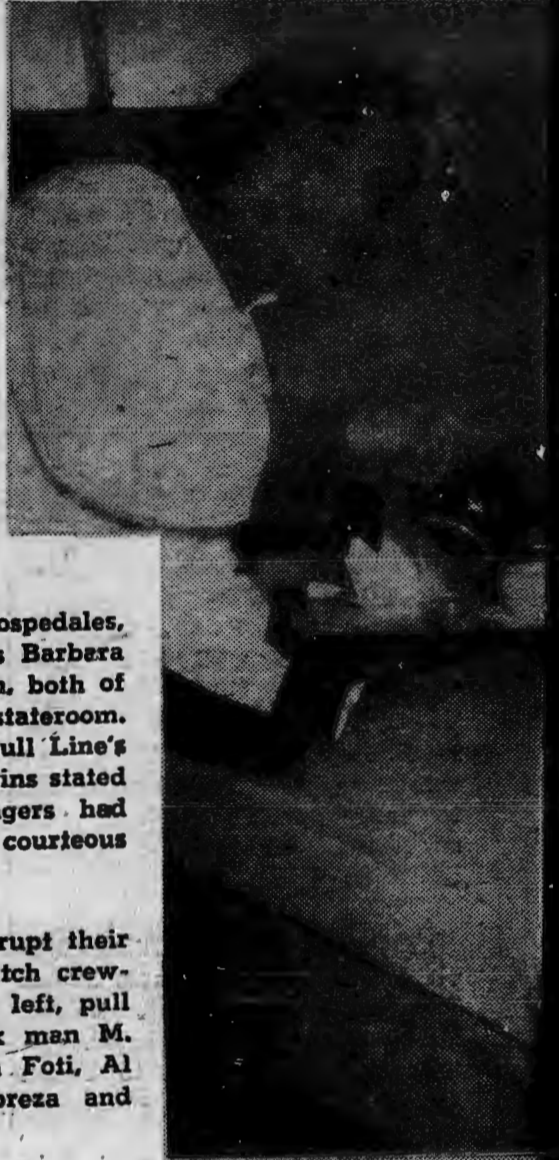


The Puerto Rico docks at its Brooklyn pier as passengers watch tying-up operations.



Bellman Clem DeHospedales, right, serves tea to Misses Barbara Steward and Mary Lennon, both of New York City, in their stateroom. In a letter to the crew, Bull Line's Vice President W. A. Kiggins stated that hundreds of passengers had spoken highly of the courteous service received.

At left, deck men interrupt their painting operations to watch crew-member Karol Michalski, left, pull a cigarette trick on deck man M. Olsen. Watching are Jim Foti, Al Schoonmaker, Joseph Obreza and Arvid Gylland.

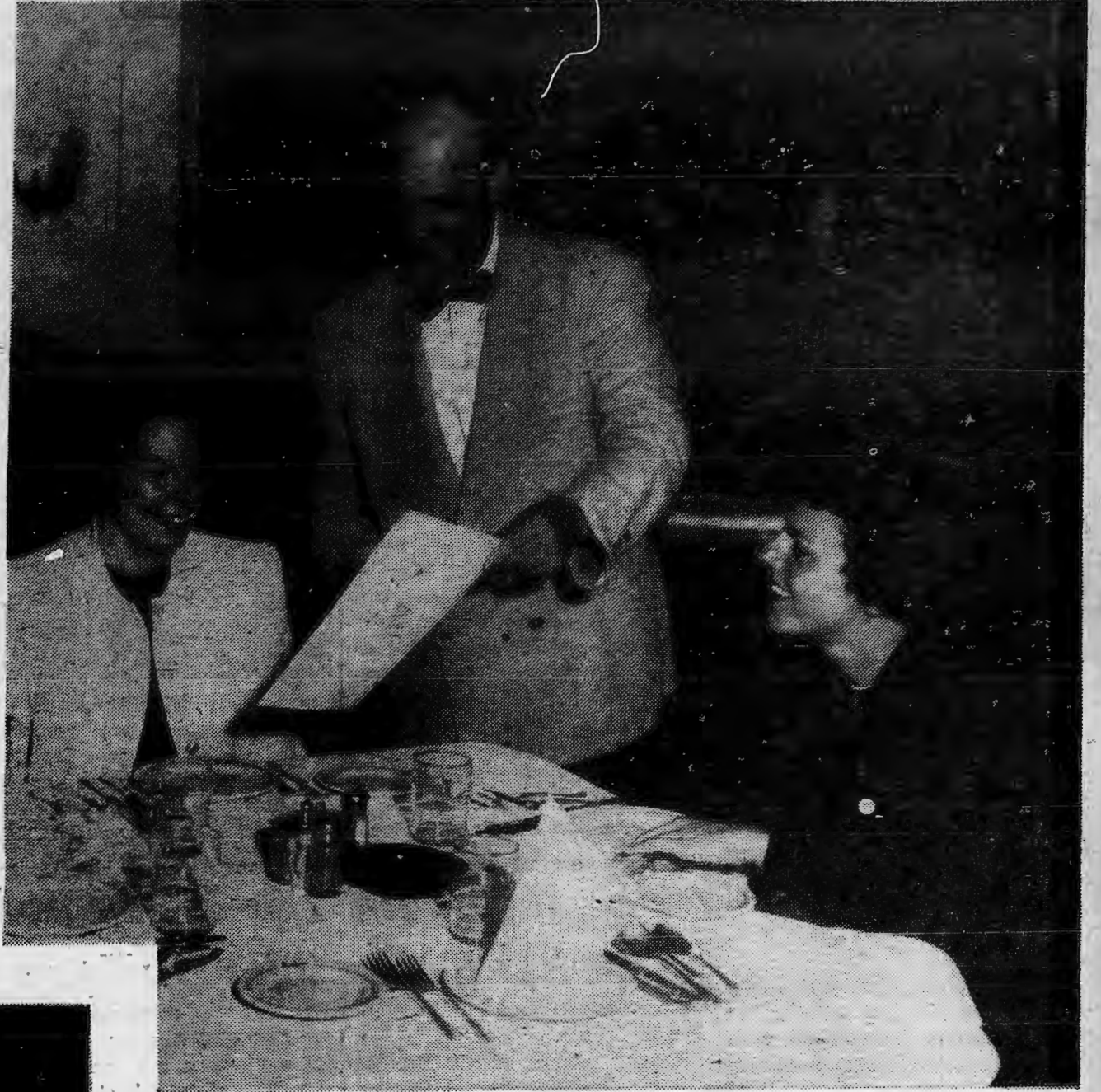


The high standard of the cuisine is not confined to passengers alone. Crewmembers here enjoy a first class noontime meal. Left to right: C. Gooding, Thomas Keenan, Sam Bernstein, Robert Stewart Jr., and Robert Stewart Sr. Serving them is Allen Friend.

The SS Puerto Rico offers an 11-day cruise, leaving New York every other Thursday. The ship carries 150 passengers and a crew of 114. The company also owns and operates 18 freight ships in the Island trade.



Completes Two Years' Service To Islands; Establishing Ship's Excellent Reputation



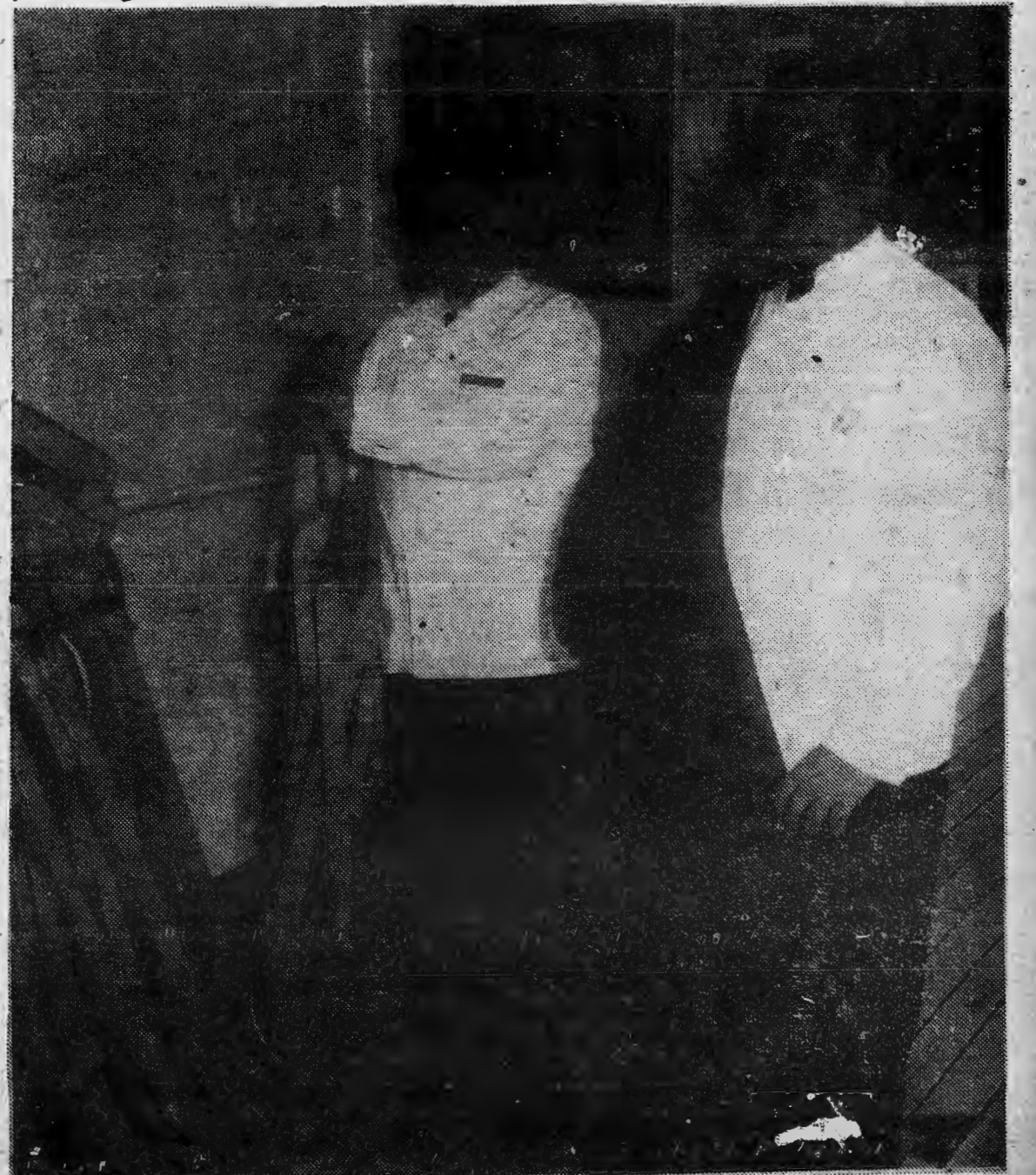
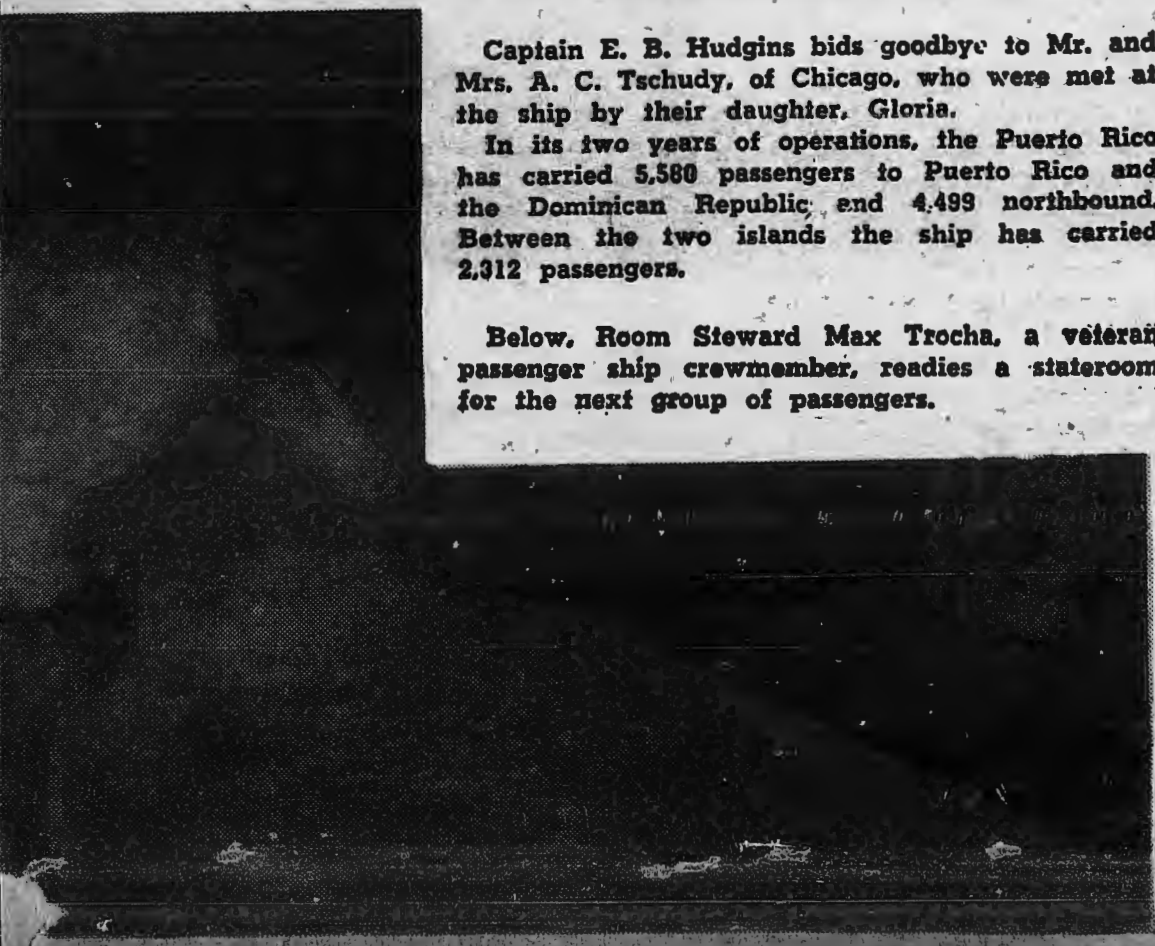
Head Waiter William Dunham offers a menu to passengers Marion Maguire and Ellen Mackenzie, both of New Jersey. The excellence of the ship's cuisine and the facilities provided for the passengers' comfort and pleasure have been the source of much praise and have helped build the ship's goodwill.



Captain E. B. Hudgins bids goodbye to Mr. and Mrs. A. C. Tschudy, of Chicago, who were met at the ship by their daughter, Gloria.

In its two years of operations, the Puerto Rico has carried 5,580 passengers to Puerto Rico and the Dominican Republic, and 4,499 northbound. Between the two islands the ship has carried 2,312 passengers.

Below, Room Steward Max Trocha, a veteran passenger ship crewmember, readies a stateroom for the next group of passengers.



The end of the cruise finds Deck Stewards William Lieberman and Sidney Bernstein busy stacking deck chairs and putting away equipment. Mr. Kiggins' letter, summarizing two years of operations, congratulated the crew for establishing and maintaining a high reputation for the ship.

THE MEMBERSHIP SPEAKS



Ship Medicine Chests Seen Needing Overhaul

To the Editor:

Inasmuch as this seems to be an appropriate place for this beef, I submit the following as being of possible benefit, if some action is taken to aid seamen who need medical aid.

It seems that far too many Mates are not familiar with their medical supplies and their use. They look over all their bottles and seldom find what they seek. Many, many medicines lose their potency after three, six or twelve months on the ship and often these stale supplies are not replaced with fresh, but kept for the duration of the item.

I think all medicines should be dated and the expiration date marked on the bottles, like they do films. I have been hearing so much beeping in the past few years among the crew that to quote "all the Mate know what to do is to give band-aids, aspirins or some cc pills," regardless of what's wrong with you.

On many ships there seems to be laxity on the part of the Mate to familiarize himself with the contents of his medicine chest and maintain a full and fresh supply.

TIRE PATCH

For example, recently the Mate wanted to tape a piece of gauze on my arm and could not find any tape. He was going to see the 1st Assistant for some tire tape, which would answer the purpose, but I suggested using band-aids, which he did. Later on he found the adhesive tape and did a good job.

Another recent example: I went into the hospital on the ship with the Mate and he got tired of looking so long for something to put on my burn. He said he was thoroughly sold on using tannic acid, but could not find any. I suggested he put all

Mama Sew Sew



Well-known to Seafarers hitting Singapore is Mama Sew Sew, who is kept busy mending the clothing of American seamen. A recent patron was J. Schutte of the Steel Admiral, who submitted the picture.

medicines in alphabetical order to facilitate the inevitable search, but it was never done. Too busy.

One never knows how important it may be to be able to grab the right medicine in short order and of full strength. Quite a few ships can stand checking on this and also of the Mate's knowledge of first aid.

My arms and head were full of pimples, one of which looked like a boil. In Boston Marine Hospital, the consulting physician, Dr. Marks, took a quick look and wrote a prescription for calamine lotion.

A few days later I was hospitalized in Staten Island where they are doing an excellent job. I say orchids to Dr. Yolles, who is doing an excellent job. I've never had better treatment nor so much kind consideration.

Adolph W. Sadenwater

Stewards Department Beef



Three SIU Stewards department men (that's if you can find the middle guy) presently aboard the Marie Hamil, Bloomfield. Ship's Delegate Dutch Thomas, who submitted the picture said the ship's galley crew was one of the finest. The boys above are: R. W. Raczaka, Saloon Pantryman; Keith Potter, Saloon Messman, and E. Manuel, Steward.

The Redhead Tosses A Few Pitches From The Bullpen

To the Editor:

Having completed six successful months on the Algonquin Victory, I took time out for some morbid beachcombing at Forbes Field, home of the Pirates. We haven't the best pitchers in the league, but we do have the cleanest—they start showering up in the first inning.

A few weeks ago we signed a guy from Alabama. In his first game he made a beautiful toe-nail catch—he was playing bare-footed. But the kid is terrific on the bases. When he's rounding third the uniform is still on second. One of our outfielders has gone errorless all season—he waits till the ball stops rolling before he'll pick it up. During the off season our second baseman is a volunteer fireman. Last winter he missed the engine on a three-alarm call. He forgot his glasses and jumped on the Coke machine.

With all this going on some wag has the gall to write a book called, "The Pittsburgh Pirates." I'll say one thing: It ought to be a best seller.

A few days after the team left town, the Roy Rogers Rodeo came along. I really enjoyed it. It was so nice to see the bull throwing the people for a change. And by this time, I was ready for a change. . . . Back in New York I saw Tiny Meese. The guy has lost so much weight we can get seven more bookmen into the general meetings. . . . The big main door rumor is that Waterman is now putting two kinds of food on their ships — eating and throwing. I also heard that the Waterman building in Mobile is slowly sinking. Well, that just goes to show you. You can't mix cement and grits.

At this time having a continued fifteen months run out

of their clutches, my record will remain intact, for I'm back with the Bull Line. Last week the SS Elizabeth took me back to Puerto Rico. The Governor met me in San Juan with the key to the city, but I got in before he could lock it.

Opening night at the Bayview was like old home week. Steve Carr and Ollie were conducting their bi-monthly meeting of "Alcoholics Enormous." Charlie Scofield came in to sing one—everybody went to Santurce. When this guy sings the audience reaction meter points to his beneficiary. One day he sang in the church choir—the next day two hundred people changed religion.

This was really a great day. The deck gang from the SS Puerto Rico almost caused a milk shortage in San Juan. They ran amuck in the dairy and tied knots in everything.

Meanwhile things were really humming at the Texas Bar. I was with a couple of Caribbean track stars—rum runners. The favorite pastime here is to hit a newcomer with an empty and bet a peso to see which way he falls. Anyone around here with all his teeth is a sissy. It's the only place in San Juan with its own ambulance. Some day this month they may be closed for alterations — they're cleaning the spittoon.

The head man here is quite a painter. His works are priceless, no one will buy them. At present he's painting men and women: men on one door and women on the other. When not engaged with the pallet and brush, he is looking for a girl that doesn't drink, smoke, swear, or have any bad habits—Why? For the answer to this and other startling questions meet me in San Juan during the semi-finals.

Red Campbell

SIU Servicemen

SIU Headquarters has received numerous queries from men in the armed forces as to the procedure they should follow to have their papers validated.

The procedure is this: Secure an application by writing the Union or the Coast Guard Fill out the form, noting the port where you wish the report on your screening to be sent (not your home address). Once you are screened your papers will be held at the port of your choice for six months. If not picked up by that time they will then be returned to Washington, where they will be held indefinitely.

By going through the screening process now, a Seafarer soldier saves about 30 to 60 days of waiting when discharged.

BRIDGER CREWMEN RECOMMEND SPOT IN LAS PALMAS

To the Editor:

If any of you Brothers ever make Las Palmas in the Canary Islands, look up a place called the Derby (English) Bar. It is small but clean and is run by an Englishwoman, Doris Wilson, and her husband.

They are very kind and considerate people who are not just out for the almighty buck from seamen. Prices are reasonable, drinks are right and service is prompt.

We realize not many SIU wagons hit this port but several times a year tankers call here.

If any of you ever call here look the place up. It is located just outside the dockyard gate. Address: Derby (English) Bar, Puerto de la Luz, Calle Atindana No. 12, Las Palmas, Canary Islands.

Paul Arthofer
John Friend
J. M. Skinner
Dick Clarke
SS Fort Bridger

Rotate Deck Tasks, Says Old Serang

To the Editor:

Way down here in the old Southland it's pretty hot, but not too hot to keep us from going all out to keep shipping going at a good pace. Wish I were available for a ship.

In the recent LOG I saw an article about Bosuns. I'd like to add something to it. I have been sailing Bosun for the past five years and have found the best way to get along is to always treat your men as you would want them to treat you if they were Bosun.

Always plan your work ahead. Lay out and make ready your working gear beforehand. I have always found it best to talk over the trip's work with the Chief Mate at the beginning of the trip.

Always try to get and give your men all the breaks you can, and one of the most important things to remember is to mind your own business.

The men should always remember, if they think a Bosun's job is such a snap, all they have to do is show 3 years as AB and try their luck.

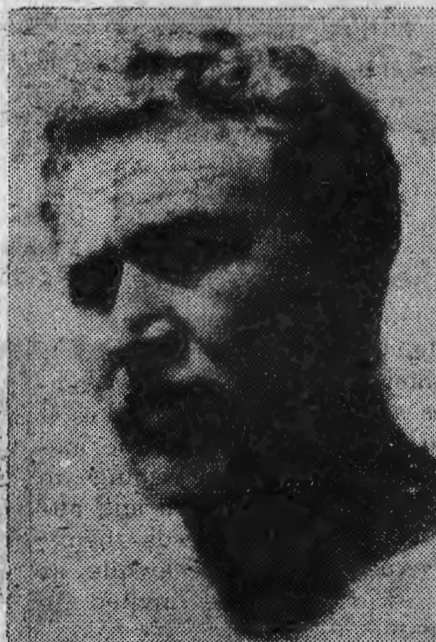
NO SUPERMAN

The deck gang should remember that the Bosun is not Superman. He has to satisfy the crew, the Mate and sometimes the Captain. Cooperation is a big factor in a good ship. I would also like to say that in raising and lowering booms I have found that it works best to place your men and explain how and what you expect of them. Each time you top or lower the gear you change their positions so the men will get to change jobs and will get better experienced.

I have been laid up here since the first of the year and would like to hear from any of my old shipmates.

Gordon Braxton
404 W. Louisiana Ave.
Tampa, Fla.

The 'Red' One



Looking like a Norseman of old, Red Gibbs squints at the horizon from behind the shrubbery he cultivated while aboard the SS Oranien.

Lauds Pledge To Support SUP Demands

To the Editor:

I see by the last issue of the LOG that the SIU and SUP are in there pitching together just as they have been over the past years. I'm hoping our West Coast affiliate gets everything it will ask for at its coming negotiations with the operators.

I'm glad, too, that our membership has voted to give them all-out support in our traditional style, just in case.

As many of you guys who read the story in the last issue of the LOG probably noticed, the Atlantic and Gulf District came up with a good program in case our West Coast Brothers have to hit the bricks.

FULL AID

The program, which was recommended in the Headquarters report, covered just about everything to make our support airtight. One of the things that the SUP Brothers will find very effective in a beef, is the "A&G District plan to give them equal shipping rights on SIU ships not affected by the strike.

The reason I'm writing this little note to the LOG for the Brothers to read is that I think they should understand how important their action is.

When you're about to hit the bricks it makes a big difference to know that there are understanding guys who are backing you 100 percent and, what's more, will stick with you until the finish.

Fred Torrant

Mike Boosts SIU While Studying In Old Mexico

To the Editor:

I'd like to say hello to my former shipmates. I retired my book two months ago to go to school here at Mexico City College. There is plenty to do here, and anything that a sailor may want is here and at a considerably lower price than in the US.

Some days ago I was enjoying a few beers in my favorite gin mill while reading the LOG when a character at the next table leaned over and said, "Is that the SEAFARERS LOG?" I told him yes.

Come to find out the guy was an SIU man, too. His name is Elmo Robinson and he is a good Union man.

LABOR HATERS

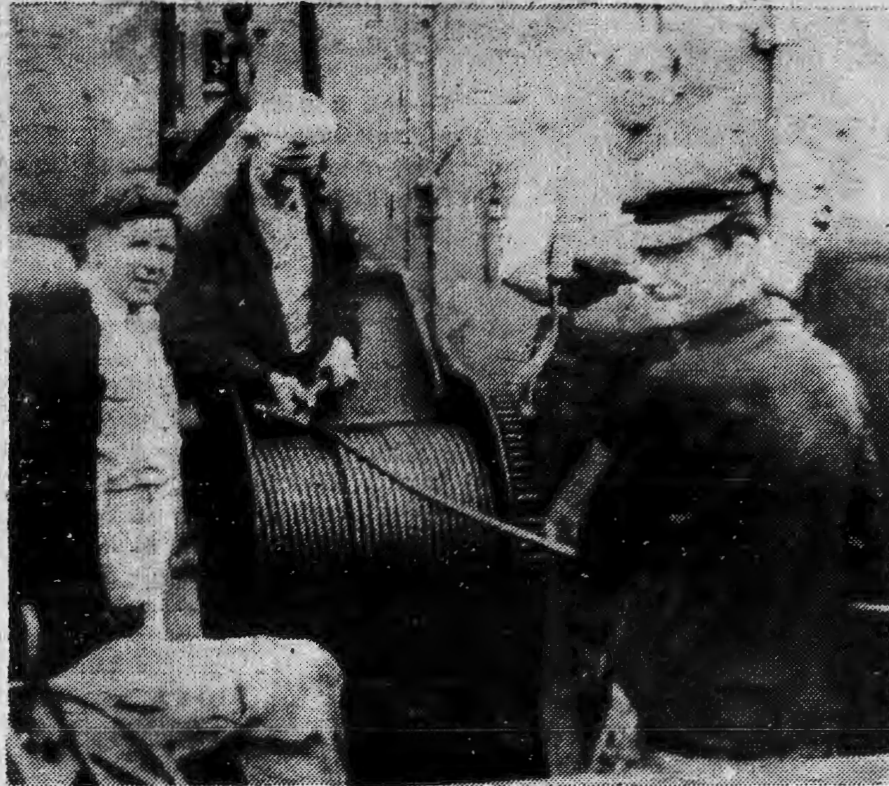
Speaking of Union men there are quite a few labor haters here. One of them kept sounding off so much that I was forced to put him in his place. The reason they are the way they are is because most of them have never worked a day in their lives and don't know the importance of union protection.

Likewise, there are a few commies around, too. What makes it hard to stomach is that the majority of them are going to school under the GI Bill and biting the hand that feeds them.

I expect to be here awhile, so all my friends are invited to drop me a line.

Mike Darcy
Mexico City College
San Luis Potosi 154
Mexico F.D.F.

Reeling In The Cable



Massillon Victory deckmen busy themselves winding cable under the direction of Mate Sidney Granger, left. The Seafarers are Frank Loge, Deck Maintenance; Ted Ostrofski, AB, and an unidentified AB. Picture submitted by crew-member John Chaker.

Nikoklis' Dinner Bell Brings 'Em Running

To the Editor:

Well, Brothers, I finally got around to dropping a line to the SEAFARERS LOG once again. For one thing let me begin by saying that this is a one hundred percent SIU bunch aboard this old rust bucket Liberty, now anchored in the port of Rotterdam discharging coal. She's the Nikoklis, owned by the Dolphin Steamship Company.

In the deck department Brother Scrap Iron Jones, is Delegate. He eats more than ten other crewmembers put together. So you can bet your life that this is a feeder, even though there just isn't any overtime whatsoever, but who cares about overtime as long as the old dinner bell rings three times daily. Oh yes, Brothers, my dear friend Scrap Iron Jones, self-appointed Chief AB is beginning to make me get gray hair already. He has eaten so much this trip that if the owners knew he had more to eat than the ship's articles call for, I'm sure I would have to cut his rations down right away. He packs a lot of weight around on this ship, 200 lbs. to be exact, which is exactly 50 lbs. more than he weighed before he joined this

vessel. So much for Brother Scrap Iron Jones.

Our stewards department Delegate, R. J. Norris, is strictly a very cooperative Brother in all Union business. He says, quote: "The stewards department aboard this vessel will challenge any other SIU ship afloat for services rendered." Our Night Cook and Baker, Tony Travers, is one man who, for a first tripper as Baker, is tops. There just isn't anyone like him except, of course, our crew Messman, Paul Phillips. All the engine men, including the Engine Delegate, Chico, and Burke, say there's nothing like Slim's good service. He is supposed to be terrific, with the accent on the T.

Also in the deck department we have Brothers Beal, Majette and Whitey the Lawman, who are a swell bunch of shipmates. Incidentally, Brothers, this is Brothers Beal and Scrap Iron's fourth trip on this ship. Brother Norris has finally found a way at last to beat the draft. Since his last voyage in 1947, he has married and found that being called Pop is nice.

Well I know, fellows, that space is limited in the LOG so let me wind this little article up by saying this crew is truly

SIU. A very hearty thank you goes to all departments and delegates for the cooperation I am getting aboard this old rustpot. Most of my thanks, of course, goes to Chief AB Scrap Iron Jones. Fred R. Hicks

Statendam In Rotterdam Gets Seafarer's Okay

To the Editor:

When I find a good thing in any foreign country I like to pass the good word on to my Union Brothers.

During my recent stay in Rotterdam I was hospitalized for ten days and I had the occasion to meet George Janema and his wife, owners of the Statendam Hotel at Diezesedensingel 97 in Rotterdam.

This man treated me as one of the family. He visited me at the hospital and brought me magazines, cigarettes and food. He speaks English fluently and treated me fine. His hotel is a homey place and reasonable in price. The food and coffee are out of this world. The hotel guests are friendly.

Any Brother going to Rotterdam would do right for himself in patronizing the Hotel Statendam. George Quinones

SIU Members Thanked For Blood Aid

To the Editor:

I would like to take this opportunity to thank all the Seafarers who responded to the appeal for volunteer blood donors when my mother was ill.

I called the hall at that time and asked for donors and I was assured that the boys would turn out. They did. I don't know the names of the individual men who donated blood, so I'm taking this way of saying thanks.

My mother passed away on August 14, but it was a real comfort to know that everything possible was done for her and my Brother Seafarers responded in this hour of need.

Joe Prisament

cargo of lumber. During our stay in port, beer was one penny a pint and scotch whiskey three pennies a glass.

I made six trips with the ship and paid off in San Francisco at the time the Spanish-American war was beginning.

Seamen were very scarce at that time so the Army put brass bands on the Embarcadero to get seamen to transport the ships to the Philippines.

ARMY TRANSPORT

I was among the 100 who joined, and after working for Uncle Sam for \$31 per month I quit and started again on the windjammer Star of Scotland, running from San Francisco to Alaska.

Two years of this and I swung over to Matson on the Matsonia.

In 1914 I joined an old Norwegian ship owned by Johnson and Company of Seattle. Loaded with lumber she went from Gay Harbor to New York. When I got to New York I quit the ship. Being a stranger I wandered around until I found a place in Brooklyn called the Sailors Home of Atlantic Avenue. The place was all right, but it was run by two religious people who expected me to pray a half hour before each meal. I tired of this and moved to New York where I signed a ship going to Buenos Aires. On the way back from BA we were diverted to Manchester, England. We hadn't gotten far when a German submarine stopped us and ordered all hands to quit the ship. We did so and down went the good ship Donnybrook. The Germans then ordered everyone of the crew into the submarine. We didn't know what they were going to do with us but we had no choice.

They took us aboard and put us in a small space with about 80 other seamen from other ships that had suffered the same fate. Twenty-three days later we were landed in Germany. We were assembled with 348 captured seamen, of which only two were Americans.

WANTED OUT

Inasmuch as the United States was not at war I wrote a letter to the American Consul in Hamburg and asked him to help free us. His secretary came to see us and after routine questioning we were told our story would have to be checked. We didn't hear anything for two months and we were moved to a prison camp with the other British sailors.

In desperation we wrote to the US Ambassador in Berlin. Three days later he visited us and listened to our tales. The next day we were released and we went to the Embassy where we were given papers allowing us to go anywhere until our passage to the US was arranged. Fifteen days later we were sent to the Hague, Holland, where we were put on a ship for New York. We were given 200 pounds sterling two years later by the British Board of Trade for our services and imprisonment.

That was a long time ago and the memories are not as clear as they once were.

Right now I'm in bed with casts on both legs. I expect to be on my feet in about ten weeks. I want to express my hearty gratitude to the SIU for its aid during my confinement over the past two years.

Michael Lucas

Ship's Beef Handling Trio



Three delegates of the Cities Service tanker Bradford Island reportedly doing a hang-up job. Left to right, Roy Green, AB and Deck Delegate; Mark Oliver, Deck Maintenance and Ship's Delegate; Tom McAlin, Engine Delegate and Pumpman.

SIU School Seen As Boon To Entire Maritime Field

To the Editor:

The plans now being made for the SIU's new Cooks and Bakers School should be good news for everyone connected with the maritime industry.

As an SIU man, I'm especially proud that my Union has seen fit to train stewards department personnel to become more efficient and to enable them to get upgrading and thus increase their earning power. From what I have been reading in the LOG of the plans that are taking shape, the school should be one of the finest in business.

FORESIGHT

The whole operation is a credit to the foresight of our organization and as one of the guys who will eventually profit by this move I say nice going.

But the Union and its membership are not the only ones that will benefit by this school. The shipping companies with which we have contracts will al-

so find the setup to their advantage. They will be getting men fresh from the best possible training and who will put into practice aboard the ships the skills they have been taught in the SIU school.

INDUSTRY'S GAIN

It naturally follows then that the US merchant marine as a whole will benefit by our school. Anything that improves the lot of the American seamen and increases their efficiency will promote smoother operation of the ships. This in turn will increase the overall efficiency of American merchant ships and enhance their competitive position in world shipping.

The eventual results of the SIU's Stewards Department School will be a boon to all sections of the shipping business. The school is a very constructive project and all of us Seafarers should do our part to make it work, and work at maximum efficiency.

Bob Dunlop

On Furlough



Enjoying a 12-day furlough from training at Camp Edwards is former Seafarer Thomas Kotalik. Tom reports the Army isn't so bad now that he's used to it, but he prefers sailing for a living. Tom is the brother of Joe Kotalik, former bellboy on the Delta passenger ships.

Seapearl Crew Faces Siege Of 'Galloping Tankeritis'

To the Editor:

Tankeritis, yeah, that's it. The most deadly and incurable disease known to mankind. Tankeritis and the Seapearl go together like ham and eggs or rum and coke.

We have only been out two and a half months and it is running rampant now. What will it be by December 15, when we are supposed to come in to the States? We are supposed to be on a shuttle from Curacao to Spain and Portugal. Just found out that this trip we go to St.

Vincent in the Cape Verde Islands instead.

The Old Man had it all planned out to go to Denver by the way of Tucson. I never made that trip. I was looking forward to it. It should have been interesting. I think he had plotted his course through the Salton Sea and the Great Salt Lake.

We seem to have an abundance of character material on here.

Here are some examples of the aforesaid characters. The Bosun lost his dog. He has posted a ten-dollar reward for him. Description: green hair with pink feet and a long purple moustache. Answers to the name of Paul Bunyan.

WEARS A DERBY

I am having a hard time writing this because the little man in the green derby is sitting on my typewriter screaming faster, faster. He gets his bangs out of riding the carriage to and fro. Once in a while he slips down between the ribbon and the paper.

The 8 to 12 Ordinary is running around on the poop deck waving his college diploma. He says that it is a license to chase Gremlins. He must be nuts, because the Gremlins are all here on my bunk playing leap frog.

The 3rd Assistant is always giving the BR a bad time about leaving his door open. He is afraid that his chickens will get out and be run over by a car.

Our radio operator is a firm believer in early morning exercise. He gets up every morning and goes to the flying bridge and flaps his wings and crows at the sunrise.

Never a dull moment here. The crew Messman just went by with a turkey feather sticking out of his butt, screaming, "I'm a Kiwi, I'm a Kiwi." He has given us some long intellectual discourses on the life and loves of the Kiwi bird. Very interesting, too.

Doctor Slim, the Galleyman, goes into long scientific lectures on diseases and windmills. I don't get the connection between the two, but I guess I am just dumb.

ON THE COUCH

I think that Red, the 12 to 4 Fireman, holds the record so far. He was sent to see a psychiatrist in Spain. As usual the doctor had him lie down on a couch and invited him to tell his life story. A guy only makes that mistake once with Red. Twenty minutes later the doctor was brought out laced in a straight-jacket. His left eye was staring blankly south by east and his right eye was staring north by west. He was slobbering at the mouth like an idiot. Guess he was just a softie and couldn't take it. We have been listening to the same story for the last 2 1/2 months and it hasn't bothered us, or has it?

There has been a discussion about the halo around the 1st Assistant's head. I keep telling them that ain't no halo, he is just walking around in a fog.

Well, the little man in the green derby is getting tired, so I guess I will have to quit for now.

Old Man of the Mountain

P.S.: If you should accidentally use my real name I might be among those for whom we have one minute's silence at our meetings.

Urges Pensions For Oldtimers In Union

To the Editor:

At a recent shipboard meeting a Brother brought up a point which is of vital importance to each one of us.

He said that in these days of welfare plans and various other benefits, it would give us seamen a secure feeling to know that a pension waits us when we reach a certain age and have put in a certain amount of time at sea.

This pension would take care

of our immediate needs and necessities and would be dispensed solely by the Union without outside interference and would thus be available on demand without signing the usual amount of red tape and forms required by other agencies.

CONTRIBUTIONS

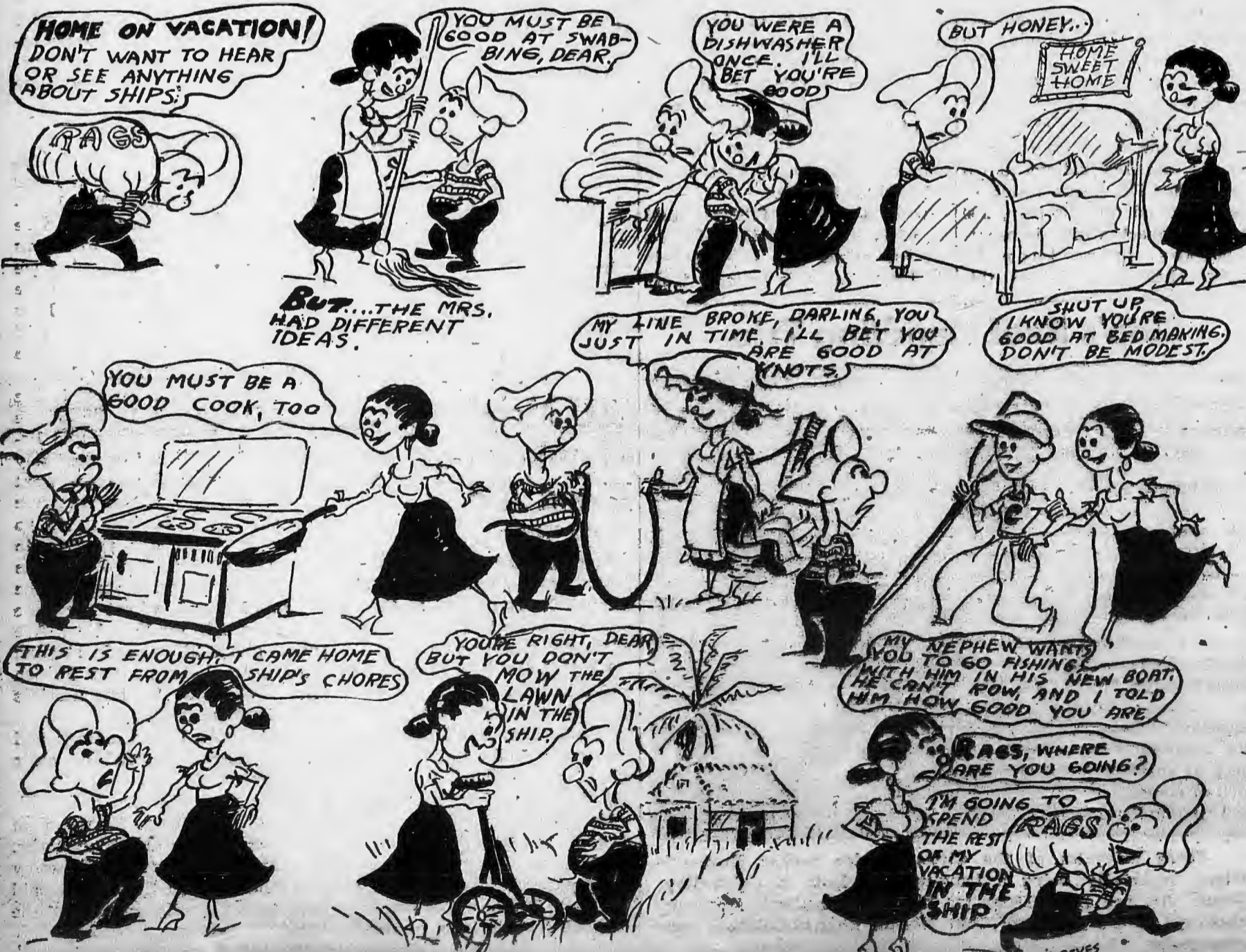
The funds for this proposed pension plan could be raised by voluntary donations and contributions by the shipowners. I feel sure that each and every one of us would want the shipowners to help contribute to the

time when we will not be able to man their ships. We should have our old age insured against the poverty that is too often the lot of the aged and retired seamen.

Our Union has gone a long way along the road to future security for its members, thanks to the skillful and competent leadership of our officials, so, Brothers, let us take one more step in that direction and cast an anchor to windward and make our later years secure against poverty.

Seymour Wallace

Sailor Rags Takes A Vacation . . . By E. Reyes



E. REYES

REPORT OF The Seafarers Welfare Plan

(Continued from Page 4)

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Chisholm, Audley R.	1,500.00
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Seattle Expects Shipping To Improve In Coming Weeks

By JEFF MORRISON

SEATTLE, August 28 — The past two weeks haven't been encouraging, but the future can't be any worse, and even promises to improve greatly. We didn't have a single payoff or sign-on, but we did handle five ships here in-transit. The ships were Fairisle (Waterman), Alamar and Yorkmar (Calmar), Seacomet (Colonial) and Purplester (Trad-ers).

There were a few minor problems concerning performers, but they were quickly handled in SIU style.

One fellow who never gives anyone a bit of trouble is Antonio Lipari. Brother Lipari joined the SIU in 1943 and sails as AB. He's been active in the Canadian Beef, the 1946 Strike, the Isthmian Strike, the Ship-

yard Strike in Baltimore and many others.

Right now he's recuperating from an eye injury he suffered aboard the St. Augustine Victory and is champing at the bit for the day he'll be well enough to grab another ship.

Other men on the beach here are Johnny Grimes, Fred England, J. Sinafor, R. Sips, E. Mercereau, J. Pozzvoli, B. Roll and O. Powell. Hildreth is another recuperating Seafarer, having broken several ribs in an auto crash-up in Honolulu. In the USPHS Hospital is Brother John R. Wing.

This port is certainly not like California. The rainy season has set in - and, while the natives shrug their shoulders at the drizzle, I can't forget the balmy, sunny days on the California shore.



ANTONIO LIPARI

Best West Coast Shipping Found In Wilmington

By SAM COHEN

WILMINGTON, August 31 — Shipping here is the best of any port on the West Coast, with two payoffs, one sign-on and seven in-transits the total of our activity during the past two weeks.

We paid off the Seacomet (Colonial) and Holystar (Maine). The Seacomet signed on again. The Holystar came in with a load of scrap metal, and will be two weeks unloading.

The in-transit ships were Bessemer Victory (South Atlantic), Steel Traveler and Las Vegas Victory (Isthmian), Noon-day and Fairport (Waterman), Irenestar (Dolphin) and Seawind (Seatraders).

The Seacomet had a few disputed hours of overtime which were squared away with a minimum of trouble. The Captain is a good joe who has cooperated with the Union at every turn.

COLLECTED

The Holystar was a bit different, but we collected wages for a man being short in the stewards department and also Bosun's high man overtime.

Overall, the ships hitting here are bringing with them very little grief for us. Most of the gashounds realize by now that the Union will waste no time on them, and they steer clear of here and the ships when they hang one on.

Naturally, because of the heavy shipping, we had no meeting last week. The best we could do was find four bookmembers here: Red Braunstein, Johnny "Ski" Okray, Doc Moran and Max Byers.

Not only did we have to pass up a regular meeting here, but I also had to forego the local Central Trades meeting as all my time has been spent hustling seamen to man the ships.

Not only is shipping hot here, the weather is the same. This is a seaman's paradise for good weather, fine shipping and feminine companionship. Doesn't that make you want to head for this part of the world?

Mosquitoes And Rated Men Hit Lake Charles

By KEITH TERPE

LAKE CHARLES, August 30 — What is it? A flock of flying saucers, meteorites, supermen, or a batch of jet fighters? Wrong on all counts, fellows, just the Lake Charles version of the mosquito of the future!

Crews aboard the Bents Fort, Lone Jack, Winter Hill, Fort Hoskins, Bradford Island, Chiwawa and Paoli (Cities Service); Wanda (Epiphany); Petrolite (Tanker Sag Harbor), and Bull Run (Petrol Tankers), all of which passed through here in-transit during the last two weeks, may never believe this, but those ferocious man-eatin' critters were no more or less than the lowly mosquito.

A wholesale invasion of the country took place about the time these ships hit here, and the remarks from the crews were easily heard 20 miles away in downtown Lake Charles.

The boys here on the Lake Charles beach, who have battled these monsters for days now, can tell you that they come in all sizes from the giant B-29 variety to the fast-moving, hard-hitting P-38 type.

It appears that a few of the newly recruited work-permitmen do not realize that a thorough and accurate knowledge of the Union's contracts, constitution and general rules would not only make them better Union members — but also would mean a greater chance for them to realize personal gains in a "pork chop" sense for themselves.

No one would buy a car with-

out inquiring about what performance they can expect to get from it, nor do the stockholders in a major company run out and buy that stock without first finding out what they may expect to gain from it.

By the same token, any member who pays his money into the SIU, and does not bother to find out what basic rules he must follow to get the greatest return on HIS investment, is not only a poor businessman but also, a damned fool.

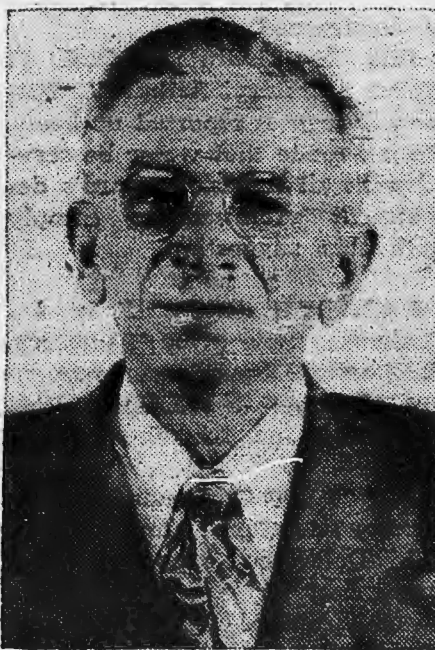
ONE TO GAIN

I sincerely hope that these permitmen take the initiative in their own hands and bear down on this. After all, the individual himself is the one who will most gain by such action.

The shipping picture here fell off somewhat during the last period, but this was mainly due to the fact that several of the ships that normally hit here regularly were in the dry dock, and for a change there were no calls for replacements from SUP tankers in this area.

Another factor that helped cut down the turnover was the membership's cooperation in the matter of paying off here only in emergency. Lately we have had a lot more rated men — and oldtimers at that — hitting this port, which of course greatly improved our situation so far as making those necessary replacements was concerned.

Plenty of familiar faces are showing up on Cities Service ships these days, and in these cases we don't have to worry



JOHN ZOHIL

about getting last minute replacements from New Orleans.

Among the oldtimers that I have seen down here recently aboard these ships was John Zohil, an SIU member since 1938 and a seaman since 1911.

John was telling me about his early days in maritime, when he received top wages for the period — \$4.00 per MONTH — no sheets at all then, not even blue linen, and when you sailed it was customary to supply your own private stock of food, just in case the ship's provisions gave out or went bad, as they often did.

In all, Zohil has belonged to four maritime unions over the years and he feels that the SIU has made more gains than all the others together.

"I hope that the SIU continues to grow," he said, "and that

its officials can continue to improve our conditions to even greater heights."

John joined his current ship because he wanted to take a hand in pinning these latest job gains in Cities Service down tight. He remarked that the thing that made him white-hot since he was aboard was the lack of appreciation showed by some of the younger members of the top SIU conditions that exist aboard these and all SIU ships.

In 41 years of sailing, John has never missed a ship, a watch, or fouled up a shipmate by not handling the job to the best of his ability.

"Greatest thing I have ever seen for all seamen is the SIU Vacation Plan and Welfare Plan. The SIU has shown how the world's most powerful maritime union is able to handle any situation and these gains are proof of the pudding."

WINE, WOMEN

John feels this would be a good place to give a word to the wise. He remarked that he had noticed a lot of these young fellows hanging out in bars, one hand on a bottle and the other around some lovely cutie. "The dern young whippersnappers sure do waste a lot of time. They can always drink when they get old!"

There was no Central Trades Council meeting here during this last period and, as usual, no Branch meeting either — if we should ever get a quorum here I will personally see that it makes the headlines.

Digested Minutes Of SIU Ship Meetings

GOVERNMENT CAMP (Cities Service), July 29 — Chairman, Robert Bowes; Secretary, Arthur W. Baker. Delegates reported no beefs. Department delegates to collect ship's fund donations from new members. It was suggested that the ship's representative check on acquiring additional books for ship's library.

§ § §
ROSARIO (Bull), August 5 — Chairman, Nicholas Vrdoljak; Secretary, William J. Neuluf. Delegates reported no beefs. Stevedores refused to load ship because the company was breaking their contract with the AFL. Steward suggested that all linen be changed at one time.

§ § §
PAOLI (Cities Service), July 31 — Chairman, Mitchel Lemieux; Secretary, R. Sirois. Delegates reported disputed overtime. Serious discussion held on present procedure used in firing personnel. Education meetings to be held to familiarize new members with duties and obligations.

§ § §
ANNE BUTLER (Bloomfield), July 26 — Chairman, Fred Israel; Secretary, John J. Breen. Delegates reported no beefs. Motion made to take up a collection for Brothers in Fort Stanton, New Mexico. A group of members arranged to see Patrolman about water.

§ § §
CHICKASAW (Waterman), July 21 — Chairman, Charles O. Lee; Secretary, Charles Gill. Delegates reported no beefs. Motion made that the delegate from each department make up a repair list and turn it in to the Ship's Delegate.

§ § §
PONCE DE LEON (Waterman), July 22 — Chairman, Elmer Hansen; Secretary, Anthony J. Kuberski. Delegates reported no beefs. Ship's delegate to see Chief Mate about keys for foc'sle.

Baltimore Holds To Steady Pace

By EARL SHEPPARD

BALTIMORE, August 30 — Shipping here continues to hold a steady pace, at well above the average rate. During this last two-week period, we had 15 payoffs, 12 sign-ons, and 15 ships in-transit.

As usual the Ore ships furnished most of the activity, with seven of them paying off: the Feltore, Baltore, Bethore, Cubore, Steelore, Santore and Venore. Others on this list were the Mae and Edith (Bull); Anson Mills (Robin); Steel Seafarer and Steel Director (Isthmian); Western Rancher (Western Navigation); Fort Hoskins (Cities Service) and the Anne Butler (Bloomfield).

All the above-mentioned Ore ships signed on again, as did the Anson Mills, the Steel Seafarer and Steel Director, and the Yaka (Waterman) and Joshua Lippincott (Robin).

Waterman gave us the most activity among the in-transits with six: the Iberville, Afoundria, Philip Barbour, De Soto, Azalea City and the Wild Ranger. Bull chipped with four: the Suzanne, Rosario, Carolyn and the Birmingham Victory. Others stopping over in this port were the Robin Tuxford, SouthStar (South Atlantic), Southern States (Southern Trading), Pennmar (Calmar) and the Steel Maker (Isthmian).

A&G Shipping From August 15 To August 29

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	33	38	19	90	69	71	44	184
New York.....	252	240	162	654	246	213	169	628
Philadelphia.....	46	18	23	87	47	22	23	92
Baltimore.....	156	113	97	366	131	87	77	295
Norfolk.....	162	127	127	416	149	121	120	390
Savannah.....	13	10	9	32	36	22	40	98
NO FIGURES RECEIVED								
Tampa.....								
Mobile.....	58	40	47	145	66	67	60	193
New Orleans.....	84	84	73	241	72	65	61	198
Galveston.....	40	45	23	108	41	37	29	107
West Coast.....	48	41	28	117	56	49	31	136
GRAND TOTAL.....	892	756	608	2,256	913	754	654	2,321

Bosun reports that the material was sent on board for repairs.

§ § §
CORNELIUS FORD (Bull), June 24 — Chairman, Mo Brightwell; Secretary, Sidney J. Vaughin. Delegates reported no beefs. Overtime for delayed sailing in Jacksonville was disputed in engineroom. Ship's Delegate suggested that the steward department take care of cleaning the recreation room all of the time.

August 1 — Chairman, Mo Brightwell; Secretary, Sidney J. Vaughin. Delegates reported no beefs. Motion made by Ship's Delegate that all department delegates get together and write up statements concerning the men who have been performing during trip, to be turned in to the Patrolman at port.

§ § §
TRINITY (Carras), August 5 — Chairman, none given; Secretary, R. H. Carrington. Delegates reported no beefs. At present there is \$51.09 in the ship's fund. Motion made to purchase bound volume of SEAFARERS LOG for use in ship's library. Motion carried to write a letter to Headquarters pertaining to mixed crews.

BARBARA FRIETCHIE (Liberty), August 5 — Chairman, A. Michalski; Secretary, J. P. Gavin. Delegates reported no beefs. It was suggested that the deck department clean the laundry each week and the engine and steward department will clean the recreation hall.



§ § §
ROBIN KIRK (Seas Shipping), August 5 — Chairman, William Garthone; Secretary, H. Mohurdy. Delegates reported no beefs. Discussion on misuse of washing machine. Vote of thanks given to Chief Cook and Night Cook and Baker for their good work.

§ § §
CARROLL VICTORY (South Atlantic), August 12 — Chairman, James White; Secretary, Arthur V. Witmer. Delegates reported no beefs. All agreed to wait for okay before signing off. Suggestion that the flour on board be condemned.

July 26 — Chairman, Hugh F. Wells; Secretary, Arthur V. Witmer. Delegates reported no beefs. Motion made that water be served with all meals. Steward's department promised to comply with this suggestion.

§ § §
KATHRYN (Bull), June 5 — Chairman, none given; Secretary, P. Claudia. Discussion on reopening of wage negotiations. Vote was taken on the five current issues.

July 6 — Chairman, George Bunke; Secretary, Alan Macdonald. Delegates reported beefs from last trip were squared away. Editorial from LOG was explained.

PETROLITE (Mathiasen Tanker), August 15 — Chairman, George Noble; Secretary, A. Goodman. Delegates reported no beefs. \$71.76 is in ship's fund. Requested that all hands cooperate in keeping the crew's washing machine clean. A suggestion was made to donate \$1 to the ship's fund.

§ § §
OCEANSTAR (Maine), July 29 — Chairman, George R. Wendel; Secretary, T. F. Nicholson. Delegates reported everything okay; few hours disputed overtime. Cooks were changed in galley due to the Night Cook and Baker's health. Beef on Lava soap from black gang.

August 11 — Chairman, George

R. Wendel; Secretary, Fitzgerald Smith. Delegates reported delayed sailing disputed. No beefs pending. Crew requested new pillows and sufficient soap powder for engine department.

§ § §
PURPLESTAR (Traders), July 15 — Chairman, Vickerman; Secretary, Chuck Hostetter. Delegates reported no beefs. It was suggested that fans and screens be fixed before the ship arrives in Japan. A schedule of sanitary work proportioned week by week was also posted.

August 18 — Chairman, J. Grimes; Secretary, Chuck Hostetter. Delegates reported no beefs. Deck Engineer and others gave a remarkable speech about organized labor unions. Suggestion made that each department and each delegate make up a repair list with copies.

§ § §
LYNN VICTORY (Dolphin), July 22 — Chairman, E. Giza; Secretary, J. R. Gonzales. Delegates reported ship sailed one man short from San Francisco to Norfolk. It was suggested that clothes be taken out of the fidely as soon as they are dry to make room for the next man. All food handlers should keep hands clean at all times.

August 10 — Chairman, E. Giza; Secretary, J. Chew. Motion made and seconded to bring charges on any member of the crew who, through drunkenness, causes delay in paying off.

Shipping Is Hot In Savannah

By E. B. TILLEY

SAVANNAH, August 29 — We handled but one payoff in this port during the past two weeks, but don't let that throw you. We signed on five ships and handled three others in-transit for a very hectic period of shipping.

Thanks to the 40-odd men sent to us from Mobile, we scraped through and put men in all the jobs called for.

The ship paid off was the Mother ML (Eagle Ocean), which signed on again. Along with it the George Pendleton (Alcoa), Nathaniel Silsbee (South Atlantic), the Richard M. Johnson and the Daniel Willard (Bloomfield) signed on. The in-transits were Steel Inventor (Isthmian), Afoundria (Waterman) and Cecil N. Bean (Dry-Trans).

There has been a terrific turnover of men in this port lately, so much so that we have given

up any idea of raising a quorum for a meeting.

The big change in manpower around here has cut out the host of oldtimers who used to tell the newcomers about the Yellow Cab Company, the non-union taxi outfit around here.

As far as the Seafarers is concerned, the Garden City Cab Company is the only union cab company in town and the one used by Seafarers in the know around here.

Seafarers who usually ship out of this port will be grieved to hear that Albert W. Gossett, the general representative for the Retail Clerks International Association, AFL, has passed away.

WELL KNOWN

Brother Gossett's duties in this connection brought him in contact with many of our members in Savannah. We will most certainly feel our loss more as time goes by, and we are deprived of his experience and understanding of labor's problems.

At the last meeting of the Central Trades Council here we had a lengthy discussion concerning Union Label Week and the possibility of having local merchants cooperate by arranging displays in their store windows.

A suggestion was also made that a prize be awarded to the school child writing the best essay on union label goods and services.

A couple of men wearing the union label on the beach here are oldtimers R. Shedd, R. Bennett, Mike Kavanaugh and L. Barsh—while in the local USPHS hospital are L. Lofley, G. F. Johnson, C. D. Lowery, W. J. Groover, J. A. Spaulding, G. W. Newman and F. S. Pator.

Go After Your Rating

With the nation tightening its defense preparations, the role of the merchant marine is daily becoming more vital. For this reason it is imperative that every Seafarer stand ready to ship in the rating for which he is qualified and in which he can be of the greatest service.

In this connection, Headquarters continues to point out that many men qualified by experience and skill have not applied for endorsements for high ratings.

Men who do not seek higher ratings for which they are qualified are, in effect, causing a waste of needed skill.

The Maritime Administrator is seeking draft-deferment for rated men only. Consequently, men, who are drafted because they have not obtained the ratings for which they are qualified, will not be serving in jobs in which they can be of greatest service to our nation.

If you have the qualifications, apply for upgrading. Do it today!

ROUND UP OF

MARITIME NEWS

The House Committee on Un-American Activities, in its 126-page report, "100 Things You Should Know About Communism," calls Harry Bridges' International Longshoremen's and Warehousemen's Union a "communist-controlled union." In answer to their own question, "Would the ILWU give us anything to worry about?" the committee said, "This union has 75,000 members. They have effective control of many ports in the USA and more than once have used it to paralyze shipping. Communist domination of this union in wartime could wreck the whole US fighting power."

A survey made by US Naval Intelligence verifies the fact—with photographs, names, etc.—that most of the ships trading with communist China and other communist-controlled areas fly the Panamanian flag, a good many of them owned by American interests. Many of the foreign flag ships in this trade were purchased by foreign capital under the Merchant Marine Act of 1946, when this country was trying to help "our friends to regain their maritime standing, and rebuild their economies to withstand the pressure of communism."

Among the bills recently introduced in Washington, one (S 2056) by Senator Nixon of California would amend the Taft-Hartley Act to provide that employees in the maritime and motion picture industries under a union shop agreement may be required to join the unions on or after the second day of employment instead of the present 30 days as at present . . . Another by Congressman Prouty of Vermont (HR 5219) would enlarge the canal between the Hudson

River and Lake Champlain, and the one connecting Lake Champlain and the St. Lawrence River, and the channels at the head and foot of Lake Champlain so that oceangoing ships can go directly from New York to the St. Lawrence River.

The House Judiciary Committee is considering a bill presented by Congressman James J. Murphy of New York that would give the American merchant marine a flag of its own. The flag suggested by Murphy would have 13 horizontal red and white stripes, with the union of the flag a white anchor set diagonally in a blue field. The proposed flag would be displayed either at the bow or forward masthead of the vessel, with the Stars and Stripes, as usual, at the stern. According to Murphy, at least 32 foreign nations have distinctive flags for their merchant ships. The American merchant marine had played "a great part in two wars," he said, adding that "It is no more than right that American seamen should be honored with a flag of their own."

The Maritime Administration is considering the possibility of salvaging about 125 vessels that sunk off the shores of the United States during the last war. This program is designed to help overcome the shortages of steel and other strategic materials now in short supply that were carried aboard the sunken ships. The first ships offered for salvage are two tankers, one in the Gulf, the other off the East coast of Florida, and a dry cargo ship that ran aground in the vicinity of Nome, Alaska, and which is partly awash.

Steamship operators in Houston, Texas, are preparing to handle the largest movement of grain in a number of years. Most of the rice ex-

ported from Houston goes to Cuba and the West Indies, although some goes to Central and South America . . . Baltimore reports that July of this year was the busiest shipping month since January, 1948. 398 ships called at Baltimore during that month, compared with 405 in January, 1948. The July total was 39 above June, 1951, and 46 more than July, 1950.

The SS Mother ML (Eagle Ocean) grounded on a sand bar off Jones Inlet, on Long Island's south shore on August 27. No one was hurt . . . The Masters, Mates and Pilots, the Radio Officers Union and the International Longshoremen's Association, all members of the AFL Maritime Trades Department, have opened contract negotiations with their contracted operators . . . Egypt has changed the rules for examining ships passing through the Panama Canal. In the future only customs authorities will be authorized to search ships and there will be only one inspection for each vessel. Heretofore, coastguardsmen and soldiers, as well as customs, also conducted independent searches.

The Maritime Administration has gone before the Wage Stabilization Board asking the WSB to approve wage increases for seamen. "It is hereby certified that there is a crucial manpower shortage in the maritime industry," said the MA. ". . . Skilled manpower must be obtained promptly and it is believed that appropriate adjustments may attract new men to the industry, and encourage former members to return" . . . Poland is anxiously searching the west European market for merchant ships, for a joint Polish-commie China shipping company. They are reported paying high prices for old tonnage.

BME Will Get Support Of All Districts Of The Seafarers

By LINDSEY WILLIAMS

NEW ORLEANS, August 31—Business affairs of the port are in very good shape, with no beefs pending. All beefs in the past two weeks were of minor nature and were settled at the payoffs or sign-ons of the vessels involved.

The only important beef was a grub beef on the MV Del Rio, as she was out longer than expected and ran out of stores. In squaring away this beef we requested the company to put 105-day stores on these ships in place of the usual 85-day stores that had been put on board these ships on previous voyages.

This was agreed to by the company, so all hands were satisfied.

Paying off here were the following vessels: the Del Norte, Del Rio and Joyce Kilmer (Mississippi); Titon (Coast Transportation); Carrabulle (Cuba Distilling), and the Liberty Flag (Gulf Cargo Carriers).

In-transit were five Alcoa ships, Patriot, Cavalier, Runner, Polaris and the Clipper; the Seatrain Texas and the Seatrain New Jersey; Del Valle (Mississippi); Steel Fabricator (Isthmian); Monarch of the Seas, Iberville, Morning Light and De Soto (Waterman), and the Evelyn (Bull).

The Del Valle and Del Norte (Mississippi); Carrabulle (Cuba Distilling), and the Liberty Flag (Gulf Cargo Carriers) signed on during this period.

The Joyce Kilmer paid off last week, after being here on articles a month due to the Shipyard Workers' strike.

The crew hated to leave the

grave train, but it was a slight saving to all hands in the long run, as the ship was operated by the Maritime Commission and, sooner or later, we would have all had to ante up a few more taxes to foot the bill. So now the Joyce Kilmer is laying alongside the dock awaiting the end of the strike.

The Del Mar is aground in Recife, Brazil. She ran aground on her southbound voyage, August 27, 1951, and is still there stuck pretty fast.

The Del Mar had just returned on her second voyage to Recife, after being in dry dock from the collision she had in Santos with a Moore-McCormack ship.

The passengers, 92 in all, were to be removed from the ship and sent on their way to Rio De Janeiro, where they would be sent on various ships and planes to complete their voyage.

MAY PAYOFF

There is a possibility that some of the crew may be paid off, if the company can find a way to do so, in order they will not be down there riding a grave train with no passengers on board and no work to do.

Not only are we catching hell down here from the weather, but we are also in for an added inconvenience, a damn plague of mosquitoes.

The weather here has just about broken all the records in the book for hot weather. Today was the 32nd consecutive day of 90-plus temperature and the 81st day this year that the mercury has reached 90 or more.

Yesterday the temperature set an all-time high for August 30th with a 98.6 reading. Now the

mosquitoes have started in and now they are to start "Operation Mosquito."

They are flying in giant spray guns from Tulsa, Oklahoma, and these will be mounted on two helicopters. They will spray the entire New Orleans area in order to get rid of the mosquitoes. A DDT solution will be used and they are to fly over New Orleans for three days.

As everyone has seen from the last issue of the LOG and the West Coast Sailor, the Brotherhood of Marine Engineers has signed a contract with Isthmian SS Company, covering the Engineers on their ships.

This contract was signed with the sanction and support of the AFL Maritime Trades Department. It is up to all members to see that this contract is not only maintained, but we are to do all in our power to back the BME. In order to do this, we must get all members with Engineer's licenses to get behind the BME and keep it going, not only in the companies they have under contract, but also in other companies that the BME may endeavor to organize into the AFL.

All members with licenses should contact the BME officials or any SIU official, in order to get the score on what they can do to help build a bigger Brotherhood of Marine Engineers and, in doing so, help build a bigger and stronger Seafarers International Union of North America.

We received a report that the deadline for validated papers has been extended another 30 days. Also received a communication from the Coast Guard, stating that anyone that has been turn-



TEX METTING

ed down as a bad security risk cannot work on any ships of over 100 gross tons, regardless of the trade they are in.

If caught, they can be subject to a \$10,000.00 fine or 10 years imprisonment. That makes it pretty damn expensive for a commie to work on the ships.

Visiting the Hall during his stay while the Del Norte was in New Orleans was Brother Gottfried "Tex" Metting. Tex was born in Yorktown, Texas, and, as all Texans, can hold his own during any bla-bla session around the Hall.

He is seen around the Hall quite regularly when the Del Norte is in or whatever the ship he is on hits port. Tex's line of gab is sorta endless, and he likes to keep it going at all times, battling the breeze with his former shipmates.

Tex has been on the Del Norte over a year, and says he intends to stick around on the

Norte a couple more trips, in order to get his new Oldsmobile paid for and a few more notes on his snake ranch.

Tex joined the SIU in 1944 and during this time has been active in quite a few SIU beefs. While on the beach or in port on a ship Tex is always available when something comes up, and is ready and able to uphold his end of whatever he is called on to do.

OKAYED MOVE

Tex says your IQ doesn't have to be 150 to know how he voted on the resolution for the constitutional changes, that it was one of the greatest steps forward the SIU has made, and since its inception it has made many.

Shipping from all ports where Halls are maintained, including the West Coast, Tex has made the "Gateway to the Americas" his home port for the past two years.

What gives for Tex South of the Equator he didn't say, but his stay on the Norte proves there is something, as any run will pay notes on a car and on a snake ranch in Texas. What gives down South, Tex?

Members in Marine Hospital: R. Cruz, E. E. Gross, W. O. Cara, C. Ray, D. D. Kelly, L. Lang, K. Raana, R. J. P. Burke, J. Ashurst, O. Celestine, O. R. Mitchell, J. A. Teague, N. R. Grana, W. T. Hardeman, T. Kiiski and S. McDonald.

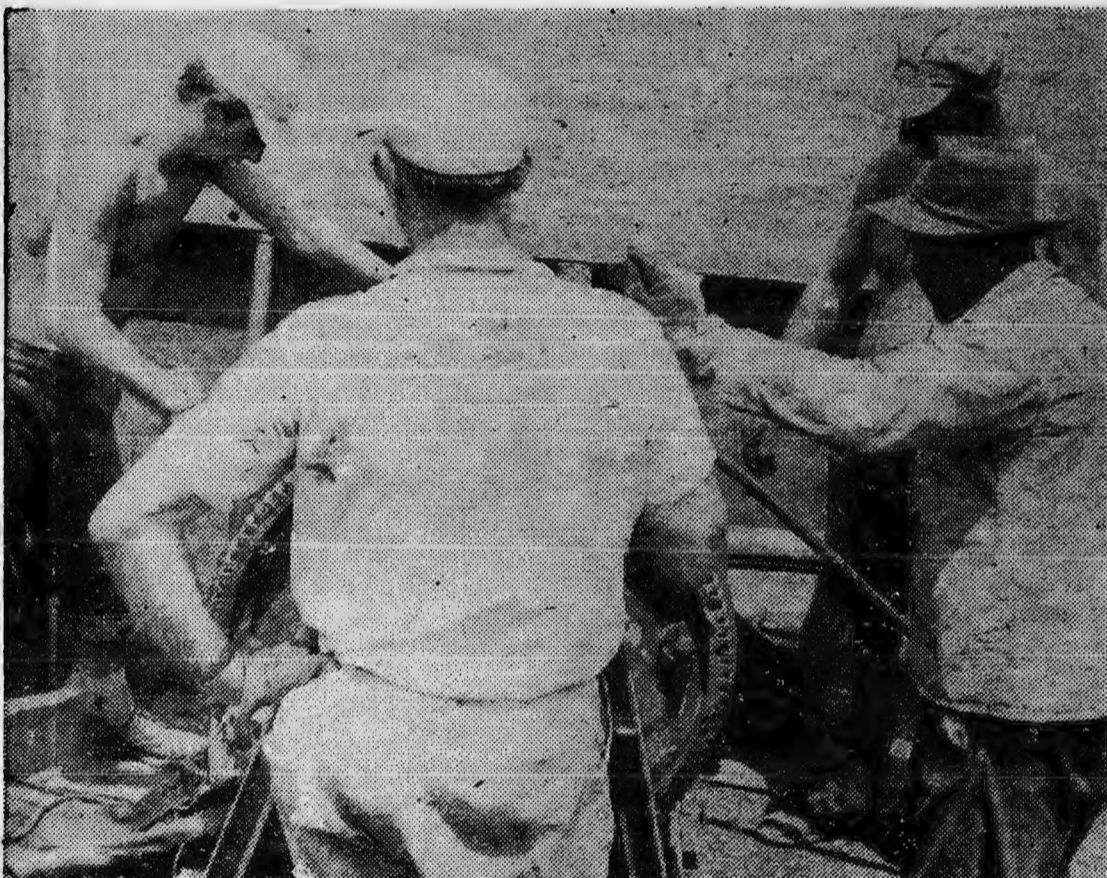
Also, W. A. Perry, T. McLees, H. M. Ward, J. H. Smith, J. Clayton, B. Fite, C. E. Wallick, L. R. Tickle, J. Mayrbat, T. E. Lee, C. Shernian, J. R. Adams, T. Michaleas, G. Howard and Gilbert Deuerish.

Coastwise On The SS Mae



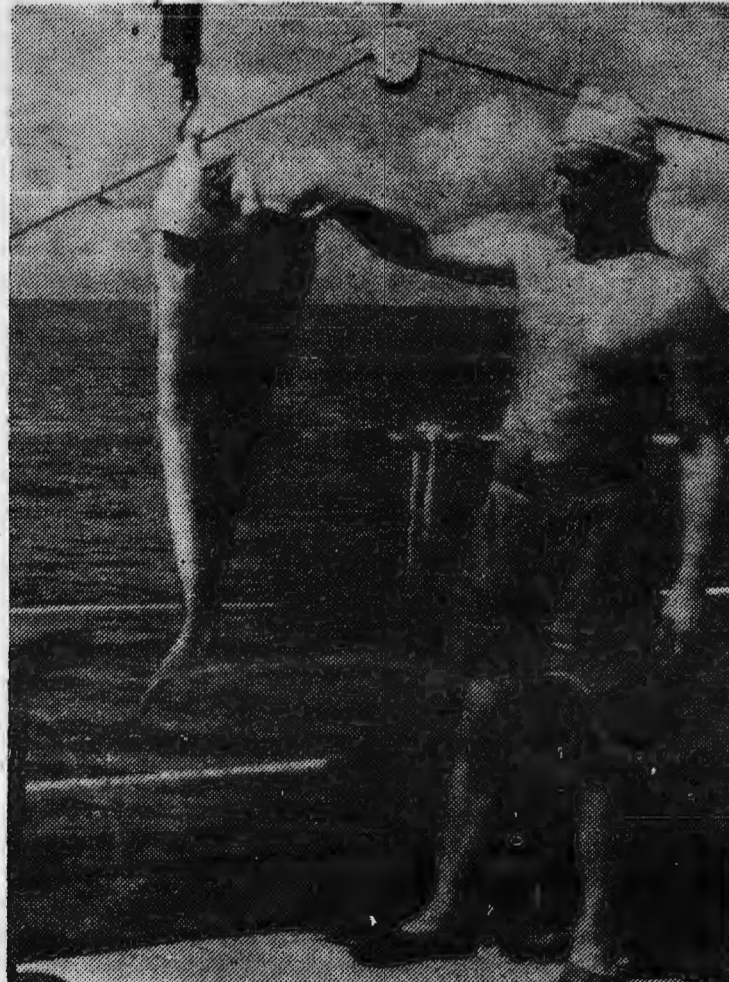
A familiar ship along the east coast is the SS Mae, Bull Line ship of the Seam-type. Here two of her deck crewmen wash down the decks after a general clean up. Left is Kenny Bewig, OS, and on the right is Ed Carlson. Shot by R. Gelling, who took all the pictures on this page. The Mae is one of 19 ships operated by Bull Line.

Ed Carlson closes in on a tough spot of deck grime with his hose. The Mae is one of the old Bull Line ships of the same type as the Edith and Evelyn, sometimes mistakenly labeled as Hog Islanders.



Mae crewmembers talk over a particularly tough job before turning to. Left to right, Ski, OS; Cobb, AB; Blackie Rivers, Bosun, and Kenny Bewig, OS.

Gelling aimed his camera over the side as the Mae arrived in Baltimore and caught the Ore Line ship Cubore as she headed out to sea for South America.



The after-hours fishermen on the SS Mae found the angling good during their last trip. Gus, the Saloon Messman, displays a 46-pound king mackerel caught by R. Gelling off Cape Hatteras. Gelling's picture proves his is no fish story.

Not to be outdone by Gelling, Clark, AB, displays his catch of a 24-pound dolphin that he snared off Key Royal. Clark had to take a back seat, as Gelling also landed a 32-pound dolphin and a 29-pound barracuda.

No fishing for this fellow. He's busy trimming the hatch in black as part of the job of keeping the ship trim. Jimmy, OS, was the way Gelling identified him. Gelling, by the way, was the ship's Night Cook and Baker.