

# AFL M'TIME TRADES SET UP NEW FORCE

— Story on Page 3

## New Union Books Out Next Week

— Story on Page 3

**Job Crush.** Bustling shipping counter at Galveston SIU hall is lined with Seafarers eager to throw in for jobs on Cape Grieg (Mississippi). Probable year run shuttling cargo to Korea and Far East ports kept many waiting weeks until ship was recommissioned after being drawn out of lay-up fleet. The forgotten man in the shuffle was dispatcher Mickey Wilburn (rear, far right), who will see to it rotary shipping list is following in crewing vessel. (See this issue's centerfold for picture story on typical Cape ship.)



**Man From Mars?** Looking like it might be the science fiction conception of a Martian monster, the intricate camera rig to be utilized to take members' photos for insertion in new SIU union books is set up for the kickoff next week when distribution begins. It turns out two finished pictures a minute. Patrolman Louis Goffin (far left) looks over forms while headquarters employees ready special machines for gold-stamping names, book numbers and transferring membership data to new book. (Story on Page 3.)



**Confab.** A fully-streamlined, permanent AFL Maritime Trades Department emerged in Chicago last week when 40 delegates representing over 200,000 AFL maritime workers "revitalized" the existing MTD and prepared the groundwork for future activities on a national scale. SIU, ILA, MM&P, Telegraphers, Operating Engineers and interested segments of the Teamsters renewed agreement on basic principles, adopted constitutional machinery and paved the way for an intensive public relations program. Attending for the SIU A&G District were Sec. Treas. Paul Hall and Asst. Sec. Treas. Lloyd Gardner (foreground). (Story on Page 3.)

# Barred Seamen Rove Port; 'Security' Hit In Congress

Pointing up LOG revelations of defects in our port security, the Panamanian ship North Princess carrying aboard her crewmen who were "restricted" to the ship in Tampa, anchored in Houston with no Coast Guard, Immigration or Customs guard on the ship. As a result, when the SIU Galveston Port Agent boarded the ship on two successive days, he found that the supposedly "restricted" men were not aboard.

One of the "restricted" men was William A. Hart, an alleged Communist activist who had been expelled from the British seamen's union for leading a wildcat dock strike in Liverpool in 1949 on behalf of the Communist dominated Canadian Seamen's Union. As written up in the March 21 issue of the LOG, Hart was the center of a near-riot in the port of Tampa after he and three other crewmembers were restricted aboard by Immigration authorities on the basis of information received from the British seamen's union.

Subsequently, the ship stopped

at Gulfport, Mississippi, where one of three men, (including Hart) detained aboard by immigration, jumped the ship, costing the captain a \$1,000 fine. As far as is known this man is still on the loose.

In all that has taken place on the North Princess both in Tampa and at its other stops, the Coast Guard has not taken a hand although it is supposedly responsible for port security. This despite the fact that the police had to be called out in Tampa to quell the disturbance roused up by Hart.

### Two More Incidents

At the same time, two more incidents came to light involving foreign flag ships in US harbors. The Honduran freighter, Carmen, and the Panamanian Liberty ship, Spalmatori, were boarded by government authorities in Savannah and San Francisco respectively and crewmembers detained aboard. In the latter case, the Coast Guard was the agency which searched the

ship and stationed a guard aboard, contrasting sharply with its inactivity on the North Princess.

In the meantime, the LOG revelation of the nation's shortcomings in the security program brought a demand in Congress that the Coast Guard take steps to plug the loopholes.

### Congress Concern

Representative Donald O'Toole in a statement in the House declared that the various government agencies concerned with security had been instructed by Congress to make certain that no "Trojan horses" exist within our waterfront areas. Nevertheless, he said, "there is apparently a loophole that requires plugging."

O'Toole concluded by inserting the entire text of the LOG copyrighted article on the subject which appeared in the issue of Friday, March 7.

Despite Rep. O'Toole's statement and the incidents which have

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Seafarer Paavo Hiska tries on a suit out of the ample stock available in the Sea Chest. The SIU-operated store has recently added suits and slacks to its ever-increasing list of haberdashery items available to men ashore and on the ships in New York.

## Trade Forum Hears Address By Weisberger

SIU Vice-President Morris Weisberger represented maritime labor at the five-day Institute on Foreign Transportation and Port Operations conducted by Tulane University, New Orleans, March 24 to 28.

Weisberger participated in the panel on maritime labor relations on Friday, March 28, at which he discussed labor relations problems along with industry and port representatives before an audience of students and industrialists. In the course of his discussion and the question and answer sessions he explained the conditions under which maritime workers operate and enlightened the audience as to the operations of the SIU and its contracts.

The SIU vice-president also appeared on a half hour radio discussion program on Thursday, March 27, in New Orleans. The program took up the question, "Is Industrial Friction Caused by Poor Human Relations?"

Both the radio broadcast and the panel discussion on labor relations drew favorable comment in the local press.

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## New Orleans: Biz Booms

The port of New Orleans—110 miles up the Mississippi River from the Gulf of Mexico—is undergoing a major face-lifting.

Nearly \$23 millions are being spent to add wharves, warehouses and grain storage facilities. When the program is completed within the next two years, there won't be space available in the port to build another wharf. The program will have far-reaching effects on the SIU's position in New Orleans.

The port already boasts some 13 miles of dock facilities strung along the levee that protects New Orleans from the swift-flowing Mississippi.

But the port's business is increasing so rapidly it needs every berth it can get.

The city lies in a huge crescent formed by the river. The east bank of the river has the loading and warehouse structures. And the SIU Hall at 523 Bienville Street—named for the founder of New Orleans—is in the old French Quarter (the original city) just a few blocks from landings used by French and Spanish settlers.

SIU members here principally man the ships of Alcoa, Waterman and Mississippi Shipping Co. For Mississippi Shipping, New Orleans is the home port. From here SIU men sail their ships to the far ports of the world.

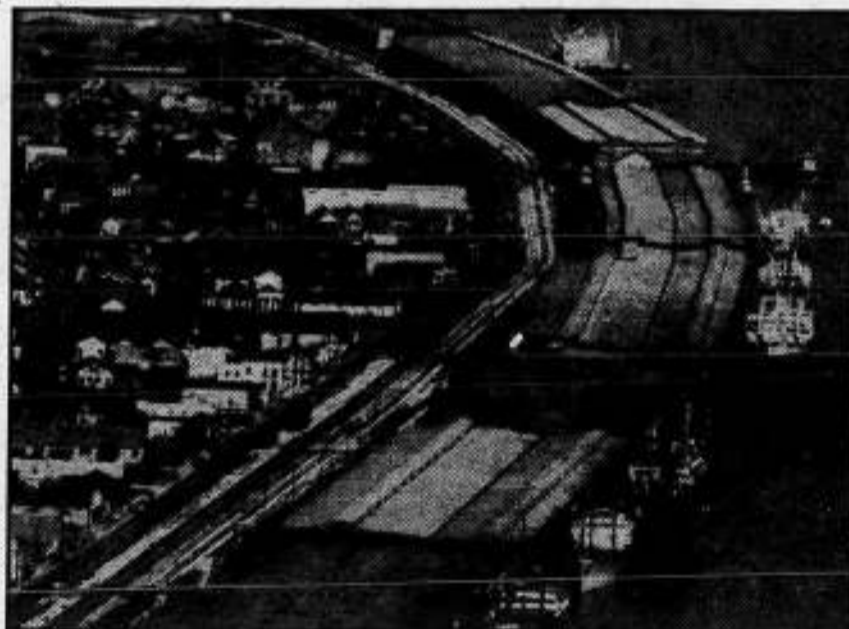
In spite of its distance from the sea, New Orleans has long been a great shipping center.

The growth of New Orleans as a port has been rapid in recent years. From 1916 to 1945, tonnage climbed 245 per cent.

### Second to NY

Today the port ranks second to New York for general cargo. In 1951, New Orleans was the only port other than New York to handle more than a billion dollars worth of foreign cargo. The figure for New Orleans topped \$1,250,000,000, according to port records. In total tonnage, New Orleans ranked fourth in the nation.

However, as New England ports have fallen off as world shipping centers, New Orleans is steadily increasing its activity. New industries like the huge Kaiser alum-



New Orleans riverfront bustles with ships carrying cargo to and from all parts of the world. Shown here is Harmony Street wharf in heart of Mississippi River port area where Delta ships dock.

inum developments below the city and tremendous oil developments at Baton Rouge have all helped the port.

In 1951, approximately 3,500 ships dropped anchor in New Orleans—actually within the city since the river divides it. And the port authorities boast that average time in port was 4½ days, which they believe is some kind of record for arrival, loading and sailing.

The impact of shipping on this community of nearly 600,000 is tremendous. Figures of the port and the Chamber of Commerce show that 70 cents of every dollar income in New Orleans comes from the port.

### Outlet For Midwest

The port is the terminus for navigation for the Mississippi River System that drains about 1,240,000 square miles reaching from the Gulf of Mexico to Canada and from the Appalachian mountains in the East to the Rockies on the West.

The port and the city that houses

it are a geographic paradox. The city rests on mush so thin that a child can hit water digging with a toy shovel in many spots. The area from the city to the river's passes is a veritable lace of swamplands, lakes, marshes and bayous with far more water than earth.

The lower Mississippi's shifting, dangerously fast channel is the only commercially practical thoroughfare open to large vessels now. And frequently ships go aground in the passes.

The man who founded New Orleans in 1712 picked this city's site upriver because it could be reached easily by overland travelers and it had an alternate route for small vessels to the Gulf by way of Lake Pontchartrain and Lake Borgne.

The small vessels of that era more than 200 years ago could easily move through the passes: But today only South Pass and Southwest Pass are used by ocean-going ships. While South Pass is

(Continued on page 10)

## Ships Hail Service Of SIU's Sea Chest

Rounding out the first few weeks of an experimental operation in meeting SIU ships as they entered the port of New York, the Sea Chest has netted a highly enthusiastic response from the membership to the new service.

The bustling Sea Chest flanking the entrance to the headquarters building in Brooklyn has been humming with activity in the building; on the ships, the SIU representatives hitting the ships with samples of gear carried in the Union-owned and operated store have found SIU crews fully in accord with the new set up.

Successfully launched in the headquarters port, the idea soon will be carried to nearby SIU ports like Philadelphia and Baltimore and eventually be operated out of similar stores in the major Gulf ports.

Gear carried by the Sea Chest, which maintains lower prices than the slop chest aboard ship and haberdasheries ashore on identical

(Continued on page 17)

## Isbrandtsen Bows To End MMP Strike

A four-day strike by the Masters, Mates and Pilots (AFL) against the Isbrandtsen Shipping Company ended with complete agreement by the company with the union's demands.

The strike began on Sunday, March 23, with the union tying up four of the company's vessels at various east coast piers.

With a vital policy session going on in Chicago, other affiliated unions in the Maritime Trades Department rallied to the aid of the MM&P. Representatives of the MM&P were assured the full support of their brother maritime unions under the AFL banner.

After four days, the company bowed and agreed to a 6.2 percent wage increase and 50 cents daily payment into the union's welfare fund. These provisions are retroactive to October 1, 1951, with the contract running out September 30, 1953.

At the conclusion of the strike officials of the MM&P sent telegrams of thanks to the SIU for helping to make the MM&P's success possible.

# MTD Adopts New Powers

## Group Creates Machinery For Port 'Clearing House' —Gardner in Major Post

Establishment of permanent machinery for the Maritime Trades Department representing 200,000 workers in AFL maritime unions developed from a meeting of 40 delegates to the MTD in Chicago on March 24 and 25. The SIU expects to play a major role under the revised MTD setup just as it has participated in MTD actions in the past.

Objectives drafted by the delegates include such functions as directing organizational work in the industry, coordinated and centralized action on maritime industry problems in the port of New York and elsewhere, and renewed efforts to combat Harry Bridges' influence on the West Coast.

To direct this program, delegates elected Lloyd Gardner, assistant secretary-treasurer of the SIU, to the post of executive secretary of the MTD, to direct this program and assured full support of all affiliated organizations to the new program. Temporary headquarters of the organization

will be located in the SIU's New York headquarters.

To make the program effective, permanent maritime port councils where they don't exist now will be set up in all major ports of the United States and Canada. They (Continued on page 17)



Seafarers, wives and guests gather at the New York headquarters' Port O' Call bar to take in the tuneful singing of Miss Marsha Kent. Frankie Froba, well-known keyboard artist, is at the piano.

## Shows, Steaks Debut At Port O' Call Bar

With the addition of a varied entertainment program and with such delicacies as filet mignon gracing the menu, the SIU's own Port O'Call bar in New York has become a first-class cabaret and supper club at moderate prices.

Fast becoming a popular center for Seafarers and neighborhood residents, the Port O'Call is the only place of its kind for miles around where Seafarers can bring their wives or girl friends to enjoy an evening of musical presentations and partake of the tasty cuisine.

The entertainment program, which will operate on a 3 PM to 3 AM schedule nightly, beginning next week, kicked off with Frankie Froba, well-known pianist, and Marsha Kent doing the vocalizing. Currently appearing are an instrumental trio featuring ballads and barrelhouse, with a female singer who doubles on the piano during intermission.

The present schedule calls for two completely different acts to appear nightly. All entertainment is being booked through New York's foremost booking agencies, assuring the best in the cabaret field.

To round out the evening, the Port O'Call has begun serving charcoal broiled steaks. For those customers who want a snack to chew on with their drinks, hors d'oeuvres are put out at all hours.

As is the case with all SIU-operated (Continued on page 17)

## Freight Outfit With 3 Ships Signs Contract

Three more ships will be crewed up by Seafarers as a result of the signing of a new shipping company by the Union. None of the ships had previously been operated by SIU-contracted shipping companies, thus assuring additional jobs for Seafarers.

The new outfit is called the West Coast Transportation Company and is represented by Orion Shipping and Trading. The three new ships are named the Seaciff, Seanan and Seavigil, all Liberty ships.

It is expected that this company will purchase additional ships in the future as it is in the process of expanding its operations.

Negotiations for the Union were handled by Asst. Secretary-Treasurer Lloyd Gardner.

## New SIU Book Ready For Issue

Seafarers will begin swapping old books for new next week. Beginning Monday in Headquarters and the outports applications will be handed out in the first membership book change in the Union's 13-year history.

The new book issue will replace all membership books now in existence, whether or not they have expired. All members will receive the gold-engraved leather membership book free of charge.

In line with other SIU features and services the new book is designed for both style and efficiency. In contrast to the old cloth-bound book which tended to grow shabby and tear with wear, the new book is covered in durable brown morocco leather. The member's name will be engraved in gold letters both on the cover and on the first page of the book.

### Contains Photo

Along with the application three photos will be taken of the mem-

ber, one to be mounted in the book on the personal description page and the other two to go into the Union's files. Arrangements are being made by the Union to take the passport size photos of the men as they apply.

Since the engraving process is time consuming and books from the outports will have to be sent to New York for the purpose, there will be a gap between filling of the application and the issuance of the book. Once the new book is issued, the old one will be voided and given back to the Seafarer to be kept as a souvenir if he so desires.

Aside from the inclusion of the man's photo, there are other differences in design which enhance the beauty of the book and also would tend to discourage any at-

(Continued on page 17)



The front cover of the new membership book.

## 266 Ships Slated For Boneyard

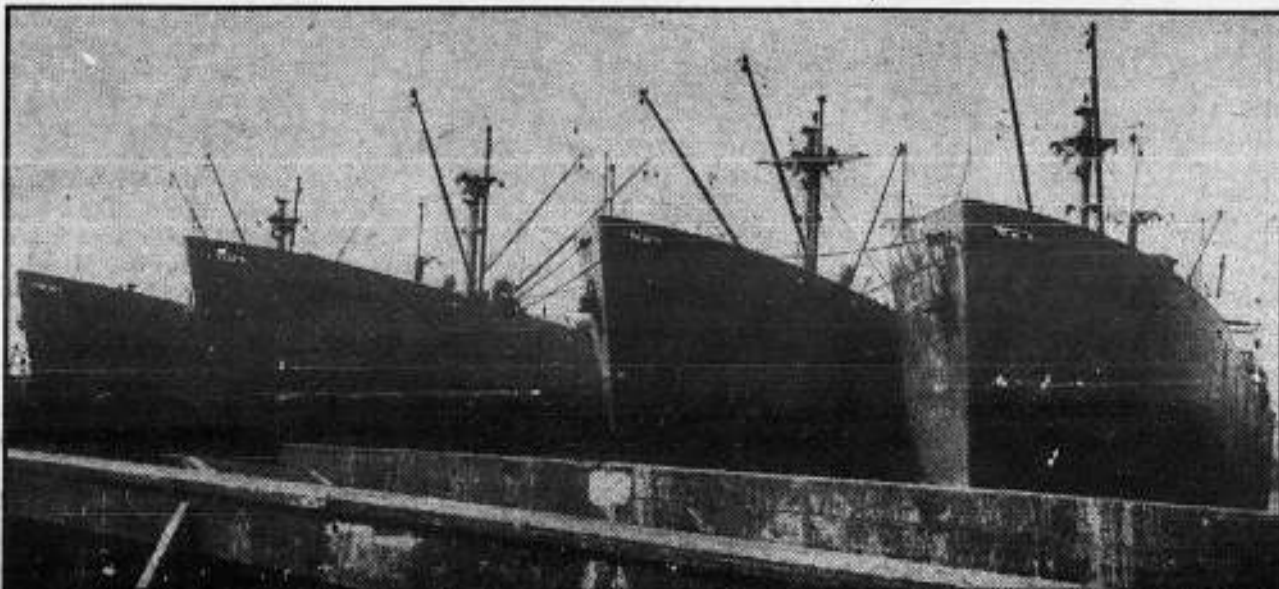
Further layups of the government-owned fleet are in the offing as the National Shipping Authority announced it would send another 144 ships back to the boneyard when current voyages end. This cutback, in addition to 122 ships already called in, means a total layup of 266 vessels.

While the names of the second batch of ships are not yet known, indications are that the layup of SIU ships will follow the pattern of about 16 percent of the ships laid up, or about 45 in all.

Cutbacks in the government-owned fleet are a direct result of the coming of warm weather and consequent decline in European coal needs. Reduction in grain shipments is another, though minor, factor in the layup program. It is the policy of the NSA not to keep government-owned vessels in business where privately-owned ships can handle the existing cargos.

### 373 Still Sailing

Despite these sizeable cutbacks there are still 373 US-owned freighters out under charter to private operators and the Military Sea (Continued on page 17)



Four Libertys, part of the 266 going into inactive status, lie in Sullivan's shipyard, Brooklyn, where they will be "re-mothballed" prior to layup. An SIU ship, the Joshua Lippincott, is third from left.

## Bonds Held By Welfare Now Million

Bond-holdings of the Seafarers Welfare Plan reached a cool million dollars with the decision of the trustees to invest another \$250,000 of the plan's reserves in US government bonds.

The action by the trustees, consisting of Union and employer representatives, taken at a meeting held on Tuesday, April 1, is further evidence of the excellent financial standing of the Union-operated plan. It was made possible despite the fact that there have been two increases in weekly hospital benefits and three in death benefits since the plan's inauguration in June, 1950.

The latest \$250,000 investment will be in bonds paying up to 2.64 percent interest. Previous Welfare Plan investments have been in bonds paying from 2.25 to 2.50 p.c.

### Provides Income

Aside from symbolizing the success of the union-operated plan, the bond investment brings additional income which is used to help reduce operating expenses, thus assuring the highest possible benefits to Seafarers.

The value of Union-operation of the plan has been amply demonstrated by the fact that the SIU by avoiding high payments to insurance companies, is able to pay out hospital benefits for an unlimited period, in contrast to the 13 and 26-week limits imposed by insurance-company operated plans. At the same time, economies of operation of the self-administered plan have made it possible for the plan to accumulate the solid million dollar surplus which guarantees the soundness of the fund and opens the way for possible further benefits.

# Scouts, Fordham Students Learn Of Unions And Sea

# SIU NEWSLETTER from WASHINGTON



Speaking to visitors during father-son Boy Scout outing to headquarters, SIU International vice-president Morris Weisberger outlined origins of the Union and its present far-flung operations.

SIU headquarters has been a mecca for sightseers and well-wishers including top union and management officials, Seafarers, their families and others eager to see the efficient headquarters operation in action, since last November.

Latest among the visitors to the new, modern building housing the union's far-flung administrative machinery and shipping and recreational facilities for the port of New York were one group of sixty on an annual Boy Scout father-son get-together sponsored by the Parents Association of nearby Public School 130, and a five-man representation of students interested in industrial relations from New York's Fordham University.

The former aggregation, some 40 starry-eyed youngsters in Cub Scout Pack 139, many accompanied by their fathers, were treated to a full tour of the building and the story of "the men going down to sea in ships . . ." from SIU International Vice-President Morris Weisberger.

One of the purposes of their visit was the presentation of a case of handsomely-bound books donated by the boys for ships' libraries and inscribed with their names. The wide-eyed youngsters, and their dads too, were amazed at the efficiency and comfort built into the building and the SIU's operational set-up.

A good many pledged there and then to be back one day and ship with the Seafarers. Many a dad learned that day that Jack London would be required reading in the family household as far as the

youngsters were concerned. A luncheon in the cafeteria with virtually unlimited ice cream helpings for the boys helped top it off.

### Students of Labor

Equally interested in seeing the shipping and other facilities of the headquarters branch was the quintet of students, several of whom may eventually wind up on one side or the other around the labor-management table. They had come down to gather information at first

hand on the activities of the Seafarers rather than get their idea of the Union from the management side only.

The consensus here too was that "efficiency, comfort and beauty are the keynotes of the SIU headquarters operation." Their visit was in response to an invitation extended earlier this year after LOG staffers appeared on a radio broadcast over the University's station giving the story of the SIU.

## Ship Bill Rapped; Hearing Dates Set

Prospects for passage of the long-range shipping bill took one step forward and one back this past week. After months of delay, Representative Edward J. Hart, chairman of the House Merchant Marine Committee, agreed to open hearings on the bill. At the same time the Navy Department submitted a report to the committee criticizing the bill as it now stands.

The long-range shipping bill passed the Senate last August. No action has been taken on it by the House committee since President Truman and the Budget Bureau came out against the tax exemp-

tion features of the bill. However, members of the House Committee refused to permit the bill to be pigeonholed and pressured Hart to schedule hearings. Consequently hearings have been set for April 22.

It is expected that hearings will continue for a week following which the committee will report the measure out to Congress.

### Committee Revolt

The committee revolt against Chairman Hart's inaction took the form of an informal meeting on March 6 at which some members considered petitioning the Speaker of the House for a new chairman. It was then that Representative Hart agreed to set a date for action.

The report by the Navy Department declared that it favored the purposes of the legislation to keep the merchant marine alive and up to date, but objected to the tax methods whereby the bill would accomplish this purpose.

Both the industry and maritime unions have supported the bill which calls for extension of construction subsidies to all American ships engaged in foreign trade as well as tax deferrals for unsubsidized lines for construction of new ships. It also provides for other tax advantages not now existing under terms of the Merchant Marine Act of 1936.



Fordham University quintet of industrial relations students mug for the photog as they tour through headquarters' galley and meet up with part of next day's fish menu.

There is still an impression on the part of some, and unfortunately in certain high Government circles, that the US does not need to build more ships nor to have a large merchant marine. This assumption on the part of these false prophets is, of course, based mainly on the proposition that we have thousands of Government-owned vessels in the reserve fleets.

However, the thought must not be lost sight of that most of these ships are of the Liberty-type.

On numerous occasions, even Members of Congress ask, "Why do we need more merchant vessels?"

The answer is simple. The Liberty ship, in a normal period, is practically worthless in the international competitive field. Even in time of a future war, the Libertys could not be sent into forward areas under combat conditions because they are too slow. Therefore, in a conflict, the Liberty, if used at all, would have to be confined to inter-American trade.

In the meantime, if the US flag is to remain supreme on the high seas, this country must build more modern tonnage, such as the Mariner-type vessel.

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During World War II, the US Government built 480 T-2 type tankers. However, the Government, through the Maritime Administration, apparently has adopted a policy of encouraging the transfer foreign of these vessels in consideration of the building of newer and larger tankers for operation under the American flag.

The Maritime Administration, in allowing transfer foreign of T-2's, is proceeding on the assumption that the T-2 tanker was not intended to be a component of the "long-range" American fleet.

In future years, the US will depend in increasing quantity upon foreign sources for its supply of petroleum and petroleum products. This will open such trades to foreign-flag tankers.

The MA and the US private tanker owners are going on the theory that disposal of the existing tankers, either by transfer foreign or otherwise, must be assured as a means of funds for new tanker construction in this country. They are also proceeding on the proposition that the competitive disadvantage of American-flag construction and operation may be equalized, in part, by the construction of the larger tankers, the so-called "super-tankers," ranging from 30,000 to 45,000 tons.

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The future design and operation of US ships may be revolutionized as a result of tests now being made in applying atom power to a US naval submarine. The first atom-powered sub, to be completed in 1954, will be named Nautilus, and it will make present subs technologically obsolete.

A chief value of the atom powered sub will be her ability to cruise for fantastic distances without refueling. The engine will be fueled by splitting atoms and it has been said that a single charge of uranium would propel the craft tens of thousands of miles. A big problem, however, in the development of this sub will be overcoming the added weight necessary to protect members of the crew from radiation.

The keel of the Nautilus will be laid this spring.

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Plans of the bigwigs among American steamship owners aimed at bringing together all segments of the maritime industry (subsidized, non-subsidized, tankers, etc.) into one federation, have just about petered out.

At the present time, there are five or six associations and federations representing various branches of the industry—one represents strictly subsidized lines, another the unsubsidized portion, another the tanker operators, etc.

The chief reason why the industry has been unable thus far to unify itself in one overall organization, for the purpose of representing the individual lines before Congressional committees and also for the purpose of serving the companies in other ways, is because of the very real clash of personalities at the head of the existing associations. The present chiefs of existing associations, quite naturally, do not want to give up any power and authority they might lose if the national organization were formed.

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Although not finding fault with the objectives of proposed legislation to establish an Accident Prevention Bureau in the Labor Department in an attempt to cut down on the number of industrial accidents, including those in the maritime industry, American shipowners recently told a Congressional subcommittee that the matter of employee safety should be handled exclusively on a voluntary basis.

The shipowners argued that the establishment of an Accident Prevention Bureau in the Labor Department would, insofar as the maritime industry is concerned, result in a "dual, chaotic and disrupting" system of investigation and regulations to the detriment of an established system which, they say, is producing excellent results.

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Once again, the unsubsidized segment of the American merchant marine is charging, in connection with seamen's wage demands, that it is at a disadvantage with subsidized lines in collective bargaining. The Association of American Shipowners, representing the unsubsidized group, points to "the weakness that is inherent when a group of bargainers (subsidized lines) is able to pass its concessions along to the Government," which pays the bill in the final analysis.

In discussing demands of maritime labor, AASO says that "those who are unsubsidized and who have every economic incentive to resist demands that seem on the facts to be unreasonable and unfair, have no alternative but to absorb the concessions that the Government pays for the subsidized companies, or go out of business."

The unsubsidized element of the merchant marine also is attacking the hiring hall system as used in the industry, pointing out that it is questionable whether collective bargaining "as it is conducted in shipping can be relied upon to establish automatically" a fair and reasonable wage level.

Your SIU Washington Reporter

# Canada SIU Wins 2 More 40-Hr Pacts

Montreal—An important break in the Canadian SIU District's 1952 negotiations is the signing of two major inland shipping companies to agreements for a whopping \$25 monthly wage boost and a shorter work week.

Reached just a few weeks before inland and deep-sea shipping gets underway again later this month, the new contracts with Canada Steamship Lines and N. M. Paterson & Sons, Ltd. provide the biggest increase ever gained for Dominion seamen plus more leisure time via a 40-hour week.

### Face-setter

Obtained without the necessity of strike action, though machinery for it had been set in motion, the contract settlement is expected to be the forerunner of similar agreements with the bloc of deep-sea operators.

SIU officials earlier garnered six 40-hour pacts but the current signings offer the first glint of potential success in this year's talks. Solid Dominion-wide labor backing is assured to back up the Canadian SIU demands.

### Brighten Picture

The developments on the contract front considerably brighten the waterfront picture here and elsewhere as the 1952 season looms closer on the horizon.

First ship crewed and expected to be the first one out when the weather and ice permit, the gray-hulled Bulkcarrier is the scene of energetic activity to prepare the vessel for sailing. Noisy chipping hammers and stirring in the engineroom are sure signs of spring as the crew puts the ship in shape to get underway by mid-April.

This ship, and her sister ship, the Cementcarrier, were up until last November the last two "captives" of the now-defunct Communist-led Canadian Seamens Union, which the SIU succeeded in driving from the waterfront in its short three-year history. Their crews are now 100 percent SIU.



Geologists have warned that this submarine volcano off northeast Luzon in the Philippines may blow its top again at any time and send a tidal wave rolling in on Luzon. Here, smoke and ashes pour forth from the volcano, which sent sparks 10,000 feet into the air.

# New Volcano Rises From Ocean Off PI

A new volcano has sprung out of the ocean off the northeastern tip of Luzon in the Philippine Islands. The erupting mountain has risen to a height of 250 feet above the water

near the Didicas Rocks, a navigational hazard at the northeastern tip of the Philippines.

An unnamed American steamship was supposed to have been the first to sight the new volcano when it noticed the plume of smoke rising to a height of several thousand feet. Subsequently, US airforce planes from Clark Field, near Manila, flew over the

site. The volcano is continually spouting ash and rock.

There are records of an old volcano on the site that was once 750 feet above sea level. It last erupted in 1857 and gradually disappeared as a result of erosion.

The Philippine government has warned communities in the region to be on watch against possible tidal waves should the volcano erupt violently.

## Get That Port Time Discharge

Seafarers on the payroll of a ship while in port should make sure to get discharges from the skipper for port time as well as for the time spent at sea.

Failure to get such discharges will mean that the Seafarer won't be able to get credit for the port time toward his vacation money. This could mean that a man would lose out on some of the vacation dough. Such being the case, every Seafarer owes it to himself to get a discharge for port time worked.

# Olympic Ace Swaps Skis For Seven Seas

There are many men sailing with the SIU today who have achieved distinction in various fields but Alf Steen Andersen is probably the only ex-Olympic champ in SIU ranks. Andersen won the Olympic gold medal in 1928 at St. Moritz, Switzerland, when he scored 19,208 points out of a possible 20 in the ski jump, the second highest score ever recorded in this event. It was second only to the score achieved by Birger Ruud, two time winner of the jumping classic in 1932 and 1936.

Andersen would have competed in 1932 except for an injury which prevented him from accompanying the Norwegian team to Lake Placid where the Olympics were held that year. Subsequently he defeated Ruud in Norwegian competition.

The 46 year old Seafarer holds one record which still stands in the books, namely the longest jump ever made in Norway, 94 meters, which is the equivalent of 308 feet. Andersen was born in Dramman, Norway, some 24 miles from Oslo. Since skiing is the universal sport in Norway, he has been on skis since the age of two. Ski jumping followed naturally, that being the objective of virtually every Norwegian youth.

"I have a little boy eight years old" he said proudly, "who jumped 35 feet last winter, which is pretty good for his age."

Although well past his prime as ski jumpers go, Andersen is still active in the sport. He competed in several United States meets in the middle west the winter before last, and has just returned from Norway where he took in the winter olympics there.

Andersen has been going to sea for the past 31 years on Norwegian ships and holds an engineer's license. He has been sailing on

# SIU Triple Play On Potrero Hills Nips Workaways

Opening Day for the '52 baseball season is still a week or so away, but a slick SIU combine has already rolled up the first triple play of the year.

Smooth liaison on the SIU team, with the action running from Galveston to New York to Boston and back, swept the Potrero Hills, a Mar Trade tanker, clean of beefs and scored a win for the Seafarers.

A persistent problem on this ship for several months has been two alien workaways carried by the captain, who were put on the job every time a shortage in the crew cropped up.

In the port of Galveston, on her last coastwise trip, the captain was short a bosun but did not order one. However, Keith Alsop, SIU Port Agent, got wise to the fact and shipped one aboard. The skipper didn't quite receive him with open arms, but he didn't say anything when the serang reported aboard.

Later, when the ship proceeded to sea and they got ready to put the pilot off, the skipper called the bosun up, told him he was through and forced him to pile off onto the pilot boat and go ashore. He then made one of the workaways bosun and the other one deck maintenance.

As soon as headquarters in New York was notified, the wires started burning as the Union took steps to remedy the situation once and for all. Thus, when the Potrero

Hills arrived in Portland, Me., Boston Port Agent Jimmy Sheehan was waiting for her on the dock.

### OT For Crew

He informed company representatives that the ship wouldn't sail until the deck department was paid overtime for the work the two alien workaways had performed since the tanker left Galveston, a total of \$505. He also made it clear that a new broom was badly needed on the ship and that the existing captain and his two alien cohorts weren't quite the guys to do it.

After Sheehan spent all night and most of the next day on the ship, while headquarters pressed its beef with the owners in New York, everything was cleared up and the beef squared away financially and otherwise. The ship sailed from there with a new captain and a full SIU crew that plans to make sure the problem doesn't come up again.

# T'water Men End 89-Day NJ Strike

After 89 days of picketing strikers at the Tidewater Oil Company have voted 1,418 to 191 to go back to work. The vote approved settlement of terms reached on April 2.

The Tidewater strikers are members of the Tidewater Employees Association, which formerly was an independent union. However, when the men found after three months of negotiation that the company would not provide any real benefits under the company unions setup, they went out on the picket line.

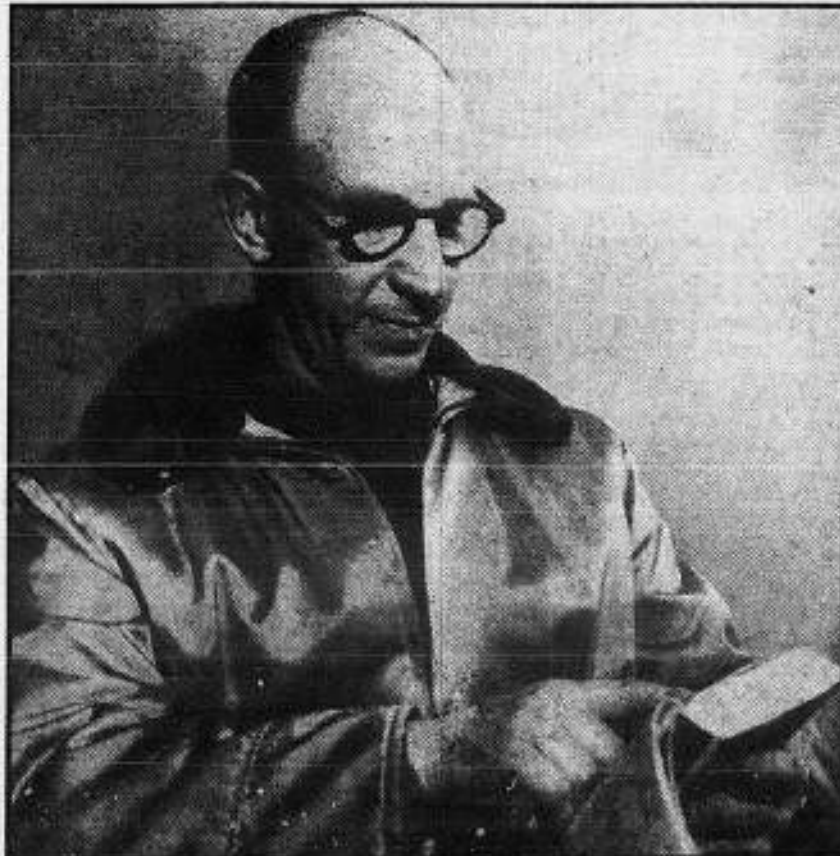
### SIU Donation

The SIU headquarters membership meeting of February 14 went on record to donate \$600 to the strikers.

## He Knows Where He Stands



Bosun Charles O. Lee examines rotary shipping list in Mobile SIU branch hall to find out his job prospects. Lee's name stood at top of list as men ahead of him had shipped out. The listing is changed daily as men take jobs, so that the Seafarer can always get exact information on where he stands.



Former Olympic ski-jump champion, Alf Andersen, points out record book listing showing his winning score in the 1928 competition.

# SIU Readies Engine Texts

Unrated men in the engine room who are interested in obtaining ratings can study up for Coast Guard examinations with instruction material now being prepared by the Union for early distribution to men in all SIU ports.

Booklets are now being printed containing specimen examination questions and answers for the various engine room ratings. Separate booklets are being made up for firemen, oiler, watertender, electrician and refrigeration man. They will be mailed out to all out-ports within the next few days for free distribution to interested Seafarers.

The questions and answers in the booklets will cover the various technical phases of engine room work and will help instruct the men accordingly as to their duties and the operation of engine room equipment they may be called on to handle.

## Six Months Needed

Engine room men with a minimum of six months sailing time as wipers are eligible to sit for the Coast Guard examinations. The SIU is encouraging unrated men to go out for their tickets, as in doing so, they help themselves to bigger earnings and assurance of steadier employment, as well as help the Union meet its contractual obligations by manning ships with fully-trained and qualified engine room ratings.

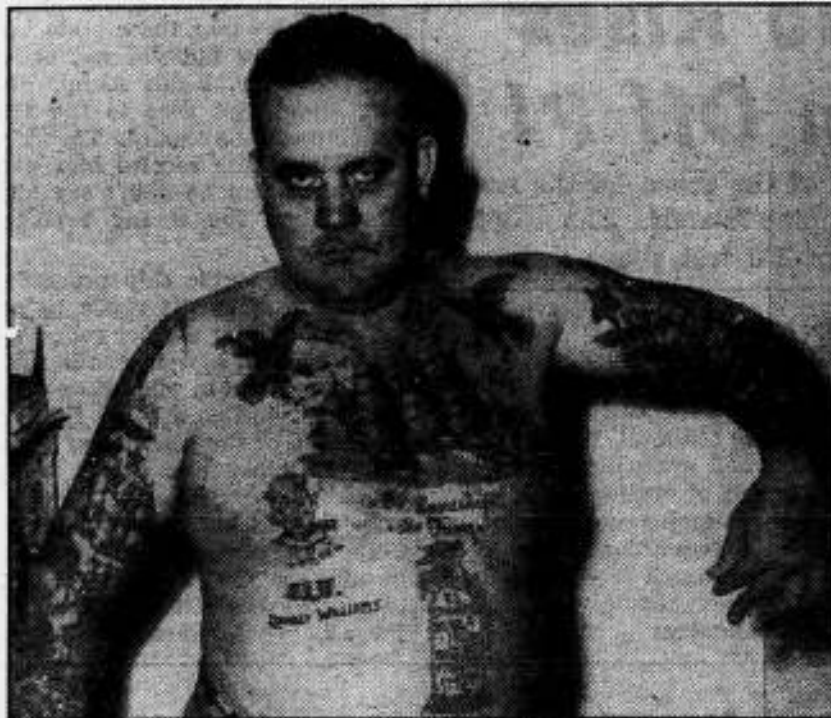
Although shipping has slowed down in the past few weeks because of the current layup of government-owned Liberties by the

Maritime Administration, there is still a distinct shortage of qualified ratings in the engine department. Shipping is expected to pick up again in the fall with the resumption of coal shipments to Europe and an increase in military aid cargoes. Engine room ratings will then find themselves very much in demand. Just as the deck department training school, operated by the SIU, has proved its

value in meeting the needs of US shipping, the SIU, by helping engine room men go for ratings, can safeguard itself against sudden upsurges in demand for trained men that has characterized the maritime industry in the past year.

Any Seafarer who feels he needs additional help and information in preparing for the examinations can get aid from Union representatives in all SIU branch halls.

## This Joseph Conrad Is Well-Writ-On Man



Tattoo ensemble on arms and chest is displayed by Seafarer Joseph Conrad. Additional decorations are on his back and legs.

Joseph Conrad was the name of the world's best known writer of sea tales. Joseph Conrad also happens to be the name of a Seafarer who could rate as one of the world's most written-on men—if you consider tattooing a form of literature.

The present day Conrad is a 39-year-old SIU cook who has been getting tattooed for the past 23 years, 12 of which he spent in the US Navy. He specializes among other things, in tattooing the names of friends on various portions of his anatomy. A loyal SIU man, and a loyal citizen of New Orleans shipping out of the New Orleans hall, he has the words "SIU" and "Lindsey Williams," New Orleans port agent, on his chest.

But Conrad isn't fully satisfied with that. He intends to have an artist draw up a design of the SIU emblem and have it tattooed on his back. "It's the only place left to put it" he explained apologetically.

## Movie Roles

Conrad's art work has been put to good use in the movies. When he got out of the navy, he served a three year hitch in Hollywood where he was a natural as an extra in movies about the sea such as *Mutiny on the Bounty*, *Black Swan*, *Buccaneer* and *Lifeboat*.

While in the Navy, Conrad spent some time on duty in Shanghai where he picked up a Chinese dragon tattoo. This was done by hand and took 12 hours work. In contrast, the two eagles on his collarbones took only 40 minutes via electric needle.

Other prominent tattoos include the tombstone design in tribute to a friend, Ed Comiskey, who died in 1940. Some of the names permanently fixed on his skin include Police Superintendent Rice, former Chief of Police of New Orleans; Captain Thompson, skipper of the Boone Island, a sea-going tug, and Lieutenant Joseph Frick, a Navy friend.

## BME Appeals To SIU Men—Get Licenses

Seafarers with several years' sailing time in engine department ratings are being urged to take advantage of almost immediate job placement open to junior and third assistant engineers through the Brotherhood of Marine Engineers, an SIU affiliate.

The BME effort to utilize the pool of unlicensed engine department men is part of the Union's campaign to secure a backlog of juniors and thirds who can be placed in these higher-paying jobs on short notice, at the same time assuring that the engineers will have a more pro-union attitude because they came up through SIU ranks.

Experience requirements for juniors and thirds are three years as an oiler or watertender or four years as fireman. Seafarers who desire to obtain licenses should contact BME representatives at SIU headquarters where the machinery enabling engineer aspirants to sit for their licenses will be explained.

BME officials noted particularly that job placement is no problem once a license is obtained. SIU port agents in the various ports also have the necessary information available, but warn that a direct query to headquarters will simplify the process.

## Top of the News

**IT BLOWS ON LAND, TOO**—That dry hurricane, the tornado, blew up in Arkansas last week. Before it got through, over 230 people were killed and more than 2,000 homes destroyed or damaged in six states: Arkansas, Tennessee, Missouri, Mississippi, Alabama and Kentucky. The storm reduced houses and buildings to rubble, parked trucks in trees and ripped machinery from concrete foundations. Crops and livestock suffered heavily and heavy rains followed adding to the discomfort of the homeless and injured.

**NEW DISPLACED PERSONS**—With the ending of the Displaced Persons Act this year, President Truman has asked Congress to pass a new law admitting 300,000 European refugees into the US. The original DP act was passed on behalf of people from many lands who had been torn from their homes and families principally by the Nazis. In administering the act, however, it was found that a great many refugees had fled from the Soviet Union and its satellites and were still coming in increasing numbers. Now 15,000 Germans are fleeing the Soviet zone every month and 1,000 people a month are coming from Hungary, Poland, Czechoslovakia and other Communist countries, with no place to go. It is these people that the act proposes to let into this country.

**SECOND ONE IN LINE**—Another former Collector of Internal Revenue, James P. Finnegan, has been sentenced for misconduct in office. Finnegan, who prior to his dismissal was head of the Internal Revenue Bureau in St. Louis, received a two-year sentence and a \$10,000 fine for accepting fees from private firms in their dealings with the government. First collector to be sentenced was Denis W. Delaney of Boston. Other trials are coming up for accused revenue men in other cities.

**GOP TURN TO SQUIRM**—Washington Democrats had some of the corruption pressure eased off them as House of Representatives tax investigators involved a Republican big-wig in some questionable transactions. Senator Styles Bridges of New Hampshire is known to have taken an active interest over a period of two years in a Federal tax claim for \$7 million filed against a Baltimore wholesale liquor dealer. Also involved in the case is Henry W. Grunewald, whose name has popped up again and again in the investigation of the Internal Revenue Bureau. The case in question involved a dealer who ran a \$1,000 investment into \$5 million in profit and then tried to pay the government at a rate of 25 percent instead of the income tax rate of 90 percent. The Senator had conferred with two government officials—since fired—asking them to ease up on the liquor dealer.

**CHURCHILL'S JUST A BROOKLYN BOY**—The birthplace of British Prime Minister Churchill's mother, Jennie Jerome, was commemorated in ceremonies attended by Brooklyn officials and other notables. The famous Englishman's mother was born in January, 1850, at 426 Henry Street, near the corner of Baltic Street, two blocks from the Brooklyn waterfront. Miss Jerome subsequently married Lord Randolph Churchill in 1879. The more than a century-old house is still occupied as a private residence.

**MORE TROUBLES IN TUNISIA**—After three months of excitement and violence during which natives of Tunis have been demanding independence, the French rulers of the country have cracked down on the local government. Martial law was declared and the Premier and three government ministers have been arrested. The seizure followed the refusal of the country's "ruler," the Bey of Tunis, to fire the minister and his cabinet. The drastic action has drawn a storm of criticism both in France and outside the country as making unnecessary difficulties for the western powers.

**CONTROLS WILL STAY A WHILE**—The Senate Banking and Currency committee has recommended extension of present price and wage controls for one more year, up until June 30, 1953. The vote was unanimous after several attempts to shorten the time of the extension were defeated. The President had asked for a two-year extension of the law. The full Senate has to act on the measure now, which among other things would continue the authority of the Wage Stabilization Board to pass upon labor contracts.

**HARD TIMES IN INDIA AGAIN**—For the fifth year in a row, millions of peasants in Southern India are suffering from the effects of drought and famine. The drought is so severe that wells and streams have dried up leaving many villages without drinking water. Approximately ten million peasants are affected by the widespread catastrophe. Untold numbers of cattle have starved to death and the death rate of the population at large has risen sharply because of disease following in the path of malnutrition.

**TRIESTE SORE SPOT ERUPTS**—The unsolved problem of what to do with the port city of Trieste at the head of the Adriatic has come to the fore with demonstrations and riots by Italians in that city and in Rome. Trieste has been a bone of contention between Italy and Yugoslavia, for the past 30 years or more. Since the end of World War II the city and surrounding territory has been governed as a "free territory" actually under the control of Anglo-American military occupation.

**CANDIDATES COME OUT OF HIDING**—Once President Truman announced his decision not to run at the Jefferson-Jackson day dinner in Washington on March 29, hitherto bashful Democratic candidates popped up on all sides. In addition to Senators Russell (Ga.), Kerr (Okla.) and Kefauver (Tenn.) all of whom were already out on the stump, others whose names are being bandied about include Governor Adlai Stevenson of Illinois, Vice-President Alben Barkley, Speaker of the House Sam Rayburn of Texas, Senator Hubert Humphrey of Minnesota and Senator Brien McMahon of Connecticut, the atomic energy expert. Governor Stevenson seems to have the best chance of getting widespread organizational backing with Senator Kefauver showing strength because of his early start on the campaign.

## Quarantine Here Of DWI Ships Ends

Moving to speed the flow of oil to the United States, the Public Health Service has discontinued quarantine inspections on incoming traffic from the oil-producing islands of Aruba and Curacao in the Dutch West Indies.

The exemption will cut turnaround time of tankers which call at the two islands and enable an appreciable boost in the shipment of fuel refined there from the oil fields in nearby Venezuela.

Although government officials had expressed concern over the possibility that yellow fever, prevalent in the area, might thereby escape detection, assurances have been received from authorities in the islands that strict controls would be enforced to curb outbreaks of the disease.

Tanker trade, already heavy because of seasonal requirements, continued demands by UN forces in Korea and curtailment of oil shipments from Iran, will be kept at a steady pace for many months to come.

The Maritime Administration estimates that oil imports will be increased by a million and a half barrels annually because of the relaxation of quarantine rulings. Both ships and aircraft coming from the Indies ports will no longer be required to undergo inspection by the Public Health Service.

## Vacation Every 90 Workdays

Seafarers qualify under the SIU Vacation Plan every time they can show 90 days' discharges for worktime at sea or in port after June 1, 1951. Vacation pay can be collected four times a year in cases of men with continuous sailing time. Your discharges from an SIU ship are the key to guaranteed vacation pay—another SIU First in Maritime!

**SIU Cash & Carry**



Holding on to their prized SIU vacation checks, a quartet of Seafarers at the Mobile hall stand by while Patrolman Blackie Neira (seated) checks to make sure each got the money due him.

**Cheap Labor Boosts Liberia Ship Switch**

Native waterfront labor conditions in Liberia still hover at feudal levels while more and more US shipowners climb aboard the gravy train by registering vessels under that flag.

The 12-hour, 55-cent day is the pattern in Monrovia, and union organization is mentioned only in whispers, according to crewmember Roy Garrison of the Del Sol (Mississippi).

Writing from Louanda, Angola, in West Africa, after spending some time in the Liberian capital, Garrison reported on the backward labor picture there and noted the jubilation of local newspapers over the increase in ships registering under the local flag.

**55c Kickbacks**

The Del Sol picked up 60 Kru natives in Monrovia to work cargo while the ship pulled in at about 15 ports in French Equatorial Africa, the Gold Coast, Ivory Coast, Belgium Congo and Angola. They drew 55 cents a day all this time, and much of that sobering wage was diminished by "kickbacks" to inland and coastal tribal chiefs who furnish the cheap labor supply, plus the cost of their three meals of rice daily.

In Angola, where Garrison penned his communication, the situation is even worse, with the native work force treated "like slave labor"—no wages and daily

beatings to boot for not working hard enough.

**Union No Go**

An attempt to stir up a maritime union in Monrovia by one of the educated local citizens proved abortive after he was beaten badly and shot at by the local powers unreceptive to the idea.

He did manage to get enough money together to go to the US and plead his cause before United Nations officials, but so far nothing has come of that.

And, not taking notice of the miserable local labor conditions which help bring it about, the local press, the Liberian Review, in a fit of national pride, regales its readers with news of the boom in Liberian-flag shipping.

One recent news item related that "Liberia seems to be gradually taking her place in international shipping. Not that Liberians themselves, who in the past had their own gunboats and large motor launches, are now engaged in ship services. But like most companies which registered their ships under the Panama flag, Liberia overnight finds about 50 ships now plying the ocean under her flag."

**Stay-Put SUP Crew Eyes Swiss Ship Salvage Prize**

American ingenuity, well salted with seafaring enterprise, may net a tidy salvage award for crewmembers of the SUP-contracted John A. Westervelt (American Mail). After answering a distress call relayed from Las Palmas, Canary Islands, from the M/S Baden, a Swiss merchantman, then

reported squatting on a reef and in sinking condition, the Westervelt crew tackled the job of bringing the ship in and hope to make it pay off handsomely.

According to Frank B. Chadbourne, bosun, the SUP ship received the SOS while enroute home from India about three days out of Gibraltar, then changed course and headed for the trouble site. On arrival, the Baden's crew came alongside after abandoning her, several members with their clothes and personal gear.

Since none wished to return to their ship, a seven-man salvage party from the Westervelt went aboard to survey the damage, among them the chief mate, Carpenter N. A. Huff, Third Assistant Carl Hall, AB W. Rowens, AB J. Martin, Chadbourne and Smith, oiler. After taking soundings and inspecting the ship, they found the ship resting on a reef just forward of the amidship house and, from the look of the hull, that it had probably hit on the starboard side.

**Light Up**

Night having arrived, they rigged fore and aft lights, put up danger signals and stood by. Providence moved in to assist and, by dawn, the ship floated free of the reef though water had flooded all the holds and the engine room.

That morning, an inch-and-a-half towing cable was passed from the Westervelt but snapped two hours later. A few more haggard hours later, a line was gotten aboard via a Lyle gun. This enabled two nine-inch manila lines to be passed aboard and towing was resumed. Up to this time, no desire to return to the Baden was displayed by its crew, and the Westervelt's skipper wired for a tug to take up the tow on charter, headed for Las Palmas.

The following day, with the situation growing brighter and land close by, the Swiss captain decided it wouldn't be too bad an idea to go back to his ship, but this idea was quickly put to rest.

Two days later, the Baden was

made fast to a dock at Las Palmas and the SUP salvage crew stuck with her until the proper insurance formalities had been arranged. At this point the former crew was allowed aboard to claim

personal gear but not to remain on the ship.

The windup is expected to be a husky award for the SUP crewmembers when the salvage litigation is squared away.



Crippled Swiss-flag motor ship Baden being towed to Las Palmas by SS John A. Westervelt, crewed by SUP seamen. They gambled on bringing her in and made it safely.

**Atomic Raid Information Readied For Ship Crews**

The Coast Guard has ordered conspicuous display aboard ship of placards bearing instructions on what to do in the event of an atomic-bomb attack, which will be issued as vessels call at American ports.

The safety instructions call for ships in port to make ready to get underway immediately when the possibility of attack becomes known. Cargo loading or discharging operations are to be secured and all external openings, such as hatches, ports, ventilators and watertight doors, must be closed.

An emergency squad should be mustered to stand by with emergency equipment below deck and, where possible, fire hoses equipped with fog spray nozzles should be broken out for instant use.

White or light-colored clothes

should be worn to cover all exposed skin areas as protection against radiation and flash effects, and crewmembers should take cover against falling debris. According to the instructions, there is no danger of radiation once debris stops falling.

In addition, all personnel should lie close to inner bulkheads, but away from equipment which is under pressure, such as boilers and steam lines.

Emphasis is placed on the necessity of not standing out in the open and, in the absence of other shelter, to fall flat, face down.

**Cartoon History Of The SIU**

The Dark Days

No. 3



By 1923 the shipowner-US Shipping Board drive had all but broken the Union. But a militant handful still held out and a few companies remained under contract. In every port small groups began the long struggle to rebuild the Union in the face of shipowners and the Union betrayers of 1921.



With US and shipowner fink halls supreme, seamen were treated like dogs. The shipping master had the cops handy to jug seamen for vagrancy if they talked up. Jobs were openly sold or given to apple polishers. Conditions declined continually, as undermanning and the two-pot system prevailed.



Workaways rode ships in excess of crewmen, making several payless trips while awaiting jobs. "Field days" with all hands turning to minus overtime were the rule. Entry ratings' wages dropped to \$22.50 monthly. One company paid in scrip, others cut out messmen. These were dark years.

# PORT REPORTS

## New York:

### Layups Aren't Helping Ease Shipping Picture

The past two weeks have been a very busy period for this port with a total of 36 ships paying off and 11 signed on foreign articles, plus the usual number of continuous articles on short runs.

However, there is a gloomy side to this picture, and that is the fact that one of these ships, the Sea Clipper, has been sold to the American Hawaiian Line, and six of them are being laid up. The ones slated for the boneyard are the Walker Hines, Joshua Lippincott (Alcoa); John Riley, Henry Baldwin, John Appleby (Eastern) and Daniel Lowndsdale (Isthmian).

In the past week though, we signed a company with three ships and expectations of buying more, so this helps the situation some.

Our payoffs were squared away with a minimum of beefs at the point of production. The long list included: Elizabeth, Edith, Rosario, Ines, Beatrice, Monroe, Kathryn, Binghampton Victory, Puerto Rico, Suzanne (Bull); Charles Warfield, Joshua Lippincott, Walker Hines (Alcoa); Chiwawa, Government Camp, Salem Maritime, French Creek, Fort Hoskins, Winter Hill (Cities Service); John Riley, Henry Baldwin, John Appleby (Eastern); Daniel Lowndsdale, Steel Chemist (Isthmian); Robin Locksley (Robin); Seatrains Georgia, New York; John Evans, Lafayette, Azalea City (Waterman); Mother M. L. (Eagle Ocean); Sea Tiger, Sea Clipper (Orion); Trinity (Caras), Jefferson City Victory and Coe Victory (Victory Carriers).

Signing on were the following: Charles Warfield; Steel Seafarer, Steel Vendor (Isthmian); San Angelo Victory (Mar Trade); Robin Hood, Robin Gray (Robin); Azalea City, John Evans, La Salle (Waterman); Ulla (Ocean Transportation), and Jefferson City Victory. The Ulla is the former tanker Seacomet.

#### Serious Business

Due to the fact that there is an increasingly large number of men either missing their ships or getting into trouble ashore in foreign ports and running afoul of the law I think that we should once again warn our membership of the seriousness of these acts. This is particularly true in the East African ports made on the Robin Line run and in the port of Singapore made by most of the Isthmian ships and the Waterman ships on the Far East run.

The local authorities in these ports are cracking down and making it extremely rough on American seamen who miss their ships or get into fights while ashore. For a good example we now have four men from a Robin Line ship in jail in Zanzibar. They got into a fight with some natives ashore and a couple of them were hospitalized with serious injuries.

They were then jailed and taken before a one-man court. This judge in turn gave each of them a four month prison sentence. From all accounts of men who have learned from experience, East Africa is a rough place to make time.

The men riding these ships should realize that the local authorities in these ports have it in for the American seamen and will make it as hard on them as they possibly can when they foul up or give them any opportunity to get them within their power.

All of the companies operating into these ports have received complaints from the various officials in charge of immigration and police in these places.

The companies in turn are com-

plaining to your Union officials and it is creating a big problem to all concerned. The situation is getting to be as serious in Singapore as it is in the East African ports. The men sailing into these ports should make sure that they do not miss their ships and should also watch their step and avoid getting into any kind of arguments or trouble ashore because once they get you over in one of those countries there is not much the Union or anyone else can do for you.

We are reprinting here a letter received by the Isthmian Steamship Company Agents from the American Consulate General in Singapore.

The following letter is dated March 6, 1952 from Charles F. Baldwin, American Consulate General, to Mr. D. W. Holder, McAlister & Company, Ltd., Singapore:

"Immigration and police officials have expressed to officials of this Consulate General grave concern over the fact that in recent weeks a great many American seamen have missed their ships and a disturbingly large number of seamen have been guilty of serious misconduct ashore.

"The above mentioned officials stressed that this Colony is involved in serious and deadly warfare with Communist bandits and this fact coupled with flagrant disregard of British immigration laws require that possible strong measures be taken against individuals who miss their ships through misconduct and are found in the area without visas, landing cards or other travel documents, or with documents on which the date of validity has expired.

#### Respect Important

"In view of the approach which has been made by local authorities, and for other obvious reasons, this Consulate General believes that every measure should be taken to correct the situation and to enhance the respect of not only the British officials but also of local residents for American seamen.

"It is requested that you contact the Masters of all vessels that you represent, which either enter the port areas or fuel areas, acquaint them with the situation and expressly request that prior to granting liberty they publish at the gangway, announce over the ship's loudspeaker system and by any other means possible, convey to all hands that seamen who miss their ships are guilty of misconduct in Singapore may be incarcerated in a place of detention until they can be returned to their ship or the United States.

"Your cooperation in this matter will be sincerely appreciated."

Claude Simmons  
Asst. Sec'y-Treas.

## Galveston:

### Port Slow, Ships Slated For Payoff Go To Layup

Business is very slow for us, with most ships scheduled for payoffs diverted to other ports for layup.

Two ships in for payoff and sign-on in jig time were the Taineron (Actium) and the Edward Scripps (Isthmian). The in-transits were a bit heavy, among them the following: Seatrains New York, Louisiana (Seatrain); Edith, Simmons Victory (Bull); Del Rio, Del Valle, Cape Grieg (Mississippi); Martin McCarver, Maiden Creek (Waterman); Julesburg, W. E. Downing (Mathiasen); Bradford Island (Cities Service), and two SUP ships, the Frank A. Morgan and Ampac California.

Among the boys on the beach with us this period, we have brother E. C. "Red" Goings, who has been sailing out of Galveston the past five years as a messman on various ships running coastwise. "Red" hasn't qualified for any vacation pay yet, but he thinks it's a great thing for the boys that go



Goings

to sea regularly.

His ambition at present is to ship on one of our passenger ships on a long voyage as bellhop and maybe someday become bell captain. His many shipmates around A&G ports know "Red" is the kind of guy who will see it through.

Also on the beach, but in less favorable condition, are the following brothers in the local marine hospital: James Thomas, F. W. Walaska, G. H. Noles, S. B. Tribble, James Grinstead, W. S. Gettes and Eldon Freese.

Keith Alsop  
Galveston Port Agent  
⚓ ⚓ ⚓

## Savannah:

### Local Incident Enforces LOG Security Charges

Although shipping is generally slow here, everyone around seems very happy, probably due to the fact vacation pay is coming in daily from headquarters and various companies are paying out back pay owed since November.

We had the High Point Victory (South Atlantic) in for payoff and she signed on again for another trip. The Peter V. Daniels (Alcoa) came into Jacksonville for payoff,

but she is slated to go back into the boneyard in Wilmington, NC. There was one lone in-transit ship, Isthmian's Steel Maker.

It looks like the recent surveys in the LOG reporting port security loopholes for foreign seamen on foreign-flag ships is getting people to sit up and take notice of what's going on. It seems we have a Honduran freighter in here that's a little fouled up with the US immigration people as one local paper reported it. (See story on Page 2).

#### State AFL Meet

Our local labor front was pepped up a bit with the nomination of delegates to attend the state AFL convention to be held in Augusta in May. This was an important item on the agenda of the central labor body in town.

I want to take this opportunity to make it clear to the membership that I am not a loan collector, as some of the brothers might seem to think. I have had quite a few requests recently, by mail and in person, asking that I collect money which different men loaned out and neglected to pick up at the payoff.

It's important to remember that the men should steer clear of being money-lenders, especially if they're not too well acquainted with the man who is doing the borrowing. Keep that in mind, and remember I'm not a collection agency for personal items.

#### Old Home Week

It looks like old home week in this port with many oldtimers on the beach at one time. This is the first time in over a year and a half in Savannah that I've seen this many men around who have been in the Union over 10 years. Among the brothers here are R. C. Grimes, M. P. Linsky, R. Bennett, F. Kagelmacher, J. A. Hudgins, W. Stoll, W. C. Saunders, M. Swords, R. B. McCorkel, J. Littleton, J. Roza and R. T. C. Musgrove.

We're happy to report this time that we have only three members laid up in the local marine hospital, and brothers W. B. Creech, J. T. Moore and R. Hugh seem to be coming along very nicely.

E. B. Tilley  
Savannah Port Agent  
⚓ ⚓ ⚓

## San Francisco:

### Vacation \$ Round-Trip Now Cut to Six Days

There's nothing in the way of a boom in shipping out in this port, but things are moving along steadily and we shipped well over a hundred men for the past period. We had no payoffs and just two

sign-ons. The Seaciff (Coral), formerly the Alabaman of the American Hawaiian Company, signed on for a trip to Europe via British Columbia. This was an extremely clean ship, and her former SUP deck crew is to be complimented for keeping her that way. The Arizpa (Waterman), which had been here for some time undergoing a four-year survey, also took a crew and signed on for another trip to the Orient. In-transit were the Yaka (Waterman); Pennmar, Calmar (Calmar), and Steel Artisan and Steel Rover (Isthmian).

Vacation checks are still the big issue around the port now that shipping has slowed down a little.



West

These checks have saved the day for the men on the beach. Five and six days after filing for vacation pay, the checks are back here from headquarters, and that includes the four days necessary for mail to get to the east coast and back here.

#### Back Pay Takes Time

Some of the members currently enjoying the California sunshine with us are brothers T. Henkle, R. Hunt, P. Coponiti, Frank Kon, C. E. Owens, C. Amelink, T. Torres, J. Hart, T. Moriarity, Frank Kustura, H. L. Ringo, J. Stoddard, W. Chadburn, and Norman West, who asked us to say hello for him to his shipmates in the east. The roster of the marine hospital here also includes: William Anderson, William Rogers, J. Sprezel, E. Schlewke, Jean Rioux, D. K. Sorenson, Peter Smith.

A reminder to the brothers on the beach concerning retroactive pay, which is being paid out by the companies and not by the Union. Each man has to write in to the companies he worked for and enclose the dates of his discharges, social security number, Z-number, number of dependents and the address where he wants the voucher or check sent. Most operators are paying out this money now, but it takes a week or two to get a reply.

On the local labor scene, we have the Pacific Greyhound bus drivers still out on strike, and indications are they'll be out for some time, as they intend to stick until their demands are met. The company is owned by the Southern Pacific Railroad, and their claim is that to meet the drivers' proposals they would have to raise fares about 50 percent.

As of this writing, a federal conciliator assigned to the case has been unable to make any headway. Meanwhile, a lot of the Greyhound drivers are going to work as Municipal bus drivers. Unless Southern Pacific comes to an agreement soon, most of their outstate drivers will be on the city's payroll and they'll have to train a whole new crew. By the way, the AFL Carpenters are threatening to strike over wages, but every effort is being made to avert a stoppage.

The local papers are playing up the big salaries that seamen are getting now and comparing them to the wages of shore workers. According to the papers, the seamen are living the life of Riley, but what they fail to mention is the fact that the seamen, in earning this "high" pay, are constantly working under dangerous conditions, while the shore workers come home every night to a home and wife and family. Also not played up were the ships and seamen that went down this year and were never heard from again.

H. J. Fischer  
West Coast Representative

## A & G SHIPPING RECORD

Shipping from March 13 to March 26

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	55	28	23	106	25	25	5	55
New York	222	164	120	506	171	134	116	421
Philadelphia	51	47	24	122	58	54	37	149
Baltimore	181	119	117	417	109	95	61	265
Norfolk	263	133	115	511	135	104	96	335
Savannah	39	26	31	96	9	6	4	19
Tampa	11	5	12	28	9	11	13	33
Mobile	87	61	79	247	79	80	59	227
New Orleans	84	70	59	213	75	56	52	183
Galveston	47	58	53	158	57	49	36	142
West Coast	77	38	43	158	87	54	50	191
<b>TOTALS</b>	<b>1117</b>	<b>709</b>	<b>676</b>	<b>2502</b>	<b>814</b>	<b>677</b>	<b>529</b>	<b>2020</b>



# PORT REPORTS

## New Orleans:

### SIU Promises Full Aid In AFL Higgins' Beef

This port is in good shape, with everything running along as smoothly as can be expected. The coming two weeks don't look too hot though, since there are only four regular run ships due in for payoff. We've missed out on the payoff of boneyard ships, with only one layup out of this port to date.

The layup jobs are tough when you think about it, since it means more and more men hitting the beach. But there's some small satisfaction in knowing the help it means for the men on the beach who take the towing jobs to Mobile and Texas.

Then again, with the molasses season starting, we may begin getting the tankers back in here. That deal is something that a lot of the local members look forward to because of the regular runs between New Orleans, Cuba and Puerto Rico with molasses.

During the past period we paid off the following ships: Alcoa Planter, Partner (Alcoa); Del Valle, Mar, Viento, Sol (Mississippi), and Paine Wingate (Bull). Signing on were the Planter, Partner and Del Mar.

In-transit business was supplied by the following: Alcoa Cavalier, Ranger, Pennant, Clipper, Roamer, Cape Edmont (Alcoa); Steel Vendor, Steel Age (Isthmian); Seatrains Louisiana, New Jersey, Georgia (Seatrain); Warrior, Wacosta, Antinous, Morning Light, Chickasaw, Monarch, of the Seas (Waterman); Margaret Brown (Bloomfield), and Lotta, ex-Ocean C (Ocean Trans).

### Black Gang Beef

We ran into a few beefs on the ships making the West African run, where the engineers took it upon themselves to work the men contrary to the agreement and also to work the Kroo native boys other than was called for in the contract. But we got it all squared away and the beefs wound up giving many brothers a husky hunk of overtime dough.

Long anti-union, Higgins Industries has started a vigorous campaign against labor unions trying to organize its plant. Some unions have won out there, but they are certainly giving them a hard time.

A showdown is probable one of these days and we have pledged our support to the AFL organizations involved, particularly Machinists, Carpenters and Boiler-makers. We have never stood by and let any employer get the best of those who have called on us for help, and we don't plan to back-track now.

Lindsey Williams  
New Orleans Port Agent  
↓ ↓ ↓

## Mobile:

### Shipping Still In High, Looks Good for Future

Shipping is very good, and figures to keep on the same high level for the next two weeks with 14 ships due in for payoffs and replacements.

The past period was spiced by a load of payoffs, 21 all told. They were the following: Alawai, Desoto, Maiden Creek, Morning Light, Antinous, Fairhope, Monarch of the Seas, City of Alma, Citrus Packer, Raphael Semmes, William A. Richardson (Waterman); Alcoa Pennant, Clipper, Ranger, Roamer, Corsair (Alcoa); Jonathan Trumbull (South Atlantic); Henry Meiggs, Francis E. Warren (Mis-

issippi); Alice Brown (Bloomfield), Strathport (Strathmore).

Nine sign-ons provided a busy time for the port as well. Among them were: Alcoa Penbent, Ranger, Roamer; Antinous, Chickasaw, Maiden Creek, City of Alma (Waterman); Alice Brown, and the Strathport.

In-transits to the port numbered five, including: Alcoa Pioneer, Pointer (Alcoa); Anniston City, Steel Age (Isthmian), and the Lotta, formerly the Ocean C (Ocean Trans). None of these ships came in with any beefs that couldn't be settled easily, so all activity came off smoothly.

There isn't much going on of note in town, except that the continuing stream of vacation checks from headquarters is making for a lot of happy faces as the men come off the ships and apply for their dough.

Cal Tanner  
Mobile Port Agent  
↓ ↓ ↓

## Boston:

### All Quiet On This Front Except For A Few Beefs

Quite quiet is the way you might sum it up for this port at present, although the few ships we had in provided some husky beefs.

Accounting for the activity in the payoff column were the Potrero Hills (Mar Trade), Montebello Hills (Western Tankers), Wanda (Epiphany), plus the Royal Oak and Cantigny (Cities Service). The Montebello Hills signed on for another foreign trip.

There was a stowaway beef on the Wanda which was taken care of and reported to headquarters, while the Montebello Hills came into Portland with a few disputed hours in overtime which we got paid and a slopchest beef. We got an additional slopchest put aboard this wagon.

The Potrero Hills also came into Portland and helped get us stuck up there for a time due to a delayed arrival. The Potrero was full of beefs. The captain never paid up on beefs taken up by patrolmen in Baltimore and Philly but we grabbed her here and made them pay those and plenty more.

The skipper's workaway set-up turned sour for him when he had to fork over \$505.29 to be split up between six ABs and three ordinaries. There was no delay in the sailing of this vessel and a new skipper, Captain Costello, took her out. He listened in while the hassling went on but naturally wasn't to blame for any of the beefs.

James Sheehan  
Boston Port Agent

## Wilmington:

### Cheap Imports Killing Local Tuna Industry

Shipping still looks pretty fair out here, and rated men, particularly in the engine department, can come a-running because they will have no trouble getting out. We've been having some perfect baseball weather, and some of the big league teams are really showing off for the local populace.

The Greenstar (Triton) and Kyska (Waterman) were in for payoffs and both of them signed on for another trip. There were quite a few loggings on the Greenstar, but we got together with the skipper and had about half of them scratched.

The overtime on her ran to about 300 hours, and we got that too when I showed the captain why the bosun couldn't supervise foreign labor. We also got a washing machine installed on this ship as per our agreement.

Quite a few in-transit ships came in, including these: North Platte Victory, Lawrence Victory (Mississippi); Calmar, Portmar (Calmar); Logans Fort (Cities Service); Republic (Trafalgar); Barbara Frietchie (Liberty Nav); James A. Price (South Atlantic); Shinnecock Bay (Mar Trade); Steel Rover (Isthmian), and Yaka (Waterman).

We got the chief engineer on the Rover to agree to clean out the water tanks at sea, as the water aboard her had quite a brackish taste.

Excessive drinking and fouling up caused quite a few men to be removed from the ships. They're forgetting what harm their performing does when the Union Negotiating Committee has to get together with the shipowners on the new agreement.

Men thinking of coming ashore without declaring their souvenirs had better wise up because the customs here is getting rough on guys trying to sneak stuff through. You'll wind up short every time if you try any funny business.

A walk along the San Pedro waterfront shows what cheap labor and conditions can do to an American industry. The great tuna fishing fleet that was the backbone of this town is lying idle because of the cheap tuna provided by Japanese and Peruvian boats.

The long lines of jobless fishermen crowd the streets, and all because a sleepy Congress will not put a protective tariff on their product to give them a fighting chance.

By the way, I had a talk with the local doctor who handles most of the medical exams for the shipping

companies. He told me that right now a great amount of the rejections are due to bad teeth. It might be a good idea if you have the time to get those choppers taken care of at the nearest USPHS unit.

Sam Cohen  
Wilmington Port Agent  
↓ ↓ ↓

## Seattle:

### Sudden Slowdown Hits Port After Ship Rush

After running along fine for several weeks, shipping suddenly ground to a halt up here in the Northwest. If it wasn't for the fact that we had two in-transits we wouldn't have had cause to stray out of the hall.

The two ships that favored us by stopping in were the Republic (Trafalgar), and the Pennmar (Calmar) making for a little bit of circulation through the Seattle hall. The Alaska Spruce and Alaska Cedar (Ocean Tow) are both inactive at the moment.

As far as other matters are concerned, all is peaceful on the Northwest front. The Marine Cooks and Stewards is still groggy from its losing bout with the courts. The labor front is quiet otherwise, probably due to that fine Seattle spring weather which puts everyone in a mellow and lazy mood.

One of the boys here waiting for a ship to show up is Frank P. Drozak, who sails as bosun, Frank



Drozak

has been with us since 1944 and has been bosun on many Alcoa and Waterman ships. He has been active in quite a few SIU beefs and thinks that the SIU Vacation and Welfare Plan is just about tops of all the gains we have made. One of the younger men in the business, Frank is a solid Union man all the way through.

There's quite a few oldtimers on the beach including Jimmy Adams who just came in off the Francis E. Warren. Others here include H. O. Mesford, W. McBride, H. M. Thomas, H. R. Kirkwood, R. J. Wendell, William McKay, L. E. Meyers, and Frank Cullison. We have a few boys in the hospital who would like to get some mail. These include Francis I. Gibbons, Emil Austad, Jesse W. Puckett, William B. Jones and Henry Gillikin.

Jeff Morrison  
Seattle Port Agent

## Baltimore:

### Get Record of Work To Ease Beefs Later On

The record of business has been fair for the past two weeks, although shipping has slowed down somewhat, due to the fact that three Libertys paying off here are being laid up and sent back to the mothball fleet in the James River.

One helpful item was the crewing up of the SS Tramar (West Coast Trans-Orion), a new company ship recently signed by headquarters.

Since the last meeting, we have had 18 ships paying off, 15 ships signing on and five calling here in-transit. There were no beefs to speak of, and the few there were turned out to be routine and were easily settled to satisfaction of the crews at the payoff or sign-on.

It is important to bring to the attention of the membership one beef that occurs frequently, but which could be eliminated very easily by the individual brother's taking an interest in his own financial matters when working on a ship. Several instances have arisen where a man either stayed on the ship after paying off articles or until signing-on.

He then got off the ship, didn't make the voyage and didn't secure verification of his employment by the master in the form of a voucher or the master didn't pay him off in cash. In these cases, the crew-member can only collect those wages or overtime or both due him when the ship returns from its voyage and the master verifies his employment.

Earl Sheppard  
Baltimore Port Agent  
↓ ↓ ↓

## Lake Charles:

### Plenty Jobs, Leap Year Join To Clean Beach

Things are humming right along here. The weather is just what the doctor ordered, but the gals are running around looking to catch any unwary male. Anyone who doesn't move out of here fast enough will find out the local girls are playing this leap year game for all it's worth.

The Winter Hill, Bents Fort, Chiwawa, Government Camp, Cantigny, Salem Maritime, Lone Jack and Fort Hoskins, all of the Cities Service fleet, came to town in very good shape. That ferryboat, the Federal (Trafalgar), is still running on a four-day schedule, but took on a couple of men. The oil wagons each took quite a few new hands for their crews, so the single boys don't stick around long enough to get hooked.

We also had three SUP ships in the area during the last couple of weeks and they also called for a few men. Two of the three were going offshore, so some of our boys were happy over the prospect of a long trip.

The fish are really biting around these parts and one of these nights we're going to stroll down to the river and try our luck. The crawfish are plenty fat here now, and those who haven't eaten such stuff just don't know what they're missing by staying up in the cold.

Now that the day workers have gotten a raise, it won't be too long before a lot of ABs will stop sailing on watch and go back to day work. Lots of them would rather sail as daymen, except that there was more money sailing on watch, especially on a tanker. Everyone is happy over the increase though.

Leroy Clarke  
Lake Charles Agent

## SIU HALL DIRECTORY

### SIU, A&G District

BALTIMORE.....14 North Gay St.  
Earl Sheppard, Agent Muberry 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.  
LeRoy Clarke, Agent Phone 6-5744  
MOBILE.....1 South Lawrence St.  
Cal Tanner, Agent Phone 2-1754  
NEW ORLEANS.....523 Bienville St.  
Lindsey Williams, Agent  
NEW YORK.....Magnolia 6112-6113  
675 4th Ave., Brooklyn  
NORFOLK.....127-129 Bank St.  
Ben Rees, Agent Phone 4-1083  
PHILADELPHIA.....337 Market St.  
S. Cardullo, Agent Market 7-1635  
SAN FRANCISCO.....450 Harrison St.  
H. J. Fischer, Agent Douglas 2-5475  
SAN JUAN, P.R.....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.....1829-1811 N. Franklin St.  
Ray White, Agent Phone 2-1323  
WILMINGTON, CAH.....440 Avalon Blvd.

Sam Cohen, Agent Terminal 4-2874  
HEADQUARTERS 675 4th Ave., Bklyn.  
SECRETARY-TREASURER Paul Hall  
ASST. SECRETARY-TREASURERS Lloyd Gardner  
Robert Matthews Claude Simmons  
HEADQUARTERS REPRESENTATIVE Joe Algina

### SUP

HONOLULU.....16 Merchant St.  
Phone 5-8777  
PORTLAND.....111 W. Burnside St.  
Beacon 4336  
257 5th St.  
Phone 2589  
SAN FRANCISCO.....450 Harrison St.  
Douglas 2-8363  
2700 1st Ave.  
Main 0290  
WILMINGTON.....440 Avalon Blvd.  
Terminal 4-3121  
NEW YORK.....675 4th Ave., Brooklyn  
Sterling 8-4671

### 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.  
Dunfermline 373  
Phone: 3-3221

PORT COLBORNE.....103 Durham St.  
Ontario 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 6246  
BAGOTVILLE, Quebec.....20 Elgin St.  
Phone: 945  
THOROLD, Ontario.....37 Ormont St.  
Phone: 3-3202  
QUEBEC.....113 Cote De La Montague  
Quebec Phone: 2-7078  
SAINT JOHN.....177 Prince William St.  
N.B. Phone: 2-3049

### Great Lakes District

ALPENA.....133 W. Fletcher  
Phone: 1239W  
BUFFALO, N. Y.....180 Main St.  
Phone: Cleveland 7391  
CLEVELAND.....2602 Carroll St.  
Phone: Main 1-0147  
DETROIT.....1038 3rd St.  
Headquarters Phone: Woodward 1-6877  
DULUTH.....831 W. Michigan St.  
Phone: Melrose 2-4119  
SOUTH CHICAGO.....3261 E. 92nd St.  
Phone: Essex 5-2410

# NO Revamping Piers To Break Port Jam

(Continued from page 2)  
 being dredged, Southwest Pass is used and vice versa.

The dredging is carried on almost continuously, yet a depth permitting passage of ships drawing 30 feet or sometimes up to 32 feet is available but little over half the year.

So New Orleans—and for that matter the lower Mississippi Valley—has its plans for a tidewater channel to keep water. This would require the port to spend more than \$40 million for facilities on a tidewater harbor and the federal government would have to spend more than \$70 million to dig the canal. The US engineers have already okayed it, and the tidewater channel is up to the point of Congressional appropriation. When the money will be earmarked for the project, which would shorten the distance to deep water by 45 miles and would be straight as a super-highway, is not definite.

The US district engineer at New Orleans said the city must provide for the addition of three million tons of cargo handling capacity a year. And the port faces the need of more harbor space for bulk cargo and barge traffic.

### Channel to Sea

A tidewater channel to the sea would solve the problems facing the port and it would eliminate the hazard of moving in the treacherous river through fogs that frequently shroud its mouth.

But the port has always faced physical problems. Between 1718 and 1722, owners of land along the river were required to throw up levees to protect their property and the city. And these levees also served as unloading places for the ships that tacked laboriously upriver.

After the United States took over Louisiana in 1803, the port got active attention and was developed for shipping of the time.

And later city officials leased sections of the riverfront to bidders who agreed to spend the most on development and maintenance of shipping facilities. Under that era harbor masters ran the port's traffic and assigned berths.

In 1846 loading platforms were built to handle molasses and sugar. There were no sheds. Everything was in the open. Private companies operated sections of these platforms or wharves.

As the Mississippi valley prospered and developed so also did the port. But by 1890 private operations got out of hand. Private companies couldn't or wouldn't maintain the wharves. Shippers wanted their merchandise protected and demanded sheds. By 1895 the port was bogged down with excessive wharf charges, general inefficiency and pilferage. Fire was an ever-present menace.

### Port Control Set Up

In 1900, the Legislature established a board of port commissioners and gave it control over port activities. This started the building program with shed-covered wharves rising in 1904.

Now the port has about eight miles of wharves and other facilities labeled as "public" in addition to more miles of docks and loading platforms.

The so-called public wharves are put out on a preferential assignment basis rather than on leases. A company having such an assignment gets first call on wharves in its contract.

If the company isn't expecting a ship to use a wharf, then the port authorities can assign the

space to some other ship of another line or agent. This gives the port the maximum use of its wharves.

New Orleans is the second port of the United States for the import of jute, hemp and sisal; it's fourth for rubber brought in from Latin America, Africa and the Orient. It's a major port for importation of bananas, bauxite, mahogany, coffee.

It's the first port for the export of flour and first for the import of sugar and molasses. Its grain elevators handled 70 million bushels of grain last year, and the elevators which now have a capacity of 2,622,000 bushels are being doubled in size.

New Orleans is a two-way port. Ships that come in with cargo generally leave loaded with other cargo.

Louisiana has always owned the banks of the Mississippi river within its boundaries ever since it was organized, and the board of commissioners of the port is a state agency.

The board owns 39 large steel and concrete wharves with 74 berths for ocean-going ships. More berths are being added. One wharf under construction at Napoleon Avenue is 1000 feet long. There as at all wharves ships will dock parallel to the landing.

Private interests own 56 wharves and docks. They can't compete with the port in the public wharfing business but they are encouraged to develop for their own operations.

### Second Free Port

New Orleans boasts the second "free port" or foreign trade zone in the United States. It was opened in 1947, and is still operating in the red although its business is gradually increasing. This year it should show a profit.

The town hustles for business. And the results are showing. The port's public commodity warehouse covers nearly 86 acres and is usually filled for storage and handling of cotton and commodities.

The foreign trade zone has given New Orleans an edge over most ports in the country. Goods can be auctioned in the zone, and there's a minimum of red tape in moving cargo in and out.

The zone permits a shipper to insure his goods for actual value, a big item on merchandise like liquor. No custom duties have to be paid on goods that are stored, only when they are placed in the American market. Goods can be assembled, fumigated, culled or pre-fabricated in the zone.

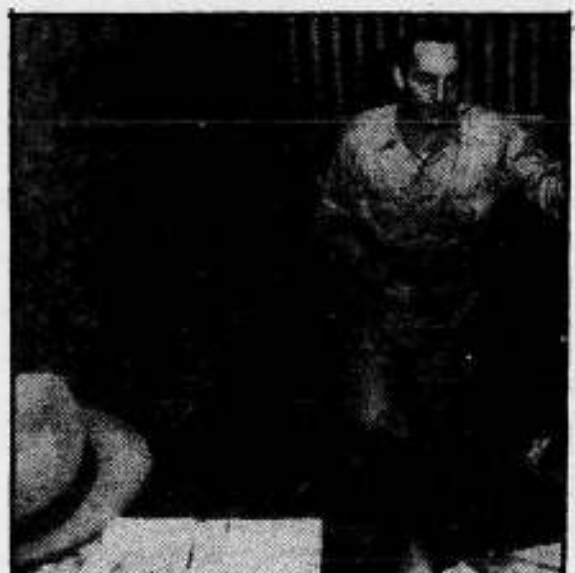
The zone comprises 20 acres of land outside the United States for all commercial purposes. During the first six months of this fiscal year, the zone's business amounted to more than 27,000 tons valued at about \$7 million. Warehouses there are being doubled in size, and shipments through the port of French auto parts to South American countries is increasing and taking considerable space.

Within the port are government wharves for 20 military vessels. These lie below the most active port area and are close to the Industrial Canal which is 5½ miles long and provides waterfront for industrial use. The canal connects the Mississippi River and Lake Pontchartrain.

New Orleans and the area about it are in the throes of industrial development never before known in this part of America. The port is geared to that expansion, and it should become an increasingly important one for SIU.



Seafarers shipping out via New Orleans, the nation's second port, talk over old times outside before a recent branch meeting began.



Returning from Rio, or Korea perhaps, they get books checked at desk.



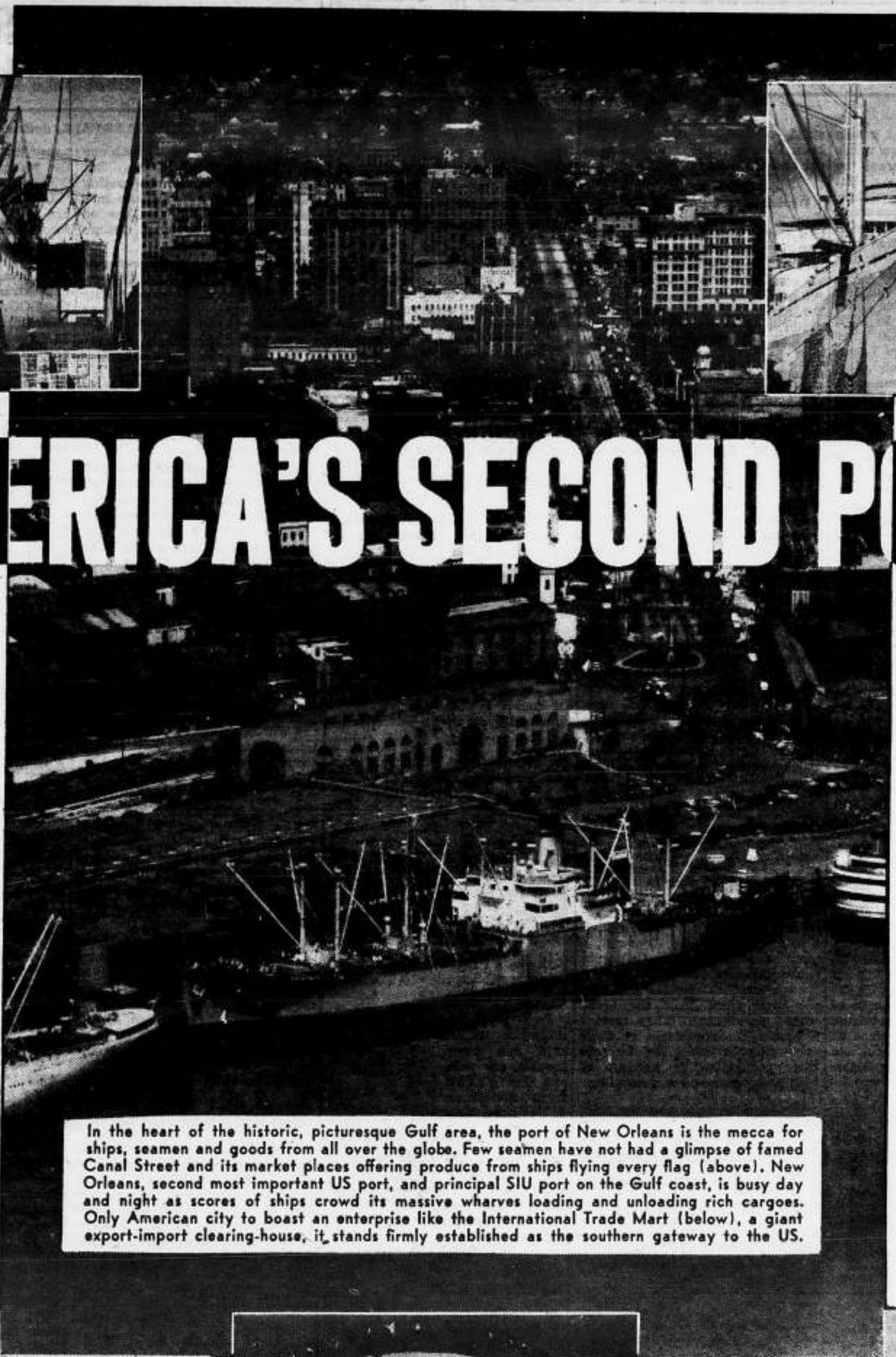
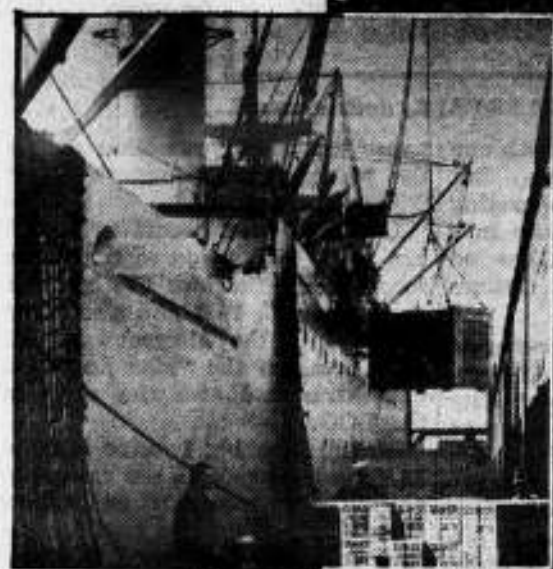
Having card stamped preserves their place on rotary shipping list.



Attentive as Port Agent Lindsey Williams gives bi-weekly branch report, Seafarers relax, give thoughtful consideration to recommendations.

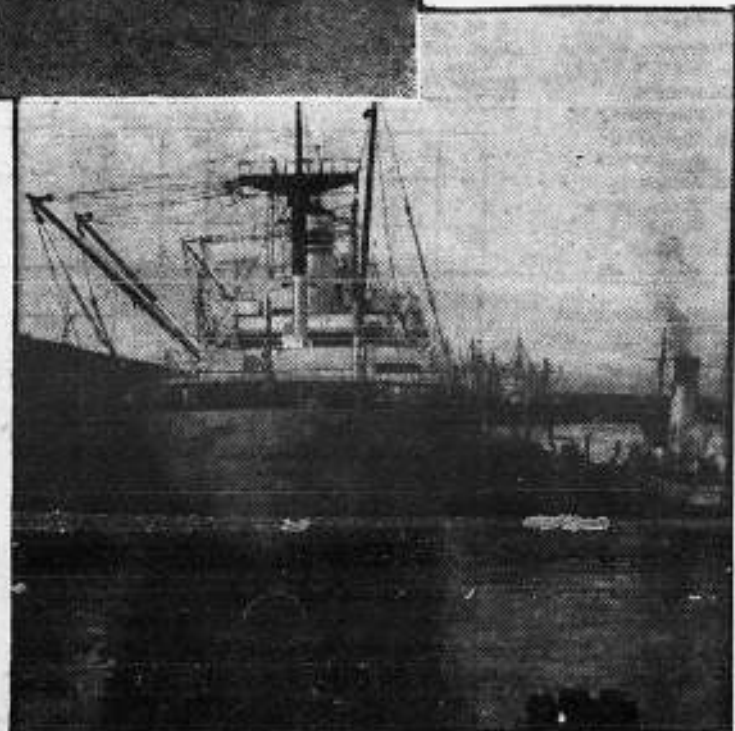
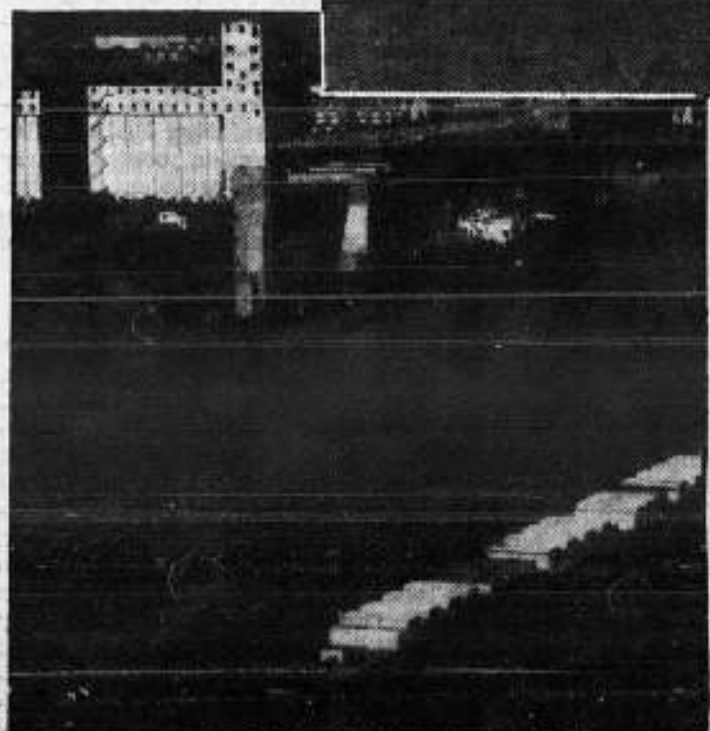


Filing out of SIU hall after briefing on shipping outlook, Union's plans in New Orleans and elsewhere, they head for nearby homes, a few hours' relaxation. Most were back at sea again by the time of the next meeting.



# AMERICA'S SECOND PORT

In the heart of the historic, picturesque Gulf area, the port of New Orleans is the mecca for ships, seamen and goods from all over the globe. Few seamen have not had a glimpse of famed Canal Street and its market places offering produce from ships flying every flag (above). New Orleans, second most important US port, and principal SIU port on the Gulf coast, is busy day and night as scores of ships crowd its massive wharves loading and unloading rich cargoes. Only American city to boast an enterprise like the International Trade Mart (below), a giant export-import clearing-house, it stands firmly established as the southern gateway to the US.



# IN THE WAKE

Next time you glance at a map of China, these descriptive words may help you make out what the names of the waterways are. Hai is sea, ho means river and hu, lake. Kiang is the name for a large river. . . . Further geographical confusion may be spread by the fact that some old maps refer to the peninsula of Indochina as Farther India. . . . Johnston Island, originally discovered by Captain Charles Johnston of HMS Cornwallis in 1807, is a US territory about 600 miles southwest of Hawaii. Like Baker, Canton, Enderbury, Howland, Jarvis, Midway and Wake Islands, it is counted part of Honolulu County, Hawaii, for census purposes.

Scottish highlanders know the bagpipe for its musical qualities, but when they "bagpiped" the sails aboard ship, it was something entirely different. The term meant to shift the sheet of a sail in such a way as to bring the sail aback . . . The coal sack is a descriptive applied by seamen to a patch of the southern sky near the Southern Cross which apparently is devoid of stars.

An early organization of a special craft of seamen was known as The Brothers of the Coast. This was an organization of very daring pirates who frequented the Spanish Main, and embraced about 1,000 ships. The group operated under a strict code of discipline, a notable penalty for wrongdoing being marooning the guilty party on uninhabited island wastes. Despite their existence over a century ago, the "Brothers" had some enlightened practices. They carried accident benefits for those injured in action.

The word for lieutenant, either as a naval rank or a designation of a substitute for a higher-up, comes from the French, meaning one who replaces (in lieu of). It was introduced about 1580 with the intention of giving the captain of a ship an executive assistant who was qualified to take his place on occasion . . . The term to cut and run was derived from the practice in the old days of using yarns in-

stead of gaskets when furling sails. It meant the yarns could be cut and the sails let run.

Danish shipping companies have thrown caution and old superstition to the winds. They now permit the wives of both officers and men to join their husbands on long voyages, taking their turn under a rotation system and according to the amount of accommodation available. The change came about because of some disturbing divorce statistics in Denmark showing that seamen's long absences from loved ones was not conducive to keeping a family. It was not so long ago when the presence of women or clergymen aboard a ship was regarded by Danish sailors as an ill-omen, forboding bad weather or possibly shipwreck.

When ocean liners first turned from sail to steam about 1830, the funnel was set amidships and regarded as a nuisance. Ships retained masts and sails for auxiliary use for nearly 50 years. Then, when the size and speed of ocean-going vessels began to increase just before the first world war, the number of funnels was likewise increased. Since the public associated the number of funnels with speed, shipbuilders even added dummy funnels. The Olympic and Berengaria sported dummy funnels, and the Mauretania, which held the Atlantic speed record from 1907 to 1929 and was broken up in 1935, had four funnels. The builders of motor ships, notably the Scandinavians, have abolished funnels altogether.

The Argo, the ship in which Jason and his followers sailed to Colchis for the Golden Fleece, according to mythology, was recalled a century ago in the Argonaut, a name applied to the California gold-seekers in 1849 . . . Ancient Roman merchantmen, or corbitae, got their name from the Latin corbis, for basket. They carried a basket-like receptacle at their mastheads in order to indicate their occupation as carriers of both passengers and merchandise.

# THE INQUIRING SEAFARER

Question: Why do you sail out of New Orleans?

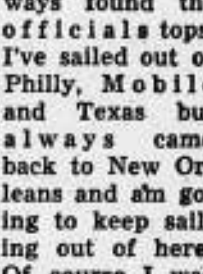
(Asked of Seafarers in the New Orleans hall).

Willie Garrity OS: For one thing this is my home town. I was born and raised here.



Besides, New Orleans is the best port on the Gulf. If it wasn't I'd sure leave. Any run you want comes in here, Europe, South America and the Pacific. We've got the best weather too.

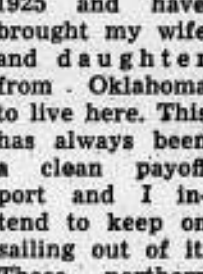
J. E. Kennedy, bosun: I started out of here in 1925 and have always found the officials tops. I've sailed out of Philly, Mobile and Texas but always came back to New Orleans and am going to keep sailing out of here. Of course I was born and grew up in this city.



James H. Bales, AB: I've gotten to like this port since I came down from New York seven years ago. I've only taken one ship out of another port since 1944. The good weather and having friends here made me stay. Once a year I go back to visit my home town, Owensboro, Ky.



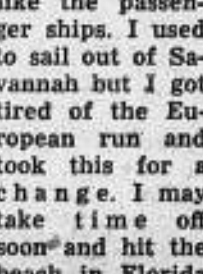
Jack Mays, bosun: I've been sailing from New Orleans since 1925 and have brought my wife and daughter from Oklahoma to live here. This has always been a clean payoff port and I intend to keep on sailing out of it. Those northern snowballs don't hold any interest for me.



Dick Ranson, AB: I've been coming here for a long time because I made a lot of friends and the weather is fine. I come from Memphis and used to sail out of Charleston and Jacksonville. I'll sail here until I make a bundle. Then I'll go on the beach in Florida.



Joseph C. Pelham, chief cook: I left Tampa for here because I like the passenger ships. I used to sail out of Savannah but I got tired of the European run and took this for a change. I may take time off soon and hit the beach in Florida since St. Petersburg is my home.



# MEET THE SEAFARER



GEORGE McFALL, deck steward

For most men, a career with one union would be enough. But George McFall is now operating under his third AFL affiliate in a span of union activity that has led from Teamsters to Meat Cutters and now to Seafarers.

Interviewed in a quiet corner of the New Orleans hall, the 32-year-old native of the Crescent City explained that his was a union family from the beginning. His father before him was a member of the Brotherhood of Locomotive Engineers and he himself has served as assistant business agent for the New Orleans local union of Teamsters, as well as international representative of the Amalgamated Meat Cutters, AFL.

When McFall got out of school, going to sea was remote from his mind. He was set on becoming a truck jockey and consequently went to work for Universal Carloading, at that time a non-union firm. Subsequently, an organizer for the Teamsters Union came around. McFall liked what he had to say about Unions and pitched in. After Universal Carloading was all signed up, he put his organizing talents to work for that Union in other campaigns.

### Started Sailing In '47

In 1947 McFall pulled up stakes and started going to sea. "I knew I was going to like the life right away," he said. The Seatrail New Orleans was his first ship.

McFall had not been with the SIU very long when his organizing experiences came to good use. The Union had Victory Carriers ships on an organizational basis and McFall was right in the middle of it. After that he started riding the Delta line run to South America.

### News Scoops

While on the Del Mar, the energetic Seafarer tried his hand at editorial work, being head man on the "Mar Log" for a year. "It was a tough job," he admitted, "but I got a lot of enjoyment out of doing the work. I like to write and the

paper was good promotion among the passengers. It made a lot of friends for the SIU."

Like any good reporter, McFall can point with pride to real news scoops when the Mar ran aground on August 26, 1951 and also when it ran into the Mormacstar. On each occasion the "Mar Log" got out extras and sent the news to the LOG.

McFall is a big booster for the LOG and is happy to see each ship getting three copies. "It guarantees every guy a chance to read it. Before that one LOG used to cause tussles once in a while. On every ship you go on 'where's the LOG?' is a beef you always hear." He feels that Seafarers, who get around a lot, can send in a lot of interesting news and photos for others to enjoy.

Aside from the "Mar Log" McFall has good reason to regard the Delta run with fondness. While in Buenos Aires on one trip, he met a local girl who was working in an amusement center. McFall was trying to toss hoops and win a bottle of wine. He didn't get the wine, but walked off with a better prize, the girl. They were married in Buenos Aires and his wife joined him in New Orleans on January 15.

McFall ran into a streak of misfortune recently when he suffered a heart attack. He has spent most of 1952 recuperating in the New Orleans USPHS hospital. But even here, the SIU's welfare benefits have cushioned the blow. "It's comforting to know that the \$15 a week can be counted on for as long as I need it. With the vacation pay I collected and retroactive money coming I'm in good shape considering I haven't worked much these past few months.

"That \$2,500 death benefit is good to have too," he continued. "I want my wife protected and this does the trick without costing me a cent. We sure are going forward in this industry. We could still be in the woods if we were on our own, but our Union isn't letting any grass grow under its feet."

# The Seafarers Puzzle

1. SS Sunion's owner	1. Miss Hunter, actress	16. Scuttlebutt	31. Girls named after
4. Island in the Solomons	2. High note	18. He had an "Irish Rose"	Miss West
8. Mr. Shee, of the Yanks	3. Where Sabre meets Mig	20. He hunted Moby Dick	35. Spar
12. River flowing into Lake Balkash	4. Popular LOG feature	21. Bishop of Rome	37. Island in E. Indies
13. Kind of acid	5. Russian River	22. Where the Norse lady is	38. What banks make
14. Where Mollendo is	6. Make fun of	23. David —, actor	39. Bold
15. Owner of the Atlantic Water	7. Good card	24. Officers of Naval Intelligence: Abbr.	40. Lily plant
17. Hostels	8. Backbone	26. A Waterman ship	41. Garbage boat
18. Everything	9. It split off Cape Cod	28. Kind of fish	43. Pep
19. "Spine" of S. America	10. Sea bird	29. Sheep	44. Exist
20. Attach	11. Swear		45. Native tribe of Philippines
23. Peace prize donor			46. Carried by the Fort Mercer
25. Anchor			47. Compass point
26. Christine's owner			
27. Compass point			
30. A month: Abbr.			
31. Cinema			
32. Service performed by Moran			
33. Wager			
34. Copies			
35. Jetty			
36. The briny			
38. Ship routes			
39. Regattas			
41. . . . .			
42. Winged			
43. We're paid for it now			
48. Airfield at Stavanger			
49. Ore from Duluth			
50. Export from Bolivia			
51. Tiller			
52. Gulls			
53. Brew			

Puzzle Answer on Page 27

# TEN YEARS AGO

The Tirpitz, mightiest German battlewagon, partially crippled by British torpedo-plane off Norway coast. . . Program to impose ceilings on wages, prices and profits hinted by White House. . . Atrocities from Hong Kong seeped through Nipponese propaganda line. . . First annual International SIU convention paid tribute to mounting toll of Seafarers lost at sea through action of enemy subs.

New Guinea invaded, as Japanese landed at Salamaua and Lae. . . Ordered to Australia, Gen. MacArthur left Luzon for Mindanao by motor torpedo boat, then flew to Darwin, where he pledged to reorganize Pacific forces. . . US defenses of Bataan wavered but held, despite continuous attack. . . Russian troops pushed deeper into Ukraine, roused Donets offensive.

Invasion ships menaced Port Moresby, New Guinea, across from the Australian mainland. . . AFL and CIO chiefs blasted measure for registration of unions, guised as bill to smash "labor racketeering" at a time when full energies of organized workers were directed to war effort. . . Business as usual in deferred, "essential" movie industry saw "Oscars" go to Greer

Garson for role in "Mrs. Miniver," and to Jimmy Cagney for "Yankee Doodle Dandy" . . . Joe Louis knocked out challenger Abe Simons in six rounds.

Returning from mission to India, Britain's Sir Stafford Cripps revealed offer of dominion status to India after the war, with the right to quit the Empire. . . Russian forces continued battering Hitler's armies, began driving Nazis from Soviet territory. . . Indian leaders rejected British offer. . . SIU convention named Harry Lundeberg first president, adopted constitution and reported vast progress since Union's formation three years earlier.

Fierce naval battle in Java Sea resulted in Allied loss of 12 ships, five of them cruisers. . . George S. Viereck convicted of hiding information while registering as Nazi agent. . . SS Wacosta, all crewed up and ready to sail from Philadelphia, caught fire while taking on fuel oil. . . Toronto Maple Leafs won Stanley Cup hockey playoffs. . . Organizing out of Texas City SIU hall brought three new ships under Union banner. . . Basketball's NCAA title went to Stanford's cagers.

# SEAFARERS LOG

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## A Forward Step

The united front presented by AFL maritime unions to the problems facing the industry was made crystal clear by the action of delegates to the Maritime Trades Department, which met in Chicago last week. Their decision to establish new and more extensive machinery for the operation of the MTD is a logical outgrowth of the past success of that organization in coping with waterfront beefs.

Under its original setup devised in 1946, the MTD was a loosely-knit organization that was called into play whenever its member unions ran into major beefs. As such it served its purpose well, being a big factor in several union successes on the waterfront. To make the MTD more effective and more suitable for today's needs, delegates have strengthened the organization's machinery immeasurably and by so doing have converted it into a potent federation of maritime unions.

To carry out the MTD's program and direct its functions the delegates selected one of our own, a Seafarer, for the all-important post of executive secretary. The SIU representatives at the Chicago meeting have pledged this Union's wholehearted support to the important objectives outlined in the MTD program. The SIU intends to do its share to assure further progress in maritime and further benefits for Seafarers and members of all maritime unions.

~ ~ ~

## 'Innocents' Abroad

As every Seafarer should know, the SIU has long been on record against performing, whether on board ship or in the course of shore leave in US or foreign ports. From time to time, when necessary, the Union has cracked down on performers and foul-ups who give the Union a bad name and make it tougher for the average hard-working Seafarer. By their actions they not only hurt themselves but they impede the Union's progress in negotiating contract improvements and in obtaining long-overdue community respect for seafaring men.

One instance of performing that has come to light recently took place in the port of Zanzibar, East Africa, where four seamen on shore leave assaulted a local resident. The men involved were rescued from a hostile crowd of local residents and punished in the local courts. The net result of their thoughtless and unnecessary behavior was to stir up unfriendly feelings against Americans stopping in that port. Further, it gave the ship's operator an opportunity to jab at the Union by pointing out the behavior of the crewmembers.

Irresponsible performing of this kind hits at the very livelihood of every SIU man. Crewmembers are warned to be on the alert against such foul-ups who jeopardize the Union's reputation and standing.

~ ~ ~

## Ship Cutbacks

These past six months the Union has been riding the crest of a shipping boom which at one point pushed the hiring totals past any peak experienced in the last six years. However, the arrival of spring has brought with it layoffs of 266 government-owned ships that were originally taken out of the boneyard to carry coal and grain cargo for Europe's winter needs. Their retirement from active service means a reduced number of jobs will be available from now on as compared with last December.

Of course this is something which the Union cannot control. What it can do, and has done, is cushion the effect of these what and erratic swings which have so long been characteristic of the notoriously unstable maritime industry. The Welfare and Vacation Plans are one means of softening the blow. Organizing and signing of new companies to bring in more jobs are other procedures constantly being followed by the Union wherever possible. Come what may SIU members have the comfort of knowing that the Union's man-to-job ratio is still tops in the industry.

The not-unexpected end of last winter's artificial shipping boom again points up the need for passage of the long-range shipping bill to bring a degree of stability to the industry. While government-owned ships are going back into layup, the bill is first emerging from its own private boneyard—a Congressional pigeonhole—where it has gathered dust for the last eight months. The SIU looks forward hopefully to its further legislative progress.

# LETTER of the WEEK

## Army Man Longs For LOG Again

To the Editor:

It has been quite some time since I last received a copy of the SEAFARERS LOG due to a change of bases. I left my last base during October, 1951, and at the time of my departure I advised the squadron mail clerk of my new address, but for some reason or another I have never had any of the LOGs forwarded to me.

In the various editions I received shortly before I departed the States, the move to the new hall in Brooklyn was anticipated for the near future. But unfortunately I do not have the new address.

No SIU Ships

At present I am stationed here in Bermuda and there are two ports here that can accommodate ocean-going vessels. I have visited all of the local "establishments" in both of these ports on numerous occasions with the hope of finding a copy of the LOG, but nowhere have I been able to locate one.

I have been told that once in a while an Alcoa ship wanders into one of the ports for a short stop, but I haven't seen hide nor hair of one recently. It would sure be a welcome sight to see an SIU ship resting securely at her berth, for I should very much like to go aboard and say hello to the boys.

A short time ago we were notified here at the boat station that the Lone Jack had radioed in and reported that she had a sick seaman aboard. We were to stand by and take him off and bring him to the islands where he could be moved to a hospital. The alert was called off a short time later though, when we received word that the Lone Jack was proceeding to the States.

It would sure have been a pleasure to have aided the man had we had to go out and bring him back in. I know the Lone Jack is crewed by the SIU and I would have been aiding one of my own Union brothers.

Anxious to Help

Every time we receive word that a ship wants to have a sick or injured man removed I am always eager to know the name of the ship and the company as I know there are quite a few SIU ships plodding the sea lanes now-a-days. I will be only too eager to be able to help see that the man is brought safely ashore where he can receive proper medical care, especially if he belongs to the SIU.

I am enclosing my old and new addresses and would like very much to receive the LOG. I sincerely hope that this letter reaches you without too much delay. In closing, I would like to hear from some of my old shipmates, especially Ray Arnold.

Cpl. John D. Marchitto AF12342848  
6th Crash-Rescue Boat Flight  
APO 856 c/o Postmaster, NYC

(Ed. Note: Your new address has been put on our mailing list and a bundle of back numbers of the LOG has been sent to you.)

## 'Posted'



## As I See It

by PAUL HALL



THE WIDELY-READ NATION- al news magazine "Time" has declared that the high wages of American seamen — specifically those of the SIU—are one of several reasons why American operators cannot compete successfully with foreign shipping. In other words they are saying that your Union has done too good a job and has harmed the industry by getting you decent conditions.

Actually the wages of Seafarers are no more out of line than those of shoreside workers who have organized into strong, democratic unions. It is just that seamen for so long were ill-paid, ill-fed and ill-treated that the conditions your Union has established today are startling by comparison.

I trust the editors of Time are not suggesting that American seamen sacrifice an American standard of living for the sake of meeting foreign competition. If they are, such a proposal would make as little sense as telling steel workers or auto workers to accept the wage scales prevailing in foreign countries for that same reason.

Certainly this approach is not the answer to the problems of the industry. Anybody putting it forth is merely befogging the issue for lack of a better solution. The fact is that American flag shipping was far worse off when seamen were paid \$50 a month than it is today.

It so happens that competition is much more open and direct in the maritime industry than elsewhere, which is the nature of the business. That is the cold, hard fact, and it must be realized by all concerned. And the only apparent solution, if we are to keep a strong, stable merchant marine, lies in government subsidies properly administered.

And we are not being helped in the effort by those American interests, some of them the nation's largest corporations, who are cutting the throats of our shipping industry by registering their fleets under the flags of non-maritime nations. If they were to put their ships under American registry where they belong, a good part of

the competition problem facing American operators would vanish.

CLOSE AND EFFECTIVE CO- operation between all AFL unions on the waterfront is assured now that the Maritime Trades Department has streamlined its setup. There is no question that the new arrangements will strengthen bonds between the Unions. They will now be working as members of a team which is good news for every maritime worker whether on ship or shoreside.

For many years the Building Trades and Metal Trades Departments in the AFL have had similar setups which have been an important factor in the prospering of their member unions. The same holds true for the MTD. The beneficial results of this arrangement should not be long in forthcoming.

THIS WEEK THE EDITORIAL pages of the New York Times brought to its readers the issue of port security first raised in the Union's own newspaper. As the Times put it, "The Seafarers International Union has called attention to a loophole in port-security procedure that requires careful consideration and early action."

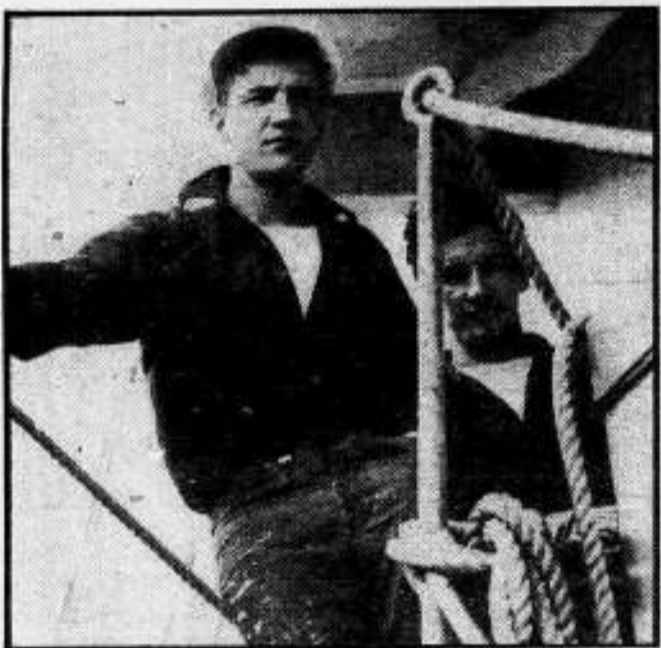
It goes on to say that foreign nations have assurance that America seamen visiting their shores are screened while we have no such guarantee relative to foreign seamen, and it urges that this condition be corrected.

Similar sentiments were expressed on the floor of Congress by Representative Donald O'Toole. The Congressman warned the House that government agencies must be on guard against "Trojan horses" within our gates and that the conditions revealed in the LOG warrant thorough study.

We are happy to see that highly placed individuals in positions of responsibility are becoming aware of the dangers first pointed out by your Union. Our purpose in doing so was in the interests of our nation's security. We hope then, that this early interest will be followed by constructive action that will prove of value in tightening the safeguards of our nation.



William Bowles, oiler, opens sea suction valve so water can cool condenser.



AB Morris Danzey stands the gangway watch. Shipmate is keeping him company.



John Scott, BR, gets linens ready to make up bunk for ship's officer.



Bob Callahan, AB, shines up the windows while parked in a bosun's chair.

# A CAPE SHIP COMES OUT.

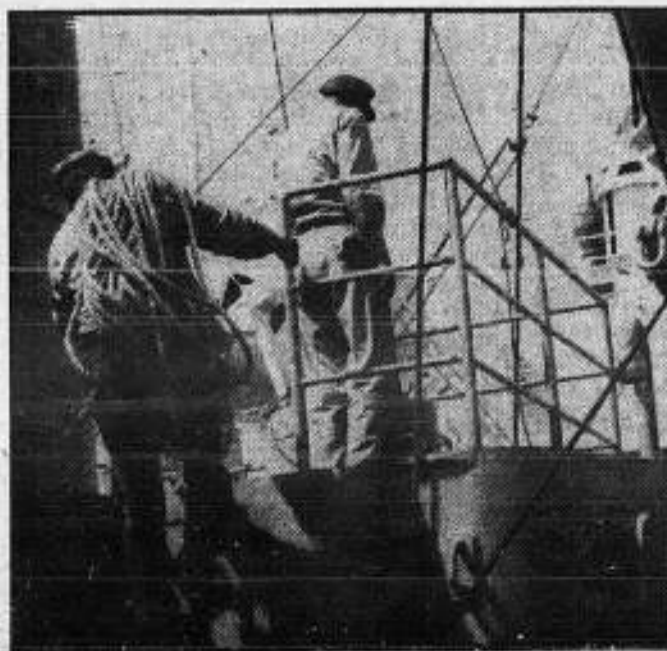
The big story in American shipping this past year has been the "boneyard boom" with several hundred Liberty and Victory ships being recommissioned to meet Korean and European needs. With the arrival of spring, the drop in coal and grain cargoes has caused the Maritime Administration to order 266 of these ships "back into mothballs."

However, the military needs of our armed forces overseas remain. The Cape Saunders shown here is one of many Cape-type ships to come out of the reserve, while other ships are going back in. The reason is that Cape-type ships are better suited for the coastal, shuttle-type operation involved in supplying our forces in Korea.

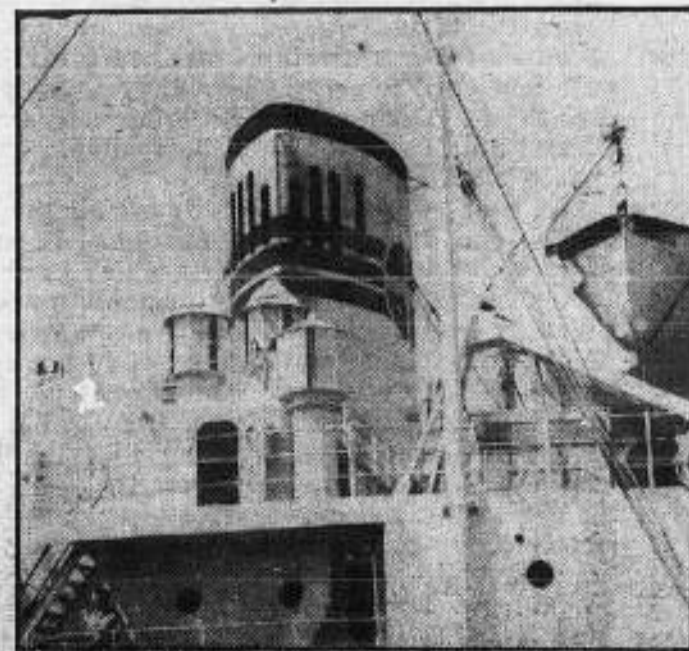
The Cape ships, while somewhat smaller in cargo-carrying capacity than the Libertys, more than make up the difference with their diesel-powered engines which give them greater speed than the Libertys can get out of their steam turbines. Then again, less cargo means a shallower draft and greater ease in getting in and out of some of the primitive harbors now in use on the Japan-Korea shuttle run.

The Cape Saunders, originally commissioned May 10, 1944, recently was detached from the reserve fleet in Mobile Bay and went into the shipyard for a thorough overhaul. Subsequently, she crewed up through the Mobile branch hall of the SIU. When the LOG photographer visited her at her berth at the Alabama State Docks in Mobile, the crew was hard at work, whipping her into spic and span shape before she went into service.

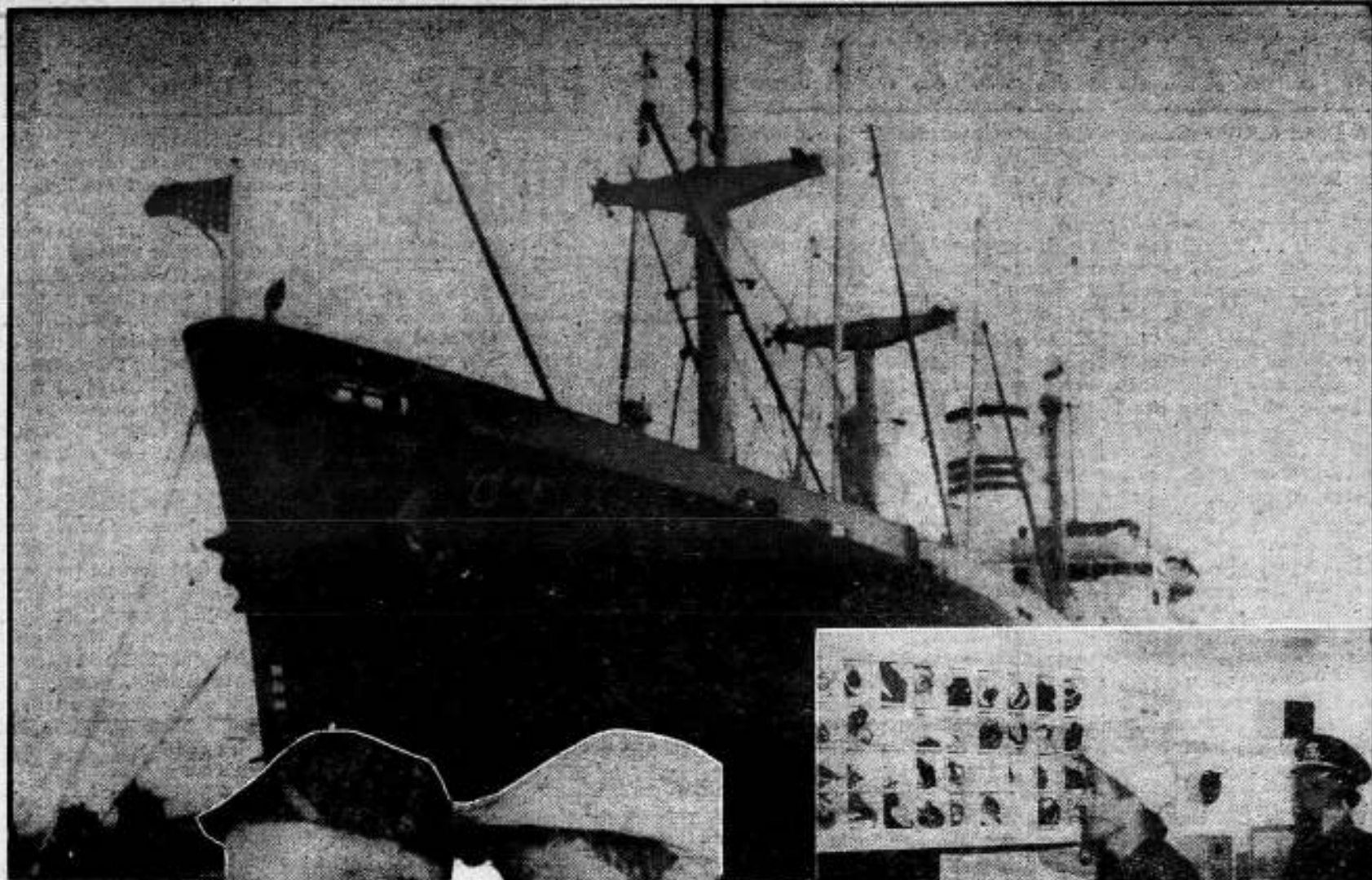
In common with all "boneyard" ships, the Cape Saunders has been chartered to a private operator, in this case the Alcoa Steamship Company. The company in turn is putting her into time charter under the Military Sea Transportation Service. Consequently, the Saunders is joining 111 other American vessels that are functioning as the MSTS supply pipeline to the US armed forces in Korea, Japan and other far-flung parts of the globe. And manning her are some of the Seafarers who are continuing to maintain and service the vital maritime lifeline of our armed forces overseas, without which they would be speedily overwhelmed.



Rope bearer P. J. Causey and Chuck "Mule" Limbaugh, ABs, climb on mast table.



George Piraino, wiper, stands on second deck of freshly-painted superstructure.



Ship's sailing board, a small but important item in her conversion to active service, is readied by members of the deck gang (left to right), Jack Kennedy, DM and deck delegate; Morris J. Danzey, AB, and Donald Chestnut, bosun.



AB Danzey joins 3rd mate John Tambling, ex-Seafarer, in Saunders' wheelhouse.



W. D. Johns, oiler (left), shows William Russell Noel, wiper, how to clean burners.



Messman Frank Sawyer ladles out bowl of soup in galley during the dinner hour.



Table talkers are (l.-r.): Mike Darawich, elec.; Red Adams, FWT; Lou Gates, std.



Off duty rest is enjoyed by Jack Burroughs, OS (top) and M. D. Schjott, AB.

# MARITIME

A Coast Guard cutter on a distress call was forced to ask help itself when a seaman suffered injuries falling down a ladder while the ship was in heavy weather. Enroute to aid the British Freighter Saxton Star, which suffered a crack in her hull, the cutter Mendota transferred the injured man after affecting a rendezvous with a liner heading for New York . . . Faced with a shortage of passenger space, German ship-owners plan to build passenger decks into their new freighters. Thirty-one new vessels are on order, ranging from 3,000 to 7,000 tons.

The 3,200-horsepower towboat Delta Cities to be used in a new 1,180-mile tow on the Mississippi between New Orleans and St. Paul boasts two controllable-pitch propellers, largest of this type in the US, and radiant glass heating panels for the pilot house and crew's quarters. The glass panels are similar to those used to heat France's Maginot Line . . . Port congestion in New Zealand and at Dar es Salaam, Tanganyika, West Africa, has again reached the critical stage due to heavy import shipments. Vessel delays of a month or more are reported at Mombasa and Beira for ships calling at Dar es Salaam.

Aluminum ships are the newest thing to come out of English yards. A 60-foot launch made of aluminum weighs about one-quarter as much as a similar vessel built of the usual materials and consumes only half the horsepower for the same speed. These are particularly suited for service in the tropics since they can carry more cargo than ordinarily possible in shallow waterways . . . The second of 35 scheduled Mariner class cargo ships was launched last week at Quincy, Mass. Like the others, the Old Colony Mariner, named in honor of the Bay State, will be 525 feet long, capable of 20 knots and carry about 12,000 tons of cargo.

Raising of the sunken liner President Coolidge, which went down off the New Hebrides with 4,000 soldiers aboard almost 10 years ago, may be attempted by an Australian salvaging concern. The raising of the liner, reported sunk by a mine while bringing reinforcements to Guadalcanal, would be the biggest salvage job ever undertaken in the South Pacific . . . Squeezing through a Netherlands canal lock with only an inch and a half on either side to spare, the new French ship Safi continued enroute to Amsterdam after workmen hacked away several inches from the sides of the lock, connecting the Spaarne and Y Rivers. The ship has a beam of 39 feet.

Ferryboats running from downtown New York to Jersey City will soon be equipped with short-range radar equipment. The seven boats running the one-mile course make an average of 250 trips daily . . . A giant ice floe trapped a large Japanese fishing vessel and a rescue ship sent out to aid her off northern Hokkaido within sight of Russian-held Sakhalin Island. At least 15 other ships sent distress signals after heavy snowstorms fell in the area . . . Further ship layoffs may be expected if the prediction of a United Nations economic unit chief holds true. He disclosed that Western Europe's coal imports from the US might drop as much as 5,000,000 metric tons this year.

Trials of the 18,000 gross ton Vera Cruz, built with an aluminum alloy superstructure for Latin American owners, are now underway, with the hope that the use of the light alloy may help improve the vessel's behavior in heavy seas. Her entire superstructure above "A" deck, together with funnels, masts, rails and lifeboats, are made of aluminum alloy . . . In a matter of hours recently, two foreign passenger liners exchanged identities in all but name and flag. The Home liner Homeland, with German atmosphere, master, crew, food and service, suddenly became Italian in character, and the Italian-manned Italia became a German-type of operation. The Italia now runs to Hamburg, while the Homeland sails Mediterranean now.

Almost 8,000 dockers have gone out on strike in the major northern Italian port of Genoa over demands for a 20 percent increase to their present \$5 daily pay. The workers stopped handling cargo shipments, but continued to work passenger baggage . . . Plans for a new \$30,000,000 harbor at Tema on the Gold Coast, West African British colony, are already off the drawing boards. It is expected that the port development will take about five years to complete.

A possible walkout of 32,000 Bethlehem Steel Co. shipyard workers has been pushed ahead to April 29 by the CIO Shipbuilding Workers Union. The union action was prompted by its desire to reach "a reasonable agreement" with the management on wages and other issues "while our members stay on the job to build critically needed warships vital to our national defense" . . . The 1952 navigation season in the southern part of the Welland Ship Canal was declared open when a motor ship cleared her winter berth with a cargo of newsprint headed for Chicago . . . The first German ship to call at an Indian port in nearly 13 years has arrived there. The maritime link between the two countries has been open since the beginning of World War II.

## THE LABOR ROUND-UP

**WSB proposes 22½ cents**—The United Steelworkers of America and the industry are hard at work trying to negotiate a new contract after the Wage Stabilization Board recommended a 17½ cent hourly increase plus another nickel or so in fringe benefits. Employer members of the board voted against the recommendation. Deadline for a steel strike is now set for April 8. Outcome of the negotiations is seen certain to set the pattern for the rest of American industry. As a result of recommendations, Defense Mobilizer Charles E. Wilson resigned because President Truman would not go for a sizeable steel price boost.

**Gov't seizure tested**—The ever-pending rail dispute is going to the courts. Three rail unions are asking a court ruling on whether government seizure of the railroads makes them federal employees. The unions say that if seizure is upheld, they will demand that the government impound over 1½ billion in profits made by the roads since the seizure took place August 1950 and compensate them for services as federal employees.

**The line may be busy**—Telephone workers, members of the Communications Workers of America have voted four to one for a strike against the Bell System. Contracts covering many of these workers have already expired with other agreements running out in the coming months. Negotiations with AT&T subsidiaries have been going on since January with not much progress thus far.

**All seven in a row**—California AFL unions have scored seven straight wins over Harry Bridge's International Longshoremen's Union in Labor Board elections. Latest count was a 95 to 35 victory at the California Cedar Products Company of Stockton.

**Odds 'n' Ends**—It's probably cold comfort for American textile workers but their English counterparts are suffering serious unemployment and part time work too . . . They're still cooking with gas in Brooklyn as workers at the Brooklyn Borough Gas Company accepted a \$5 boost . . . A post-office in Cincinnati refused to deliver coal via mail as drivers union went on strike at large department store . . . NLRB has voided an election at Timken Axle Co., Detroit, because boss mailed out anti-union letter written by one of the employees . . . Major carpet companies have cancelled contracts with CIO Textile Union in move to cut wages.

## • On the Job •

The International Rules of the Road in effect for all maritime nations require ships to carry certain specific lights in specific positions. Familiarity with these lights and the other rules of the road are one of the major requirements for the AB ticket.

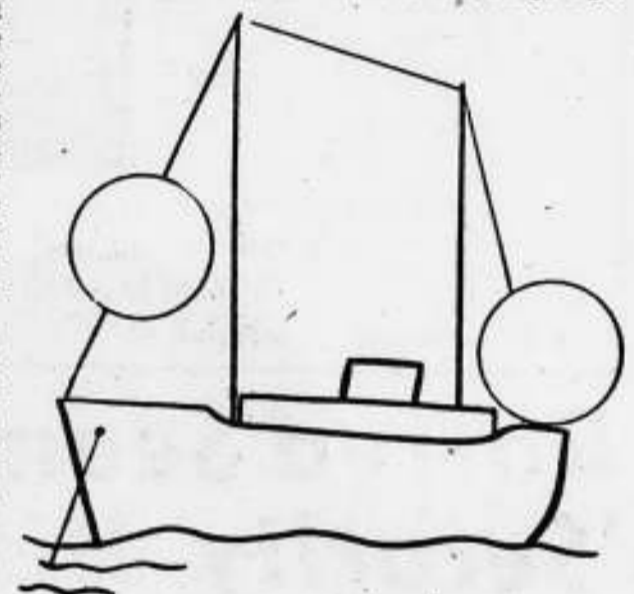
Navigation lights have to be exhibited between sunset and sunrise, but not at other times during the day. They include a masthead light, port and starboard side lights, and a range light. The masthead light is a bright white light on, or in front of, the foremast or the forepart of the vessel. It should show an unbroken light over an arc of the horizon of 20 points of the compass, 10 points on each side of the vessel, or in other words from right ahead to two points abaft the beam on either side. The light should be visible for at least five miles and should be not less than 20 feet above the hull. Should the breadth of the vessel exceed 20 feet, the light should be carried at a height not less than the breadth up to a maximum of 40 feet.

### Port and Starboard Lights

The starboard side light is a green light, constructed to show an unbroken light over an arc of the horizon of 10 points of the compass. It is fixed to throw the light from right ahead to two points abaft the beam on the starboard side, with a visibility of at least two miles. The port side light is red in color with the same characteristics as the starboard light for its side. To keep the side lights from being seen across the bow they are fitted with inboard screens projecting at least three feet forward from the lights.

The range light, which is optional, is a white light similar in construction to the masthead light. It should be placed in a position aft of the masthead light in a line with the keel so that the range light is at least 15 feet higher than the masthead light. The vertical distance between the lights should be less than the horizontal distance. Like the masthead light, it should have a five mile minimum visibility.

A vessel 150 feet or longer when at anchor at night is required to carry a white light in a lantern in a position in the forward part of the vessel at a height of between 20 and 40 feet above the hull. It should show a clear, uniform and unbroken light all around the horizon at least one mile distant. A second light of similar construction and visibility should be carried at or near the stern at such height that it is not less than 15 feet lower than the forward light.



Lights, anchored vessel, over 150 feet long.

The day signals carried by a vessel at anchor consist of a black ball at least two feet in diameter in the forward part of the vessel, not less than 20 nor more than 40 feet above the hull.

Should a vessel not be underway because of any accident it will carry two black balls or shapes, each two feet in diameter. They should be placed at the same height as the masthead light where they can best be seen and in vertical line one over the other not less than six feet apart. A steam vessel not underway at night for the same cause should carry two red lights instead of the masthead light. The red lights should be in a vertical line, one over the other not less than six feet apart. Visibility should be a distance of two miles all around the horizon. No side lights should be carried.

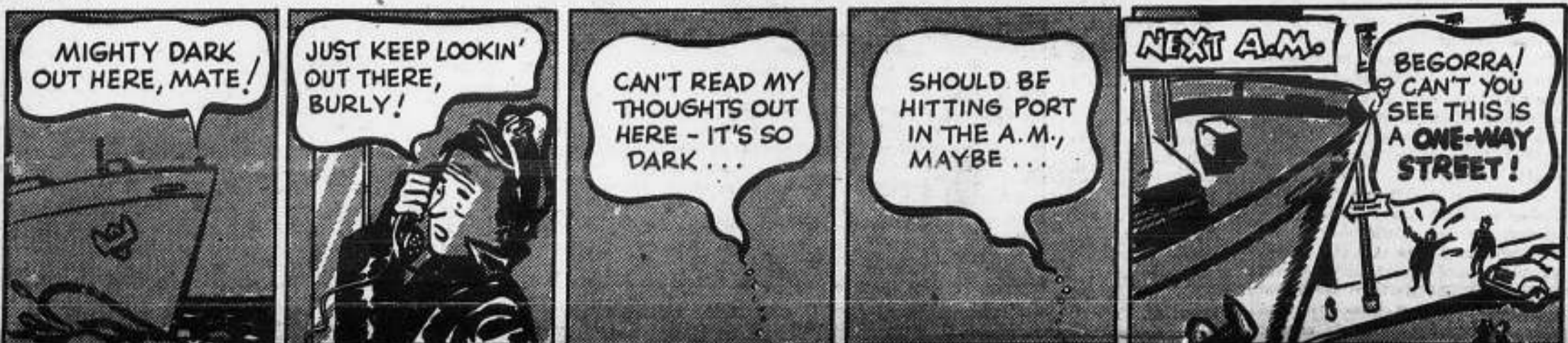
### Special Lights When Towing

When a steam vessel has a ship under tow it carries the same side lights, but up in front it carries two bright white lights in a vertical line, one over the other. They should be not less than six feet apart and be similar in construction and height as the masthead light. If the length of the tow, measured from stern to stern, is more than 600 feet, an additional light may be carried either six feet above or below the other two lights, as at a minimum height of 14 feet above the hull. A small white light may be carried abaft the stack or aftermast for the guidance of the vessel being towed. It should not be visible forward of the beam.

When laying or picking up cable a vessel carries three lights in a vertical line six feet or more apart at the same height as the masthead light; the top and bottom light red, the middle one white. Visibility should be around the horizon for two miles. In the daytime she should carry three shapes in a position where they can best be seen, not less than two feet in diameter, or six feet apart. The top and bottom shapes should be round and red, the center one diamond-shaped and white.

### Burly

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# MTD Adopts New Powers To Stabilize Waterfront

(Continued from page 3)  
will consist of representatives from local unions or branches of affiliates of the MTD as well as other unions locally engaged in the maritime transportation industry. The meeting also approved a constitution and elected a slate of officers to serve until a full-scale convention is held this fall.

In addition, Gardner said that "a public relations program is already in process that will present a clear picture of the industry and its problems in contrast to the one-way tales told by people with axes to grind."

To his responsible post as executive secretary of the MTD Gardner will bring many years of experience as an SIU official. He has served at various times as port agent, organizer, negotiator and representative of the SIU on all coasts and in Canada.

The new formalized setup of the MTD reflects the success of its previous efforts to utilize the combined strength of all waterfront unions in major beefs. When it was first formed in August 1946, the MTD was a loosely-knit mutual aid society of waterfront unions designed to help each other out when the occasion arose. It has proved its value time and again, helping to win several important victories for the unions involved.

Local port councils have also worked together with notable success in several major ports.

The MTD is the third such department in the AFL, taking its place alongside the Building and Construction Trades Department and the Metal Trades Department which have long proved their value as directing and coordinating agencies for member unions. AFL President William Green expressed his full approval of the new setup and assured it of the fullest support of the national AFL office.

Unions who sent delegations to the meeting besides the SIU were: the International Longshoremen's Association; the Brotherhood of Marine Engineers; National Organization of Masters, Mates and Pilots; dockside engineers of the International Union of Operating Engineers; and radio operators of the Commercial Telegraphers Union. Delegates from local unions of the Brotherhood of Teamsters attended as observers.

Other officers elected at the ses-

sion besides Gardner included ILA president Joseph R. Ryan, who was elected president of the MTD; Captain Charles May, president of the MM&P, elected vice-president; and an executive committee which includes Harry Lundberg, SIU president; Patrick Connolly, ILA executive vice president, and Captain V. E. Bishop of the MM&P.

Presiding at the meeting until regular officers were elected was Harry O'Reilly, the AFL's Director of Organization, who was AFL President William Green's representative at the meeting. SIU representatives at the meeting were, for the International: Paul Hall, 1st Vice-President and Secretary-Treasurer of the A&G District; Morris Weisberger, International Vice President and East Coast Representative for the SUP; Lloyd Gardner, Assistant Secretary-Treasurer of the SIU's A&G District; Fred Farnen, Secretary-Treasurer of the SIU Great Lakes District; Hal Banks, Director of the SIU Canadian District.

## Shows, Steaks Debut In Port O'Call Bar

(Continued from page 3)  
ated facilities, prices are moderate, tailored as they are to fit the pocketbooks of Seafarers.

While the Port O'Call has been designed as a spot catering to Seafarers and neighborhood residents, it is expected that its grade A facilities and services, together with its handsome appearance and all-around comfort, will attract a considerable amount of transient trade from nearby Manhattan. A ample parking facilities in the SIU's own

asphalt-surfaced parking lot and the nearness of the Battery-Brooklyn tunnel make it easy to get to from all sections of the city.

## Crews Praise New Sea Chest Ship Service

(Continued from page 2)  
and comparable goods, is union-made throughout and streamlined for comfort and utility.

Union representatives hitting the ships with overloaded sample cases have reported sales ranging up to several hundred dollars on many ships visited. The operation, in cutting out the middleman and the middleman's profit, which often means high mark-ups on like goods in comparable stores, is handled by members of the SIU who receive no commission on sales, and not by outside canvassers.

Latest clothing lines to go up for sale in the Sea Chest and on the ships, where orders are filled within hours after they are made, are business suits, topcoats, slacks and sport coats, all priced way lower than the tab printed right on the ticket.

Arrival of these items means that Seafarers who order on the ship or come into the Sea Chest for their gear can deck themselves out with clothes and furnishings for ship and shore use from A to Z. Spring styles have been available for several weeks and the wraps are coming off summer stocks as the mercury keeps climbing.

Fitting and tailoring service for all gear is assured the same day for most alterations to insure that needless time will not have to be spent on the beach on this score.

Plans for spreading the ship service to other ports have not yet been set in motion, but it is indicated they will be inaugurated before long if the present success continues in New York. The opening of similar units in New Orleans and Mobile would hinge on the demand and accessible space. However, headquarters officials note that it is too early yet to contemplate such action.

# Barred Seamen Rove Port; 'Security' Hit In Congress

(Continued from page 2)  
taken place since the LOG story first appeared on March 7, no action has been taken nationally by the Coast Guard to tighten up on present security practices covering foreign seamen arriving in US ports.

Concern over the security revelations and support of the LOG's position was also expressed in an editorial appearing in the New York Times on April 2. The editorial declared that "The Seafarers International Union has called attention to a loophole in port-security procedure that requires careful consideration and early action... Unless the inspectors (Immigration inspectors) are tipped off to aliens who may have signed on for purposes other than those connected with earning their livelihood, it is extremely difficult to ascertain whether a man may or may not be carrying on other activities."

### Seamen Couriers

"It has long been known," the Times continued, "that seamen have more often than laymen been used as Communist couriers because of their almost unsupervised movements once they touch an American port. For this reason it seems to us that we should tighten so far as we can our port-security procedures..."

The editorial went on to suggest that this could be accomplished by having foreign seamen's visas validated by American consuls in foreign countries, thus providing the equivalent of Coast Guard screening of American seamen in this country. It also urged addition of 300 Immigration inspectors to check our ports of entry.

In the North Princess case, SIU Galveston Port Agent Keith Alsop visited the ship while she was in Houston on March 25 and found no one aboard except for one fireman. Hart and Bernard McIntyre, the two men who were detained aboard evidently were ashore.

Alsop said that there was no guard on the ship. On a second visit the next day he found the skipper aboard and one man in the galley, no one else.

The North Princess troubles were multiplied when five British crewmembers paid off her in Houston and appealed to the SIU and the International Transport-workers Federation for aid. They cited serious beefs on food, wages and conditions which had obviously been exploited by Hart leading up to the Tampa near-riot reported in the last issue of the LOG.

### "Dirtiest Ship"

Confirming some of the crewmembers' complaints, Alsop said that after looking over the foc'sles, messroom, galley and other parts of the ship, he thought the North Princess "was the dirtiest ship I have ever been aboard."

In the case of the Carmen, 16 members of the 28 man crew including the captain, were detained aboard by Immigration authorities when the ship arrived in Savannah. All of the detained men were European nationals. The Savannah branch of the Immigration Bureau refused to give the reason for the action, but the usual cause for such detention is evidence of Communist affiliations.

The Carmen, owned by a Euro-

pean national who resides in Baltimore, is a Hog Islander that formerly was operated under the US flag as the Bull Line ship Dorothy.

In the San Francisco incident, the Coast Guard stepped in, unlike its inaction in Tampa when the near-riot took place on the North Princess. The Spalmatori was boarded while loading cargo for Saudi Arabia and searched thoroughly by Coast Guard officers. After the search, Coast Guardsmen were stationed aboard. As in Savannah, officials declined to state the reason for the boarding other than that it was done for security purposes.

The Panamanian - registered Spalmatori is also a former US ship and had a crew of European nationals aboard.

## 266 Layups Now Planned

(Continued from page 3)  
Transportation Service. Of this total 261 are under GAA charter with MSTs running the remainder on behalf of the armed forces.

Whether more ships will be pulled out of service depends on day to day developments in shipping as government-owned ships are not intended to run in competition with private vessels. Chances are that in the fall some of the ships now laid up will go back into service, since Europe will still be dependent on US coal supplies next winter and increasing amounts of military aid will be shipped over seas under the terms of the Mutual Security Act.

Since the NSA started operations on March 13, 1951, these ships have transported 14,000,000 tons of aid cargo. The overwhelming bulk of these cargoes have been coal and grain shipments.

### Quitting Ship? Notify Union

A reminder from SIU headquarters cautions all Seafarers leaving their ships to contact the hall in ample time to allow the Union to dispatch a replacement. Failure to give notice before paying off may cause a delayed sailing, force the ship to sail short of the manning requirements and needlessly make their work tougher for your shipmates.

## Jordan Proves Herself Just An Old "Stick-In-The Mud"

Having taken one trip on the David Starr Jordan under the Old Sailing Master, a few of us foolhardy crewmembers decided to give him a second try. So far all that has happened is that we have run aground just once. If you do not hear from us in the near future you will know that we are high and dry on a sand bar.

Our story began with the pilot in command as the ship steamed slowly out of the treacherous harbor of Norfolk. We arrived at the pilot boat and as the pilot departed he said, "bon voyage" not knowing that he was due to step on our decks again within the hour. Our trusting Captain Windbag set course for Holland.

### No Progress

For a half hour we steamed steadily on, but Cape Henry light failed to leave us. Our quarter-master turned to the 3rd mate: "The wheel doesn't turn." The captain cried, "Call the chief, the steering engine has failed." The chief, captain and third mate huddled in conference. A few minutes later a voice cried, "Hard aground." There we were within one quarter mile of the light house hard and fast on a sand bar and a light buoy two feet off our starboard bow. Captain Windbag, still turning the wheel, cried "what will I do now?"

The pilot, who had been recalled, ordered full astern, but our old

eight-knotter failed to budge. Tugs were then sent for and hawsers were brought aboard. The wheel was turned by the Captain and the towing hawser parted, placing 100 feet of hawser around our propeller shaft. The tugs left, and at high tide the Coast Guard cutter Cherokee put out a whaleboat to bring a messenger line aboard. The Cherokee applied its maximum power but failed to dislodge us. The cutter then ran aground and had to summon aid.

Once free, she attempted to anchor and fouled it on a submerged cable. Finally she found suitable ground and started tugging. One cutter pulled dead astern, another pulled abeam, one tug was pushing on our bow and the second rushed from port to starboard. This continued for 17 hours without success until the tugs finally gave up the cause and left us where we were.

### Afloat Again

The chief mate then decided to take the bull by the horns. First we had to remove more than 100 feet of hawser from the propeller

shaft. We took the loose end and ran it around the gypsum head to take a strain. We turned the engine over by the jacking gear and kept the hawser tight by the winch, succeeding in freeing the propeller. As it was high tide, the order "full astern" was given and the Jordan slowly moved from its foundation.

The next morning we actually got on the high seas and settled down to routine duties, including our new fire and boat drill system. Our knowing captain had installed a unique method of locating the fire for the crew. After sounding the alarm he ran a series of short blasts on the general alarm bell.

This added to the confusion as the crew rushed back from bow to stern to amidships. The emergency squad, loaded with fresh air masks and an extra length of hose, lost weight fast making numerous trips up and down the deck.

Boat drill was somewhat better but due to bad weather on the previous trip, the boats were not cranked out and had frozen in their cradles. The captain ordered the entire crew to No. 1 and 3 boats to correct this situation. The bosun, while attempting to free No. 3 boat, was unceremoniously shoved aside by the chief who set himself up as an expert in lifeboat launching.

### Bosun Retaliates

The bosun retaliated by firmly removing the chief in such a way that he rushed to the bridge and informed the captain that in the future he would remain in the engine room 24 hours a day. The black gang said that if this was the case they would fire, oil and wipe from above deck.

It is just one big happy family with the exception of our captain, the Old Sailing Master, and the chief, Old Eight-Knotter himself, both fugitives from Snug Harbor.

Right now as I write we are passing the Isle of Wight and the crew is mustered in the messroom for a prayer meeting. The deck department prays that the chief mate will not become ill so as to be able to see them through safely. The black gang thinks the same of their first assistant engineer, he being able to control the steering engine.

The whole crew joins in prayer that all sand bars will remain from our course—also that mine fields will steer clear as last trip we wandered two miles in one.

Andy Anderson

### Record Speed

Claude Scott was on lookout at the time the collision took place. When they saw from the bridge that we were going to get hit, somebody yelled to Scottie to get off the bow in a hurry. He was passing No. 3 hatch headed for the fantail when he intercepted the last part of the message.

I am sorry we could not get the official time on that run as I am sure if we could have clocked him we would have a new world's record-holder for the hundred yard dash. There's nothing like a little inspiration to make a man move fast.

After anchoring one night in the channel because the fog was too heavy for safe navigation, we finished our voyage without further mishap. We are now taking in the scenes of Aarhus and hoping for a quiet voyage back to the states, expecting to leave here about one week from now.

Lionel G. DeHaven

## Grierson Suffers Bumps And Bruises In Channel

Aarhus, Denmark—After a sometimes calm and sometimes exciting voyage, we Seafarers on the Benjamin H. Grierson (Waterman), have arrived in Denmark with a load of coal, though not without mishaps on the way.

To begin with, we left Newport News March 5 with a mild epidemic of influenza aboard. Brother Klackowitz failed to respond to treatment aboard the ship and was removed by a Coast Guard cutter the sixth day out. Everybody else apparently recovered by now.

### Rammed Bow

We steamed along in unusually calm seas for this time of the year, until we ran into a heavy fog about a day out of the English Channel. When we were still a few hours out of the channel, an Italian Liberty traveling light hit us.

## Here's Horsey Brain Twister

Here's a puzzle I ran across. I'd like to see some of the fellows come up with an answer to it.

An Arabian legend relates that an old sheik, upon his death, left all his earthly goods to his three sons, under the condition that one-half should go to the eldest, one-third to the next, and one-ninth to the youngest. Among the sheik's possessions were 17 fine horses, and the three sons were at a loss as to how to divide these animals among them. One day a wise man rode into town, and, in return for a night's shelter, agreed to solve the problem. Adding his own horse to the others, making 18 in all, he had no trouble distributing the animals according to the terms of the will: of the 18 horses, the eldest son received 9, the second son received 6, and the youngest received 2. When this division was completed, it was found that the wise man's horse was left over; so he took it back and rode off leaving everyone satisfied with so simple a solution.

Of course there's something wrong with it. Any of you fellows think you can figure it out?

Gil Schap

## Did You Know . . .

That Spain has a special denomination of weight just for raisins? Called a frail, it is equal to a US measure of 50 pounds.

§ § §

That San Francisco has the only Chinese telephone exchange in the US? The largest "Chinatown" outside the Orient occupies 12 square blocks in the Golden Gate City and has a population of 20,000.

§ § §

That you can collect SIU vacation pay for every 90 days you work? All you need are official Coast Guard discharges showing the time put in at sea or in port to get part of the \$2.5 million expected to be paid out the first year of the Vacation Plan operation.

§ § §

That there are no forms of precipitation in the stratosphere? This weatherman's paradise has neither rain, snow or hail due to a complete absence of water vapor. The stratosphere also has a relatively constant air temperature, unlike other meteorological regions.

§ § §

That an echo gets its name from a young girl who pined away for her lover until only her voice remained. In mythology, Echo was a nymph who fell hopelessly in love with Narcissus, a beautiful youth. In punishment for not returning her love he was made to fall in love with his image reflected in a pool, then pined away and became a flower. Or so the story goes, anyway.

§ § §

That a \$2,500 life insurance policy with a private insurer would cost you more than your SIU dues? This is in addition to the Seafarers' wages, working conditions and vacation set-up, which are second to none. Check the figures yourself.

§ § §

That, despite the schoolbooks, the earth is not altogether round?

There is a 27-mile difference between the diameter of the earth at the equator and the polar diameter. The difference arose from the rotation of the earth, with the resultant centrifugal force in the equatorial area causing the earth to bulge in this region.

§ § §

That Americans first used and named the rifle, which was introduced in the Revolution by troops from Pennsylvania? It was made by German residents there and called the rifle, from rifle, a German word for groove.

§ § §

That the leeward side of a mountain has less rainfall than the windward side? When winds rise to pass over the windward side of a mountain, they cool and precipitation occurs. When the wind passes over to the leeward side, it is a dry wind.

§ § §

That one of the oldest zoos on record was maintained by the Chinese king Wen in the early part of the 12th century, BC. Wen had a special zoo where he housed animals captured in all parts of ancient China. One of the earliest modern zoos is the Jardin des Plantes in Paris, established in 1793.

§ § §

That the principle of jet propulsion was understood and put into design form about 2,000 years ago? Hero, an Alexandrian philosopher, was way ahead of his times. Sketches for what we now call helicopters were made as far back as 1480 by Leonardo da Vinci.

§ § §

That maintenance and cure benefits are now \$8 a day? In recent re-opening of the contract the Union won the new rate which is effective as of March 1, 1952. This was in addition to wage increases of up to \$30 monthly for daymen.

## New York Is Short On Rice and Beans

Roland Velasco came up north and while in Brooklyn was asking several friends where he could eat rice and black beans. Roland hails from down West Tampa way . . . Billy Reid broke up with the girl friend and is ready to ship out, preferably on a long trip . . .

George Marumoto arrived in New York recently from New Orleans with a back injury. He has already shipped out, however, on the Steel Chemist heading for the Far East . . . Permitmen shouldn't feel badly about having to get off

a ship after one round trip or sixty days. This proves the Union takes care of its book members and some day you'll be one . . .

### Best Dressed

John Lucas has returned to the Puerto Rico but in a different capacity. This time he's sailing as 2nd cook . . . Did you know that SIU members are the best-dressed seamen in the world? And now that the Sea Chest is open, selling shoes, suits and other commodities we seamen need, you can step around and see for yourself . . .

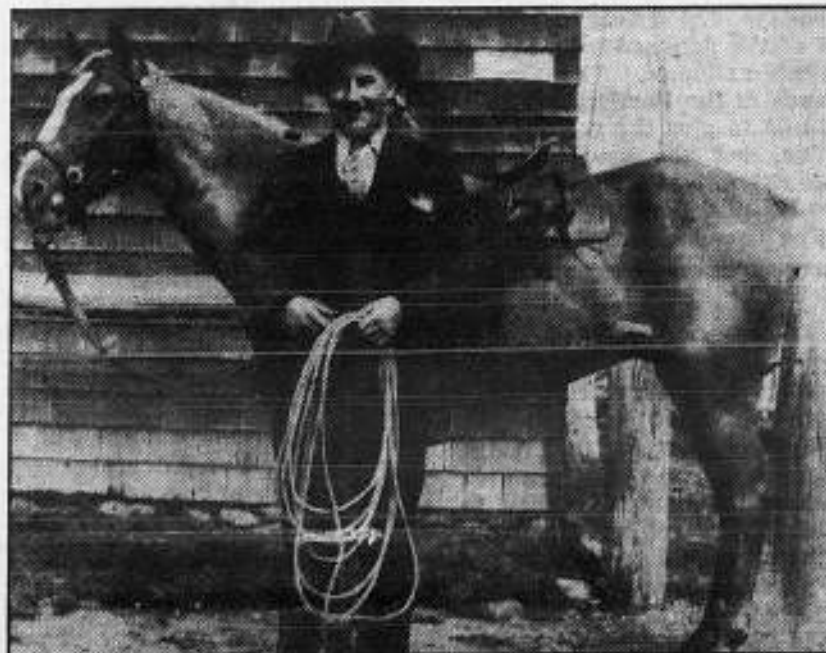
The new Union book is now on display and every one is anxious to get them. Bear in mind the book is issued to you without cost . . .

Bob Black still sailing out of New York but on short trips . . .

A few old-timers hanging around and ready to ship out are Pat McCann, Frank Vivero, Paddy Farrell and George Whale . . . As for me, the time has come to return to sea so I'm leaving New York and heading south, destination not yet decided . . . Hope to have that stuff coming to the LOG via the mails though . . .

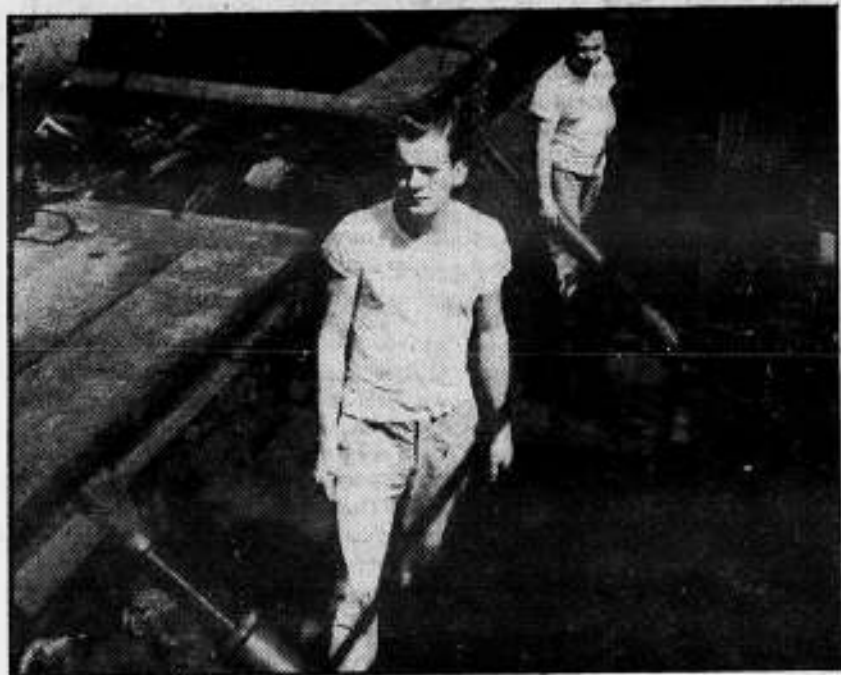
There's a sad story going around about a seaman who had his girl friend's house roof repaired in Buenos Aires. Now I understand she wants a new house . . . In case you're still guessing who the well-dressed cowboy is, it's none other than Alonzo "Tiny" Milefski, well-known steward. The picture was taken more than 20 years ago when "Tiny" was tinier than he is now . . .

Salty Dick.



This lariat twirler has long since left the range country for a berth on SIU ships, where he is well-known to Seafarers. If you can't figure out who it is, read the adjoining column.

**Seatrain Obstacle Course**



Paul Ulrich, steward's delegate (front), and Tony Garza making their way forward over the car jacks on the Seatrain Georgia in order to get money for "port time operations" (the draw).

**LOG Welcomes Stories, Pics**

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

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

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

**The FOC'SLE FOTOGRAHER**

By SEAFARERS LOG Photo Editor

With spring here, and summer close behind, millions of cameras will be taken out of hibernation. Undoubtedly Seafarers will contribute their share in the shooting of billions of feet of film for the recording of their favorite subjects, scenes and activities. Pleasant weather and sunny days bring up the useful role that photographic filters play in your pictures.

Filters stop certain colors of light from reaching the film, just as a water filter stops suspended matter. A photographic filter has the appearance of a transparent piece of colored glass mounted so that it can be attached to a camera lens. Usually it is placed in the lens shade which screws apart for this purpose.

Much the same way glasses help the human eye, so filters are special glasses that enable the lens to see better. A filter will differentiate colors so that they may be faithfully reproduced. It will also correct for color brightness and permit the lens to penetrate haze. We see that filters are a compensation for the limitations of the film emulsion.

Correction filters, for instance are sometimes necessary to obtain original color contrast. Black and white photography reproduces colors not as colors but as a range of grays. The contrast between colors may be lost, especially if two different colors reproduce as the same gray. A correction filter will differentiate between these grays and indicate by a tone contrast the original contrast which was not reproduced.

**Shades Not Shown**

Your eyes sense the brightness or dullness of colors but the camera doesn't. The camera records colors as grays and these grays may not indicate how bright the colors appear to the eye. A bright yellow color may reproduce as a dark gray, and a medium blue may reproduce as a light gray in the print.

Your eyes and photographic film do not respond equally to all colors. Your eyes are most sensitive to yellow and green, whereas photographic films are most sensitive to blue and violet. Therefore the photographic print may be undesirable in some cases—blue skies too light, green grass too dark—and you may wish to correct the rendering. Filters for this purpose are called correction filters. Most correction filters are yellow.

Seafarers do not have to be told about haze on water. It is usually seen as a blue veil, because haze is composed of fine water vapor or dust particles which scatter more blue-violet and ultra violet light than green or red light. A filter can penetrate haze because it can stop blue, violet and ultra violet light. The distant object can then be photographed more clearly by green and red light without the veil of haze. All haze penetration filters are either yellow or red.

**Stop Certain Light**

As you probably know, white light is made up of many colors which form a spectrum when white light passes through a prism. A filter can stop or absorb part of this spectrum and pass or transmit other parts. Keep this fact in mind whenever you use a filter.

The action of a filter is to stop light of certain colors. A filter appears colored because it absorbs certain rays. A red book appears red because it reflects red light and absorbs light of other colors. A red filter appears red because it absorbs green and blue light, and transmits red freely. Red objects seen through a red filter appear light; green and blue objects appear dark.

A filter which absorbs red and green light appears blue, whereas one which absorbs blue and red appears green. A filter absorbing only blue light appears yellow because it transmits green and red light and these two colors together affect your eye as yellow. The correction filter you use most frequently appears yellow because it reduces the amount of light in the blue region of the spectrum without appreciably reducing light of other colors.

**Wartime Ship Switch Sent Seafarer To Watery Grave**

Recent air disasters brought to light several reports of people who escaped death by missing the plane, or by last minute changes of plan. Many of you have come across fellow seamen who recall moments when "fate" stepped in and made decisions for them which afterwards seemed remarkable. For instance, there are the wartime sailors who quit ships at the last minute, and then the ships were torpedoed with all hands.

The dictionary defines fate as "the cause beyond man's control which determines events, destiny, lot or fortune." During the war I was in convoy with a ship that was destroyed, and among whose crew was a lad well-known to us, whose loss appeared to have been governed by "fate."

This seaman, an AB named Bob Howard, had joined us on the Ralph Waldo Emerson on the West Coast taking her eventually to Philadelphia. Bob had intended to remain aboard for the next voyage. But when the longshoremen started loading her, rumors spread about her next port of call being Murmansk. Quite a number of cargo cases were marked with the letters "NKVD", initials of the Soviet police. News of the disastrous 4th of July convoy to Murmansk had just come through, and Bob decided to leave our ship.

The Emerson finished loading and then went in convoy across to Scotland, arriving early in September. We lay at anchor there for several weeks, then over to Belfast, and subsequently to Loch Ewe, Scotland. Here we just sat and counted the days.

From there we headed back-

**Where's The Story**



Al Whitmer, AB, jangles typewriter keys while knocking out a story for the LOG.

wards in a stormy crossing to Iceland, during which I suffered my first agonizing dose of seasickness. During our five week stay in Iceland we saw several ships which had unsuccessfully tried to run into Murmansk. They were lucky to be in one piece.

From Iceland we sailed to Liverpool to have our bow reinforced with concrete for the run through the ice-covered White Sea. It was here, I recall, that Bob Howard came aboard to see some old friends. He had gone to New York after leaving us and had signed on with the Puerto Rican. As fate would have it, his ship joined our convoy going back to Loch Ewe. There the ships gather for the run past North Cape to Murmansk.

Murmansk Next Stop We finally set out on December 22, 1942. On the morning of December 31 our convoy was attacked by German surface craft, including the pocket battleship Von Scheer. Heads up maneuvering en masse kept the ships from being hit.

That afternoon 12 German bombers appeared. The convoy put up a concentrated stream of anti-aircraft fire forcing them to remain at high altitudes and all bombs fell short of targets. The convoy then slipped past North Cape into Murmansk, while five of the ships, including the Puerto Rican and ours went on to the port of Molotovsk.

We remained there 39 days unloading cargo. The crews of the five ships visited back and forth and got well acquainted. Howard took quite a bit of kidding about winding up in Russia after leaving the Emerson to avoid that very trip. From Molotovsk we headed back to Murmansk with two ice breakers making a path. After a ten day wait there, we sailed homeward in a new convoy with the Puerto Rican among us.

The first few nights out were one continuous barrage of depth charges. On March 5, 1943, a sub popped up in the middle of the convoy and put two torpedoes into a cruiser. A few days later, near Iceland, the convoy was attacked by a sub pack. The ships scattered, every one for himself. Nevertheless, 12 freighters were lost, including the Puerto Rican.

While many seamen were rescued, the crew of the Puerto Rican was not as lucky. A number of them scrambled aboard a cou-

ple of life rafts, but one by one they lost hold and slipped into the cold sea.

So young Bob Howard who signed off the Emerson to avoid the hazardous Murmansk run had wound up on that run anyway and had perished, after almost reaching Iceland and safety. The Emerson on the other hand, made the voyage in the same convoy and arrived back in the states eight months after leaving Philly.

Jim Murphy

**Schooner 'Gasses Up', Gets Home**

Just a few hours before the Puerto Rico arrived in San Juan, our ship had an opportunity to perform its good deed for the day. We were hailed by a rowboat from a Dominican schooner which had run out of fuel for its auxiliary engine and out of wind for its sail.

It seems the schooner, which was from Puerta Plata, had been stuck out on the doldrums for several days and hadn't had the foresight to put on a few gallons of gasoline.

Captain Hudgins of the Puerto Rico, after learning of the schooner's plight, transferred enough oil to the schooner to enable it to get back home. He was thanked profusely for his help, after which we started up engines and resumed our trip into San Juan.

Allen J. Friend

**LOG-A-RHYTHM: Sailor's Dream**

By Roy Fleischer

Man of the universe,  
The sea, the salt breeze,  
A cottage in Iowa  
Where the wife waits,  
Here at sea,  
In cherished repose;  
Breathing with nature,  
You dream of home.

But the home you see  
With land and trees  
Is only a sailor's fancy dream,  
And back to the sea  
You will always go,  
To belong to the world  
And dream of home.

**Quiz Corner**

- (1) US treaties with foreign nations, like the Japanese Peace Treaty just adopted, must be ratified by (two-thirds of the House), (three-fourths of the states), (two-thirds of the Senators), (a majority of both houses)?
- (2) Monsoons are winds that (always blow from the sea), (always blow from the land), (blow only during the day), (change direction with changes in seasons)?
- (3) How many degrees per minute does the minute hand of a clock rotate?
- (4) Salesmen in an appliance store are paid according to each of two plans. The first provides a fixed salary of \$25 weekly, plus a commission of \$3 for each appliance sold. The second gives a straight commission of \$4 for each item sold. How many appliances must be sold for the second plan to be more profitable for the salesman (20), (25), (28), (30)?
- (5) When it is 12 noon at longitude 15 degrees West, it is 9 AM at longitude (60 West) (30 West), (30 East), (60 East)?
- (6) The US President popularly known as "Trust Buster" was (Cleveland), (Wilson), (Coolidge), (Theodore Roosevelt)?
- (7) A room is twice as long as it is wide, and its perimeter (the sum of the lengths of its sides) is 144 feet. Find its length and width.
- (8) In what sport does a one-piece, round hardwood stick never more than 42 inches in length figure prominently?
- (9) Decisions vitally affecting events of today were reached at two important conferences during World War II. Where are Yalta and Potsdam actually located?
- (10) Three times a certain number less 38 equals twice the number less 26. What is the number?

Quiz Answers on Page 27.

LOG-A-RHYTHM:

# You Pass But Once

By "Saki Jack"

Fortune smiles on very few,  
We may never know just who.  
Time mingles men from many shores  
And cries that disappear with tears.

They call to battle every son  
Be he fat, short or scrawny one,  
Whether from north or southern ground  
Well known—or of no renown.

By "Gate" or "Battery's" water flow,  
Goodbyes are said and off they go.  
This is no yankee or rebel road  
A single lane where all can load.

Upon the sands in far-away lands  
Men come in form of battle bands,  
Ask not why such dreadful deeds  
History plants these evil seeds.

Like mountain brooks the blood runs free  
No matter who, 'tis red as thee.  
Each cross you see on hero's ground  
Says naught of whether white or brown.

But could as well life's road be past  
As little children pebbles cast?  
For time one day will beckon, son  
And you or I cannot outrun.

So while you linger yet awhile  
Be not afraid to share a smile.  
For every single bit of gain,  
Put's hatred's ugly head to shame.

So friend we are just of the herd  
Remember another's greater word,  
"The ball no question makes of eyes or noes,  
He knows about it all—he knows!"

# The SPORTS LINE

By Spike Martin

The astonishing success of a young Japanese woman, Masako Katsura, in winning four out of nine matches in the world's 3-cushion billiard championship tourney ought to give us pause. What it means is that the last stronghold of the male, the pool hall, will soon go the way of the bar and bowling alley. They used to be all-male sanctuaries too. Remember?

If Miss Katsura can hold her own with such masters as Willie Hoppe and Jay Bozeman, what's to keep the girl friend from spotting us ten in a game of pool?

### Hop, Skip and Jump

Actually the pool hall has been teetering on the verge of invasion ever since the girls swarmed into the bowling alleys. In many bowling emporiums, such as the one in which we passed a good part of our youth, the dividing line between bowling and billiards is merely the rail of the number one alley. Somehow, none of the girls would dare step over the flimsy boundary and invade the forbidden domain of chalk and cue. We doubt if they'll be bashful about it from now on in.

There's really no reason why the girls can't handle a cue with all the finesse of the male animal. A good game of billiards requires, above all, steady nerves and a cool mind. These are qualities which women have been known to display, especially when out to get something they want.

Besides, women are likely to

have a distinct psychological advantage. The sight of a shapely leg stretching out from a billiard table is sure to have upsetting effects on the nerves of the average male opponent. It might even make him miss a hanger or two.

### Sport Invasion

While women have entered the sports field pretty widely, billiards is just about the only place where we can see them competing successfully with men. In other sports, such as tennis, golf, swimming and track, the women have to stick with their own if they want to make a decent showing. The average male with two arms and two legs would consider it a disgrace to be beaten by them. As for basketball and baseball, some of their efforts in these sports have been positively ludicrous.

We remember seeing Babe Didrickson on exhibition one night in Yankee Stadium. She's generally acknowledged to be the greatest all-round woman athlete since Carrie Nation, the saloon-smasher. Babe gave a fine exhibition of golfing skill, dropping numerous iron shots within a few feet of the flag. Then she made the mistake of trying to scoop up a few grounders in infield drill. Believe us, she couldn't hold down a third base job for the St. Louis Browns' lowliest Class D farm club.

So rest assured. If you are humiliated by some upstart female in a game of snooker, you can always take her outside and beat the bejabbers out of her in the hammer throw.

# Hot Water Bottle Kept Him Warm More Ways Than One

Some of you old timers are familiar with the antics pulled by various boys on the bauxite run in years gone by before the Union put a stop to the interesting performances put on by men who had filled up with "Vat 19."

Since the Union's disciplinary drive to eliminate the gashounds, sailing has been very peaceful, with the tranquility broken only occasionally by some one who slips up. Certainly the indulgence and activities of the gashound have been greatly curbed by the Union. I remember some years back, however, of one such person who at times aroused our sympathy but at other times we felt like throwing him into the sea.

### Hopeless Case

He was basically a peaceable soul, whom most of us felt sorry for. His work ability was nil, as his coordination was gone completely. It was the attitude of all that he couldn't possibly have enough common sense to get out of the way of a car bearing down on him. Most of the men on the ship, being shipmates, helped the man with his work and did many incidental favors to assist him, even to giving him that needed "shot" when his supply had dwindled and his system was urgently calling for drink.

It was a hopeless case, however.

Nothing seemed to help and finally the captain gave orders that no more whiskey was to be allowed aboard ship.

### Still Dazed

This hit him hard and the impact must have disturbed his poor alcoholic mind. As time went on with the captain's orders strictly enforced, it was noticed that "Tank" was still creeping around in a daze. Everyone began to watch him but no one could catch him bringing whiskey aboard.

It was not until four days out

from the states that someone happened to notice a hot water bag in his foc'sle. Taking a whiff of the neck of the bag unfolded the whole story. It was an ingenious idea. The bag, strapped around his waist, held about a quart and no one could possibly see a bottle coming aboard.

Whatever happened to him (I don't think he is sailing any more) he certainly wasn't a dummy when it came to securing whiskey.

Nicholas

# Helena Survivor Seeking Reunion With Shipmates

A former Navy man who was on the light cruiser Helena when she was sunk is looking for ex-shipmates of his who may now be sailing with the SIU. The Seafarer, James J. Redican, hopes to arrange a reunion with them and other survivors at a future date.

Redican personally knows of a few men now sailing with the SIU

who were with him that night of July 6, 1943, when the Helena went down from Japanese torpedoes in Kula Gulf.

As he reconstructed the sinking, Redican said that the Helena was part of a task force which had been pounding Japanese bases at New Georgia and other islands. It was part of the softening up process that went on in the Solomon Islands during the course of the US Marines' campaign on Guadalcanal and Bougainville. Enemy naval reinforcements were intercepted by the task force at 2A<sup>1</sup> that morning in Kula Gulf. In the course of the sighting three torpedoes split the Helena into three parts, with a considerable loss of life. Redican was in the water for several hours until he was picked up by a destroyer in the morning.

Redican worked shoreside from the war's end up until July of last year when he started sailing with the SIU, signing on as deck maintenance on the Steel Scientist. He recently paid off her in New York.

A committee of former shipmates on the Helena has already held one meeting to make tentative arrangements for the reunion. Redican asks that all SIU men who were with that ship should get in touch with Terrence Dempsey, chairman of the reunion committee, of 624 Morris Avenue, Springfield, N.J.



Redican

# Vejo Dies On Seatrain N J

Seafarer Maxime Vejo died peacefully in his bunk aboard the Seatrain New Jersey, on March 23, 1952, according to word received from the crew. Ship's delegate Chester Gautreau said that Vejo was resting in his bed before lunchtime, when one of the other crewmembers called him to come and eat. It was then that they discovered he had passed away.

Vejo, who had been a member of the SIU since October 2, 1944, was 57 years old. He held all ratings in the engine room.

The late Seafarer is survived by his wife and two daughters, residing at 73 Henry Street, Brooklyn.

Crewmembers of the Seatrain expressed their deepest regrets at his passing.

### Boston Seafarer Passes

The Boston SIU hall notified the LOG of the passing of Walter Bezanson, steward, at the age of 56. Bezanson had been sailing with the SIU out of Boston since October 1947. He is survived by his wife, Florence Bezanson, who requested that three of the pallbearers be Seafarers from the Boston branch. She also asked that the SIU banner be displayed at the funeral parlor, which was done, and a floral wreath was sent on behalf of his brothers in the SIU.

# Galley Cleanings

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions.

No matter how good a meal may be, the reception to the dessert is a sure sign of whether it was enjoyed or not. A good dessert can often make a drab menu appealing, and if the meal runs well all the way through, a tempting dessert offering really tops it off.

That's the consensus of many SIU cooks and stewards, among them Frank Vivero, an SIU steward for many years and for a time night manager of the cafeteria at headquarters.

Frank has one such favorite, a French-type caramel custard probably well known to Seafarers who hail from Tampa. For want of a better name, he calls it "Shipowners' Delight," because it went over so well with a group of shipown-

ers who toured the SIU building.

Here's what you need: 12 eggs, 2½ quarts of milk, 1½ ounces vanilla extract, ½ ounce anisette extract, 3 cinnamon sticks, the peel from 2 lemons, 1½ pounds sugar, a third of an ounce egg-shade vegetable coloring. Parboil the milk, cinnamon sticks and lemon peels slowly. In a separate pan, mix in and beat the eggs very thoroughly with the sugar, vanilla, anisette and egg shade. While this is going on, make the caramel with about a ½ pound of sugar cooked in less than an ounce of water until it reaches a deep brown shading.

Strain the parboiled mixture into the eggs and pour the whole on top of the caramel, which will appear mostly as crystals on the bottom of the pan. Put the entire mixture into a bain-marie (double boiler) and bake for about 25 minutes. If the custard comes up from the bottom when you dip a knife into it, you know it's ready for cooling, which should take about 90 minutes. When it's completely cooled, invert the pan onto a serving dish so that the colorful caramel shading comes on top and serve. Stand by for seconds because you've got a real hit on your hands.



Vivero

# Seafarer Sam Says

## SAFEGUARD YOUR BOOK!

THE UNION IS NOW SPENDING TIME AND MONEY TO ISSUE TO EVERY MEMBER THE NEW DE LUXE UNION BOOK AT NO COST.

PROTECT YOURSELF AND THE UNION BY NOT LOSING IT. YOUR UNION BOOK IS THE MOST PRIZED POSSESSION IN THE MARITIME INDUSTRY.



## Job Competition Hits Electricians

To the Editor:

In the March 7 LOG a picture appeared on page 19 captioned "Once Over Light-ly" showing a bosun checking lights. For the life of me I cannot understand why everybody has to take over electrician's work. If the bosuns would supervise their men when painting and keep them from painting the glass vapor shades it would be somewhat easier to see if the light bulbs were lit on the inside.



Watson

On no single ship I've sailed on have I been able to remove the wire guard and shade, without using a hammer and shingle and mechanical force to take the shade to the shop where I use chemical paint remover on the glass. Please Mr. bosun, take care of your own job. We electricians will be glad to cooperate.

It is common knowledge to all hands that we electricians have to compete with licensed engineers as they are ever-increasingly easing us out of our jobs. Take Cities Service Tankers for example. We are not needed there as they have well-trained junior 3rd engineers that can do all manner of work in the engine room from making coffee for the 1st assistant to reading the funnies to the chief engineer.

### Agrees On Foul-Ups

I also would like to say that the cartoon "Seafarer Sam Says" on page 20 of the same LOG takes the words right out of my mouth when it raps the foul-ups and performers. I'll admit some of the electricians are the first ones that I'll be glad to see go. However, I'd like to give the names of two electricians who are a credit to the SIU and whom I'd be glad to ship with again. If Ernest M. Metts and Frank Baker read this, and either approve or disapprove, I'd sure be glad to read their criticism in the LOG.

Before I finish I want to express my appreciation for the speed with which the vacation checks were given out in Baltimore. Earl Shepard the port agent, Johnnie the dispatcher and all the staff spent their February 12 holiday handling applications, for our much needed and appreciated vacation money. I know. I was down to \$1.78 at the time.

Merwyn E. Watson

(Editor's note: In all fairness to the bosun involved, the LOG is not 100 percent certain that he was actually working on the lights. Could be that it was just an interesting pose.)

## Zane Grey Crew Rescues Seaman

To the Editor:

We had a little excitement on the Zane Grey, which is an Isthmian Liberty ship on the coal run. We were entering the English channel at 10 AM on Saturday March 15, near Dover, when a vessel in our vicinity, the MV Captain Peralt raised the "man overboard" signal and radioed a request for assistance. The Zane Grey and three other ships answered the call with the crews lining the rails to search the area.

A half hour later the man was sighted floating off our port bow. The No. 3 boat was lowered, manned by Mr. Okland, chief officer; James Dunn, 2nd assistant; William Caswell, 3rd assistant, and Charles Chandler, bosun. There was a rough, choppy sea and a fresh northeast wind. It was 11 AM before the man was recovered

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and returned in an unconscious condition to his own ship.

It was reported the next day that the man was still alive when recovered but that he died shortly afterward from internal hemorrhage and shock.

Nick Ureloljak  
Ship's delegate

## Sea Chest Visit To Ship Big Hit

To the Editor:

You know, I can't get over the fact that every time I come back from a trip there's something new the Union's done waiting for me. Last time, it was the new headquarters hall in New York, and the top-notch way things were set up there.

This trip, there's the vacation pay I can collect right at the hall, and this new slop chest rig that guarantees us union-made gear from the SIU's own Sea Chest, at prices cheaper than we've been paying on the ship or elsewhere.

If there's anything that's been a headache to many of us, it's the need to get shore gear and clothes fast when we reach the states. Many times we get hung up by these sharpies shoreside who charge us a husky price for stuff that I wouldn't leave around for my pup to sleep on back home.

The set-up on the ship is no better, when you consider that the ship operator is out to make a profit show on the slopchest he puts aboard just like on everything else. I don't mind anybody making profits, but you have a right to expect you'll get something decent when you peel off some of that long green for a new pair of shoes or a couple of shirts.

That's why I was pleased as all get-out when the word got around as we came into New York that an SIU representative straight from the headquarters Sea Chest was coming aboard to take our orders for stuff and return with the gear in a couple of hours.

I think this is a great idea, and I know that next time I run into port and see some of the guys I'm going to make sure I let them know where I got my new clothes at rock-bottom prices.

Jack Bren

## Appendix Fouls Up a Seafarer

To the Editor:

As I am in the hospital here in Cherbourg and will be here for a month or more, I would appreciate it if you would mail me the LOG and the news of the states. It gets lonesome here just lying in bed with nothing but the walls to look at. I would like the LOGs since February 28 if I could get them.

The reason I am in here is that I had acute appendicitis and almost died when peritonitis set in. I was aboard the George A. Lawson when I was taken ill.

Frank Kelly

(Ed. Note: Hope you'll be well soon. The LOG's on the way.)

## Warns On BA Money Swindle

To the Editor:

Due to the fact that a number of brothers have been hooked on the quick switch money exchange in Buenos Aires it might be a good idea to warn them to keep their eyes open when in that city.

Several men on the Delta Line ships, the Del Sud and the Del Santos, have been hooked on this deal.

Tex Metting

(Ed. Note: The brother is evidently referring to men who offer Seafarers money exchanges in the streets and on the docks.)

## Seafarer's Mom To Receive LOG

To the Editor:

Please find enclosed application for a mailing of the LOG made out to my mother, Mrs. Thomas Durkin. She enjoys reading the latest news of the industry and the Union, and I know she would like to have it sent to her at home. The way it is now she only gets the paper when I bring it home, which, as you know, cannot be too often.

The last copy I got for her was that of March 21. I would appreciate it if you would start the subscription with the next issue.

The enclosed ten dollars is a donation to the LOG I would like to place in her name.

I would like to say that our paper is the best ever, and it shows we are going places. Keep up the good work.

Tom Durkin

(Ed. Note: Thanks, brother. The LOG will go out regularly to your mother from now on.)

## Claims Steward Rates Top Pay

To the Editor:

In our last negotiations our Union has gotten a great deal for all of us. However, I believe that the steward holds down a much more responsible job than any other unlicensed man on a ship and should get the highest pay rate in the unlicensed departments. What with having a job that is full of responsibilities he is head of a department with 11 or more men under him.

Another thing is why the steward department men are not classed as day workers and treated accordingly, particularly when we work days but have the split shift to do.

I would like to hear from other brothers what they think about this and what they would suggest.

Bill Hay

## Drafted Seaman Seeks Way Out

To the Editor:

I have been in the SIU since 1946 and have a 100 percent record all around. Two weeks ago they drafted me although I am 27 years old. I read in the LOG a couple of months ago that anybody with five years' sea time could apply to his commanding officer for his discharge. I would appreciate it if you could send me the information so I could go back to sea again.

I have all ratings in the engine department and I think my Union needs me now. Please send it to me as soon as possible before they ship me out.

Pvt. Raul E. Cumare

(Ed. Note: The official application form for military discharge is on its way.)

## German Unionist Hails SIU Paper

To the Editor:

In the past two years you have been so kind as to send me a copy of the SEAFARERS LOG regularly. I am very much obliged to you for this kindness as it was very important for me to know the trends in your trade union life. I would like to congratulate you on the improved edition which covers every phase of the Seafarers life.

Today I am sending you a copy of the newest German collective agreement for the whole German merchant marine, hoping that it will be of some interest for you. The agreement was negotiated in December and January and became effective January 1. If I could be helpful to you with further information about German

shipping I would be very glad to answer any questions which you may have.

Thanks again for supplying me with your excellent paper.

Rudolph Becker

## GI Seeks Help On Army Release

To the Editor:

I am asking for your assistance in securing a release from the army. I started sailing when I was sixteen years old, joining the SIU in New Orleans on January 6, 1945. My last trip before I was drafted was on the Greece Victory, a South Atlantic ship. We left Mobile on August 13, 1950 and went from there to Pusan Korea, after which we shuttled between Pusan, Inchon and Japan. Since paying off in Oakland in January 1951 I was drafted into the Army and am now stationed in Germany.

I sailed during the last war and received the Pacific war zone bar and Atlantic war zone bar. I also hold a third mate's license. Your help in this matter would be appreciated.

Pfc Joachim R. Von Holden

(Ed. Note: We are sending you the standard application for release form used by seamen seeking discharge from the armed forces.)

## Newly-Licensed, He Sends Thanks

To the Editor:

This letter must serve a two-fold purpose. First, in expressing my regret that I must retire from the SIU, and second, that I may extend my deep appreciation to the officials and membership for their aid and friendship during the six years I have been a member of this Union.

Last December I sat for, and received, my original 2nd Assistant Diesel license. Recently a position was open on the "Ponce" as 3rd assistant and as I wish to put in as much time as possible I have taken the position.

I joined the Union in January, 1946, and have sailed as a chief electrician almost continuously which speaks well for our book to job ratio.

May I request that with my retirement card you send me an application for vacation pay?

In closing I wish the Union, its officials and membership continued unity and prosperity.

George F. Switzer

## Deep Study?



The note said that Don Hubbard, oiler, on the Mary Adams, was learning how to be an engineer. On a combat tank, maybe?

## Another Boost For Cap Hallman

To the Editor:

I just received the February 8 issue of the LOG and read Tex

Gillispe's article on the William A. Graham and her fine skipper. Tex is right, Captain Hallman rates with the best. No one is ever logged. He puts out money anytime, there's OT all the time



Boyer

and he doesn't bother anyone.

He lets everybody run their own job and is never seen on the lower decks. In short, he lets the ship stay in the water and doesn't carry it around on his shoulders. By the way, Tex was making his debut as a bosun and did a swell job.

Percy Boyer

## He's Proud Of His SIU LOG

To the Editor:

Every time I get a copy of the LOG, I keep on wondering what's coming up next. I can remember when four pages was the standard, and we couldn't get enough copies of the paper. Then it was 16 for quite a while, and in the last couple of months, in quick time, 20, 24 and now 28.

One thing's for sure, too, the increase in the size of our paper has not put the slightest dent in the quality of it, and I can speak for a lot of the boys on the ship in saying it really makes a hit with all of us.

I haven't seen too many union-papers, except those you pick up here and there on the waterfront, but there doesn't seem to be any paper around that can stand up to the LOG in size, shape or form. Everything seems to be included, and I guess we Seafarers are the guys that find out fastest what's going on all through our Union and in the industry as a whole.

Naturally, I'm a little prejudiced in the matter, because, like every other SIU member, I'm plenty proud of our Union and what it's done. But this paper is really something. I don't see why the LOG couldn't come off with a couple of prizes in any man's newspaper contest. The LOG deserves a husky round of applause from all of us.

Jay Manicco

(Ed. Note: Thanks for the orchids, brother. You can be sure the LOG will be in there pitching when the Labor Press awards are made this year.)

## Santos Hospital Care Applauded

To the Editor:

I just got back from Santos, Brazil a couple of days ago, so I thought I'd write a line or two in praise of the hospital the Delta Line is now using there.

It's the Casa de Saude, Anglie Americana (Anglo American Hospital). The matron, Dona Carlotta, is Brazilian-born of American parents and speaks English very well.

I was pretty sick when I got in there, with double pneumonia, and I can honestly say I got the best of care all the time. When I was able to eat I was fed very well and the food was served hot every meal.

I'm feeling good now and will soon be ready to take a ship and get back down that way.

Before closing I want to say that the LOGs are arriving regularly on the Mississippi ships going to South America and are looked forward to and very much appreciated when they arrive.

Tom Scanlon

### Widow Asks Mail From Shipmates

To the Editor:  
In the February 8 issue of the LOG you had a picture of the burial of my late husband, Clarence Cone, aboard the Joseph Priestly. Could you advise me how I could get in touch with the boy who took the picture, or any of the old crew who was with him from November, 1951, to January 2, 1952, when he passed away?

I would like very much to write them or if they would drop me a line I could answer them.  
The LOG is the best paper I have read that is a workingman's paper and for news it's tops. It's just too bad Cone can't be here to enjoy all the new things going on as he sure wanted to see the new hall when it was finished. He told me all about it but I guess I won't ever get to see it now.

Pauline Cone

### Thank SIU For Funeral Wreath

To the Editor:  
We wish to extend our heartfelt thanks to the New Orleans branch for the beautiful floral offering sent to our late mother's funeral.

We also want to thank our branch agent, Brother Lindsey Williams, and his able assistants,

Bill and Tom Garrity

### Skipper Rates High with Crew

To the Editor:  
We the unlicensed members of the SIU and crewmembers aboard this vessel, the Alice Brown, would like to take this time out and give a little praise to a worthwhile master. His name is Claude Martley, a man that any of you fellows on the beach would like to sail with. His record in the SUP is well known as a good union man and brother.

Unlike the usual captain from the foc'sle where the job goes to a man's head, he has maintained a high respect for the crew. The three delegates and ship's delegate found him a very good and honest man to deal with.

The draws in foreign ports were always in American currency whenever possible. The sailing board was posted and trips ashore were always there. His good union background taught him an SIU ship is a clean ship, and his ideals were brought to light by having most of the men cleaning and painting where necessary. Results were that all hands have their hands full of overtime and paint brushes.

So brothers, take it from us, if you want a good trip where no



McCann

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petty baloney exists, sail with this captain and you will have the same pleasure we all have had. You will also share the same respect we all have for him.

Patty McCann  
Ship's delegate

### Mom Mails Union Accomplishments

To the Editor:  
My son, who is a Seafarer, has your newspaper sent home to me and I read it from cover to cover and enjoy every minute of it. Mothers like to know something of the kind of work their sons are doing and unlike girls, boys won't bother to discuss it with their mothers so the newspaper is a big help.

I have learned through reading your paper that the young men who go to sea can be every bit as nice as those who choose business or banking or the professions for their life work. The shipowners and officers are treating the personnel with more dignity thanks to the Union, and in turn the Seafarer responds to this new attitude with respect and a determination to comport himself with the dignity in accord with the manly and vital work that he performs. I always say to my son "give the company a good day's work for a good day's pay."

#### Machine Dishwashers

Of course I have no right to make suggestions regarding the forthcoming new contract, but I thought that I might make one for the sake of the health of all concerned, and that is that automatic dishwashers be installed on ships, since they allow the use of high temperature water and strong detergents. These are two factors in the control of trench mouth, which pops up now and then. Of course, the same result can be achieved by the use of rubber gloves when dishwashing, but they are easily ruined when handling cutlery.

At any rate, I hope you will give some thought to the problem, since it is partly one of education and equipment.

I think I can say on behalf of all mothers of Seafarers, "thank you for your wonderful achievement in the advancement of our Seafarer sons."

Mrs. R. T. Orr.

### Sick Men Thank Crew For Gift

To the Editor:  
We the SIU members here at the Fort Stanton, US Public Health Service Hospital, wish to express our sincere thanks for the Zenith Radio donated to us by the crewmembers of the Ponce de Leon. Thank you all very much.

Donald McDonald

### Wiper Tells Of Narrow Escape

To the Editor:  
Recently I had an experience aboard the Mae of the Bull Line which luckily for me caused no harm but could result in severe injury if precautions are not taken. The other wiper and I were spray painting the lower engine room using heat resistant aluminum paint. We had started to paint the overhead on which the fire box of the boiler rests and I was using the spray gun.

On this type of ship (seam type) the ventilation is forced with no exhaust fan and but two small skylights which do not afford free circulation of air. The first assistant, to make things more interesting placed canvas around the area being painted to keep the fumes and the spray more closely confined.

#### Fumes Caught Fire

After I had used the gun a minute or so, the heat from the boiler, which has no insulation outside of the floor plate and brick-work, caused the fumes and spray all around me to burst into flame. I made a hasty leap from the auxiliary condenser to the floor plate. I escaped without injury due to the fact I had my hair well covered, was wearing goggles and had a pair of sponges for a mask. Seems as if Bull Line can't afford a painting mask.

Recently I read a memorandum put out by Bull Line that a wiper had been burned to death using heat resisting paint which is in no way fire proof. I've had brushes catch fire using this type paint also. A few words of advice to anybody who may in the future use a spray gun with this paint. Be certain the area is well ventilated and the surface to be painted is not hot.

Tony Vayevatski

### SIU "Joe Curran" Asks For Mail

To the Editor:  
I'm writing for the LOG to be sent to me and also to ask some of my old buddies to write now that I'm in the Army. I sailed SIU ships for eight years until I got drafted.

Over here a letter sure comes in handy because I'm right in line and expect to stay here until my points add up. I wish I was back in New Orleans where I shipped out for six years.

The boys used to call me SIU Joe Curran. I'm hoping I'll be with you all soon. I'm just dying to see the new hall.

Pfc B. J. Curran, 52152103  
Co A 23 Inf. Reg.  
APO 248, San Francisco

### Declares Carlsen Deed Aided All

To the Editor:  
Regarding Captain Carlsen of the sunken Flying Enterprise, let's go back to the tradition of the sea, namely that the last man to leave the ship is the skipper. I have nothing but praise for any seafaring man who brings honor and credit to the "men who go down to the sea in ships." This is exactly what Captain Carlsen did, proving by his action that he is a courageous, honorable and humble man, loyal to his duties to save his ship.

Let us not be so stupid as to think the various companies we sail for can afford to continue in operation if they do not make

money. Without money they can't meet our long-fought-for living conditions in our contracts.

#### Profits Important

Our elected Union officials know the profit the steamship operators are making and the demands in our new contracts shall be based accordingly. Therefore, it is our duty to live up to our contracts, performing our duties with efficiency and economy. Guard the gains we have made. Is there need to recite the story of the goose that laid the golden egg?

There are a few youngsters who haven't got their sea legs yet that blab on subjects regarding the sea and ships with which they are not familiar. Just bear this in mind. The SIU is going forward with your help. There is no returning to the old days.

Captain Carlsen is comparatively a young man but with plenty of sea time under his belt. He seeks no fame or fortune. His only request was "give me another Enterprise." Personally I hope he signs twenty year articles in Hollywood. You youngsters remember you are all potential captains.

Okal Jones

### Noonday Making Farewell Trip

To the Editor:  
Howdy to all our brothers from the guys stuck out here in Korea. It is so muddy here that you have to use hip boots when you go ashore as the dirt lanes are as full of holes as a new cake of Swiss cheese. They should change the name of this place to muddy water.

While on the subject of changing of names, we have just found out (via grapevine scuttlebutt) that this vessel has been sold to Isbrandsten and her name will be changed from the Noonday to the Flying Enterprise. We hope she has better luck than her predecessor, the now deceased flyer.

#### A Clean Ship

You can bet that the ship will be turned over to its new owners in clean shape, as all SIU vessels are at all times. Though seamen from another outfit are taking over we know they are getting a real seaworthy ship. For some of us it is going to be like losing an old friend. Though none of us has applied for homesteading privileges we must admit that we intended making a few more voyages before hitting the beach for repairs and relaxation. Quite a few of the crew was of the same opinion. Even the "old man" stated that he will get another ship, but never another "Noonday." The "old man," Captain Samuels, sort of watched over us like a mother hen over a brood of young chicks.

If there are any grits left aboard when we turn this tub over to the new owners, we ask Cal Tanner to see to it that we have the same as rumor has spread that there's a shortage of grits in Baldwin.

#### A Good Trip

No trip is perfect, but for an Asiatic run this one has been above average. There's been very little squabbling, except for some of the Lotharios who deem themselves goodwill ambassadors to the Orient. Could be at that, for a good sailor spreads more goodwill (and loot) than most of the appointed goodwill dispensers.

In conclusion, the delegates of our respective departments say bon voyage. Here we come home from the "land of the rising sun," where you can see snow on the mountains in July to the terra firma of the greatest country in the whole universe—America.

William Brightwell  
Ship's delegate

### Cafeteria Tour Convinces Him

To the Editor:  
Through the courtesy of our able headquarters restaurant manager, Dick Grant, I was shown around behind the scenes of the cafeteria. My trip was unscheduled yet I found everything and everybody in a scrupulously clean and happy



Jellette

state. I can assure the membership that the places where the food is stored and cooked are as clean and orderly as the cafeteria itself. As a steward, I found it a pleasure to inspect the meat box. The meats are first grade cuts and temperatures are perfect. I am informed that nothing is left hanging around to injure its goodness and taste. The galley is fitted out with the very latest in range equipment including electric glass and dish washers. The canned goods used are of the highest grade. This cannot be said of the storage on some company ships we sail on.

Great credit is due to the fine management of Dick Grant and to his staff. So fellows, 'nough said! Grab that tray and rest assured the goods you buy and eat are tops in grade and price.

John J. Jellette

### Sherwood Crew Sets OT Fuse

To the Editor:  
Upon hearing from the chief mate of the Robin Sherwood that he intended to carry a gang from one port to another in Africa as a "shore gang," I went to see him and asked him what was afoot.

The mate told me that he was taking along these men to chip and paint as a shore gang. They were not supposed to use any crew facilities. They were to cook their own meals with the ship giving them some coffee, sugar and cream and no more. He also said that no work was to be done while the ship was underway. When port is reached he said he would find a place for them to sleep ashore.

All this took place in East Africa from Mombasa to Dar el Salam and Tanga and back again.

#### Use Crew Supplies

Actually when this gang went to work they were supplied with cots, blankets, sheets and pillows out of the crew's supply. They slept on the ship and on our first night in port were refused shore leave by the captain, which means they were being made part of the crew under the captain's orders. The men were fed by our steward's department just as if they were crewmembers.

This gang started to chip at 7 AM every morning, depriving the crew of sleep. To sum up, the "shore gang" slept, ate and worked on ship, using the crew's equipment and facilities.

#### Crew Asks OT

As a result the crew had a meeting and decided that the payment of overtime is just and fair for every hour worked. The total involved is 840 hours.

The chief mate, who hates the Union, said if this overtime goes through he will resign and stay a thousand miles away from the SIU personnel. He also stated that I was personally responsible for demanding this overtime and that I will pay for this. I want you to know about it in case the revolution starts between him and me in the remaining 23 days at sea.

Manuel Cotty  
Ship's delegate



In typical shipboard meeting, crewmembers of the Alice Brown listen intently while delegate gives report on matters affecting men.

LETTERS

Guard Your Gear In Foreign Ports

To the Editor: We're still out here in Japan on the Madaket after our voyage from Long Beach and Frisco. It has been a good trip thanks to the fact that the officers on here are the best than any seaman could ever wish to sail with.



French

When in a foreign port keep your lockers and foci's doors locked when you're not there. The junior 3rd mate had the misfortune of having a suit, shirts, topcoat, shoes and other property stolen while out of his room for only a few minutes.

Crewman Hospitalized

At this writing, one of our crewmembers, Joseph R. Flever, sr., OS, is in the Yokahama hospital with a rare skin disease. The doctors don't seem to know what is wrong. Joe is hoping along with the rest of us that he will be cured in time to make this ship in Kobe.



Preparing night lunch, Madaket night cook and baker slices baloney for sandwiches.

However if he can't make it we all wish him a speedy recovery and a quick voyage home.

Joe has been on here for two trips, and on the first trip his son was AB on the same watch. Joe jr. is in LA now.

By the way, if Joe is detained for any period of time, how about some of you guys on the Topa Topa, Young America, Fairisle and other scheduled ships taking some cigars up to him. I'm sure we would all help a Union brother in such a position.

The crew of the Madaket wishes all of our SIU brothers "sianata" from the land of hot saki and sukiyaki, chop sticks, rickshaws, cherry blossoms and the patter of wooden sandals.

Harry D. French Deck delegate

Trolling for Fish Venore's Hobby

To the Editor: The crew of the Venore, inspired by the lucky catch of three edible fish by one of the crew is really going in for the sport in a big way. When we got back to Baltimore the purchases of fishing tackle ran pretty heavy giving us an idea that there will be a fishing marathon

when we get back in Venezulean waters. The fantail will be lined with disciples of Izaak Walton.

When we get back at the end of the month the Venore is going into the shipyard for repairs, and the delegates are getting their lists worked up to make sure she's shipshape for the next SIU crew that takes over.

Clinton M. Webb Ship's delegate

Sees Education Anti-Red Force

To the Editor: Brother Paul Hall's column in the February 22 issue of the LOG comments on the setback suffered by the political commissars in maritime labor and the question of creating laws to eliminate them from all labor bodies in America.

I agree with Brother Hall that we have successfully kept them under control within the ranks of the SIU down through the years and I also agree that creating new laws will not entirely eliminate Communists from the labor movement.

Passing laws will only send these people underground until such time as they feel safe to come out in the open to spread their usual propaganda. To stop the spread of such propaganda we must eliminate the source upon which they feed.

The political parasites of Stalin's regime feed upon prejudice, bigotry and hatred that man sometimes seems to have for his brothers.

To combat the commies we need education to teach men the true definition of democracy to where it becomes a daily practice. Equal rights and privileges is a natural order of democracy when practiced without the force of laws.

The constitution of these United States gives to all its citizens the same equal rights by law. If you and I have the same duties, must obey the same laws, then we must have the same rights and privileges.

Mankind has lived under the forces of good and evil surrounded by the bigotry, prejudice and hatred of evil men who stand in the shadows of ignorance too cowardly to face the light of truth.

As a great Chinese philosopher once said, we must learn to cultivate our own garden before we ridicule that of our brothers.

Joseph S. Buckley

(Ed. Note: Brother Hall's column to which the writer refers, dealt with Senate Labor Committee hearings on whether or not additional legislation should be passed to eliminate remaining communist influence in labor).

Security Problem 2-Way Street

To the Editor: The LOG hit it on the head again. That story on port security sure had it. A lot of the fellows I've spoken to agree that it's not right for us American seamen to have to go through all that Coast Guard red tape when thousands of seamen on foreign ships can come and go in our ports pretty much as they please.

Sure, lets have a security program but let's make it equal for everybody. I've got no beef against the foreign seamen. They're out to earn a living like all of us and they're doing their job. But that's no reason for putting us under the thumb of the Coast Guard while letting some guys off a Panamanian ship go on the same restricted docks without papers. I don't know the answers to this problem but maybe the smart guys in Washington can figure it out.

Bob Vane

SEAFARERS CASH BENEFITS

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.I.

TOTAL \$120,456.26 Vacation Plan, March 15-March 29 Welfare Plan, March 9-March 22

Vacation

REPORT NO. 4

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report-March 15-March 29

Table with 2 columns: Description and Amount. Includes Cash on Hand, Estimated Accounts Receivable, Vacation Benefits Paid in Period, and Vacation Benefits Paid Since Feb. 11, 1952.

For the first time since the Vacation Plan got under way almost six weeks ago, the money paid out through Headquarters has slackened off. It appears that the Plan has hit a plateau of around \$100,000 which we will probably handle every two weeks here.

That is just about the estimated amount the SIU figured the membership would collect when the Plan first went into effect-\$2.5 million per year. That's a lot of cabbage, but every cent of it is earned and being paid out promptly to the men who earned it.

While we've paid out money now to 6,309 men as of March 29, there are hundreds of men around who are due vacation money but haven't collected it. These fellows are leaving it lie, kind of a bank account, which instead of paying interest builds up according to the days they work, which is a lot better than interest. Anyway you look at it, whether you pick up the dough or let it accumulate, it is a good deal for all of us.

Large table listing names of seafarers and their corresponding check amounts for vacation benefits.

Table listing names of seafarers and their corresponding check amounts, continuing from the previous table.

Roland G. Gregg, jr., OS: Whether a fellow wants to take a vacation or not the extra money is very handy. It's good to know you can collect every 90 days too.



Table listing names of seafarers and their corresponding check amounts, continuing from the previous table.

(Continued on page 24)





SEAFARERS CASH BENEFITS



TOTAL

\$120,456.26

Vacation Plan March 15 - March 29
Welfare Plan March 9 - March 22

PAID BY THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • A.F.I.

(Continued from page 24)

Table with columns: Name, No., Amount, Check. Lists names and their respective benefit amounts.

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Table with columns: Name, No., Amount, Check. Lists names and their respective benefit amounts.

John Langanus, FWT: It's always a pleasure to get paid, and this vacation pay feels twice as good because it's something I never expected I would get to collect.



William Mansfield, AB: Somehow this was hard to believe at first. But you walk in here, fill out a paper and they hand you a check. That's smooth sailing!



Table with columns: Name, No., Amount, Check. Lists names and their respective benefit amounts.

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Welfare

REPORT NO. 25

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—March 9-March 22

Summary table showing Cash on Hand, US Government Bonds, Estimated Accounts Receivable, Hospital Benefits Paid in Period, Total Hospital Benefits Paid Since July 1, 1950, Death Benefits Paid in Period, and Death Benefits Paid Since July 1, 1950.

Table listing USPHS HOSPITAL STATEN ISLAND, NEW YORK with names and amounts.

Table listing USPHS HOSPITAL SEATTLE, WASHINGTON with names and amounts.

Table listing USPHS HOSPITAL MOBILE, ALABAMA with names and amounts.

Table listing USPHS HOSPITAL BRIGHTON, MASS. with names and amounts.

Table listing USPHS HOSPITAL SAN FRANCISCO, CALIFORNIA with names and amounts.

Table listing FIRLAND SANATORIUM SEATTLE, WASHINGTON with names and amounts.

Table listing SAVANNAH, GEORGIA with names and amounts.

Table listing USPHS HOSPITAL NORFOLK, VIRGINIA with names and amounts.

Table listing USPHS HOSPITAL GALVESTON, TEXAS with names and amounts.

Table listing VETERANS HOSPITAL LONG BEACH, CALIFORNIA with names and amounts.

Table listing SEASIDE GENERAL HOSPITAL LONG BEACH, CALIFORNIA with names and amounts.

Table listing USPHS HOSPITAL BALTIMORE, MARYLAND with names and amounts.

Table listing USPHS HOSPITAL NEW ORLEANS, LA. with names and amounts.

Table listing VETERANS HOSPITAL PERRY POINT, MARYLAND with names and amounts.

Table listing USPHS HOSPITAL FORT WORTH, TEXAS with names and amounts.

Table listing USPHS HOSPITAL FORT STANTON, NEW MEXICO with names and amounts.

Table listing DEATH BENEFITS with names and amounts.

Table listing USPHS HOSPITAL GALVESTON, TEXAS with names and amounts.

Table listing DEATH BENEFITS with names and amounts.

Table listing USPHS HOSPITAL GALVESTON, TEXAS with names and amounts.

# ... DIGEST of SHIPS' MEETINGS ...

**FAIRPORT (Waterman), Mar. 10—**Chairman, George Parks; Secretary, Ralph Tindell. Motion made and carried that any man speaking out of turn be recommended for a fine. Motion made and seconded that we elect a master at arms. Repair list turned in; all delegates to retain a copy of repair list. Suggestion made that any man with any charges to be made to the patrolman discuss it before the crew at this meeting. A vote of thanks to the steward department.

**MADAKET (Waterman), Mar. 1—**Chairman, Max Byers; Secretary, Harry D. French. The captain had agreed to purchase new washing machine but instead we got parts to repair old one. Demand for sougeeing and painting of engine department and foc'sles. Post cards issued by the selective service were offered to anyone who wishes to notify his draft board of maritime employment.

**JOYCE KILMER (Mississippi), Mar. 3—**Chairman, George Smira; Secretary, Coy Prasley. Chief cook reports stove not giving proper heat but getting full cooperation from engineers to correct this condition. It was agreed each department should alternate in keeping recreation room and laundry room clean. Each member should clean washing machine after using it.

**FORT HOSKINS (Cities Service), Mar. 5—**Chairman, Jesse W. Maloney; Secretary, E. Davis. Motion made that each man clean after himself in the messhall or a \$1 fine. Request made to have more literature about unions; to be placed by patrolman. Any addition to repair list be submitted to list on bulletin board.

**Feb. 23—**Chairman, Nona; Secretary, E. Davis. Discussion on March of Dimes. Voted \$10 from ship's fund along with individual donations to be handed in at Baltimore to patrolman.



**ROBERT E. CLARKSON (Bloomfield), Feb. 2—**Chairman, Rudolph J. Himel; Secretary, D. T. Lynch. Delegates reported all well. Motion made and seconded to get screens for crew mess ports. Motion made and carried that fresh water line be run to the deck for stevedores in India so that there will be no excuse for their entering crew's quarters. Deck and engine departments to rotate cleaning of recreation room every two weeks.

**JOHAN PRINTZ (Eastern), March 1—**Chairman, Roberts; Secretary, T. F. Greaney. Delegates reported everything okay. A vote of thanks was given to the steward department for the fine cooking and the prompt and efficient service rendered by the department.

**PONCE DE LEON (Waterman), March 9—**Chairman, George Midgett; Secretary, P. Kustura. Nelson reported \$3.19 in the ship's fund. Discussion by several on what to do with the record player and the ninety records that belong to the crew. It was decided if the ship is sold that the records be given to the hospital at Fort Stanton, New Mexico.

**ROBIN LOCKSLEY (Seas Shipping), Mar. 11—**Chairman, S. Pierson; Secretary, C. P. Achey. The painting of foc'sles at sea was deferred because there were no bunks available in the hospital. It was agreed to take up the matter of loggings upon arrival in New York with patrolman. The sum of \$23.00 held by the chief steward as ship's fund turned over to ship's delegate. Engine delegate reported that all black stang foc'sles be painted on the next outbound voyage.

**SALEM MARITIME (Cities Service), Mar. 8—**Chairman, L. Pickett; Secretary,

George Matez. Complaint about butter tasting bad. Request fellows to be more quiet when going on watch. Complaint about officers using new washing machine for dirty clothes.

**CAROLYN (Bull), Mar. 8—**Chairman, R. E. Dickey; Secretary, J. Shea. Discussion on March of Dimes. Ship's delegate read letter from headquarters regarding new agreement and asked delegates to get their men together and discuss changes and forward same to headquarters. All hands agreed to donate \$1 or more to the March of Dimes.

**BRADFORD ISLAND—(Cities Service), Mar. 17—**Chairman, Edward E. Flynn; Secretary, Fred Boyne. Suggested that ship's treasurer contact marine library to get new books for ship; take money from treasury to send cable for books. Discussion on rooms to be painted. Suggest we change brand of soap powder.

**ANTINOUS (Waterman), Feb. 21—**Chairman, Leo A. Allen; Secretary, Joseph Kojdzieski. Twenty-eight dollars was collected for the March of Dimes and to be turned over to patrolman at the payoff. Cabinet to be built in recreation hall aft for magazines and papers. To have engine delegate ask chief engineer to order thermostat control in engine room. Steward delegate brought out that two lockers had been broken into.

**FORT HOSKINS (Cities Service), Mar. 17—**Chairman, Leo Dwyer; Secretary, S. C. Hills. Discussion on how to be taken up with patrolman in New York. Reported chief engineer started working on repair list but has not finished. Discussion why new coffee urn aboard has not been installed. Crew to keep feet off chairs in messhall. Each man's duty to help keep messhall clean. Ship's delegate passed out cards to the brothers who want the LOG sent to their homes.

**PUERTO RICO (Bull), Feb. 22—**Chairman, Thurston Lewis; Secretary, Jim Murphy. Reported that since the San Juan strike beef the captain has been trying to give the boys a hard time. Thurston Lewis asked the membership to approve the purchase of two bound volumes of the 1951 LOG. Suggested that a standing vote should be taken on all expenditures of ship's fund money. Suggested that since the majority rules, any method of voting is proper which seemed to be the general over-all opinion. Brother asked for a vote of thanks to former ship's delegate, Jim Stewart, for a thankless job done to the best of his ability; round of applause was given. Brother asked for a vote of thanks to Ed Mooney for helping to bring the San Juan beef to a successful conclusion. Clarke thinks that all crewmembers should be complimented on their splendid behavior during the San Juan episode.



**ALCOA PENNANT (Alcoa), Feb. 23—**Chairman, D. L. Parker; Secretary, James Pursell. If any performing is done during the voyage it will be reported to the patrolman in Mobile. Two men who missed ship in Mobile to be reported to patrolman. Discussion on having juke box fixed to be brought up the next meeting before arriving in the States. Laundry to be kept clean; each man to clean up same when finished and also to keep messroom clean. Ship's delegate to see captain about officers keeping saloon pantry clean so as not to make too much work on the messman.

**Mar. 9—**Chairman, D. L. Parker; Secretary, James Pursell. Deck delegate reports a few hours of disputed overtime but trying to get it straight before arrival in Mobile. Motion made that steward and ship's delegate contact patrolman about steak being taken on board in Trinidad. Repair list to be checked after repairs.

## LOGs Now In Perth Amboy

Crewmen of Cities Service tankers and other ships docking at Perth Amboy, NJ, will find plenty of LOGs on hand at Victor Dankiff's Bar.

Since a great many tankers of companies other than Cities Service dock at Perth Amboy, and at other terminals in the area, the LOGs could help serve as an entering wedge in Esso tankers and those of other oil companies that have thus far resisted unionization by legitimate unions.

Juke box to be taken ashore in Mobile to be repaired. Suggestion made that when LOG comes on board ship for ship's delegate, he will pass them around to the department delegates.

**FRENCH CREEK (Cities Service), Mar. 16—**Chairman, William C. Hardy; Secretary, T. A. Scoper. Promise of new washing machine this voyage by port engineer. Repair list of last voyage being fulfilled as far as possible. Anyone missing watch, performing, etc., volunteer to get off ship at first port or be reported to patrolman and action be taken. Patrolman instructed mate to cease hollaring at sailors and let bosun handle them as customary. Suggested ship's delegate see about having colored light bulbs installed in passageways in crew's quarters so light doesn't bother men at rest. Seventeen dollars in ship's fund. Suggest everyone assess themselves \$1 this payoff to replace money used for wreath of flowers wired to shipmate's deceased mother.

**WINTER HILL (Cities Service), Mar. 23**

## NOTICES

Checks from various sources have been unclaimed for almost a year and will be returned to the sender by SIU headquarters in Brooklyn unless picked up shortly. The following men have checks coming: Burley E. Nankivil, Harry O'Brien, Thomas C. Lockwood, Clyde Finney, Gordon C. Anderson, Sigurbjorn A. Bjornsson, Harold Cahen, Raymond Donway, Luther Borrego, Frederick J. Durham, Juan Delgado, John Early, W. A. Henley, Harry V. Garzteski, Philip P. Guimond, Kenneth Singh, Ronald E. Voss, Frederick Kakkum, Sigurd Christensen, George N. Kaaliwai, Walter L. Pritchett.

**Ex-SS Irenestar**  
Please leave radio I left on the ship at the Baltimore hall. Jimmy Simmons.

**Ex-SS Joseph Priestley**  
Seafarer who took photo of burial of brother Clarence Cone, or other crewmembers on that trip, please get in touch with Mrs. Cone, 7701 N. Packard, Tampa, Fla.

**Giovanni F. Abundo**  
Your 2A occupational deferment expires April, 1952. You will be classified 1A at that time.

Draft classifications for the following men have been set by their Selective Service boards: Joseph Behar, 2A until Sept. 27, 1952; Thomas Denier, 2A until Oct. 1, 1952; Selig S. Freilica, 2A until Oct. 1, 1952; Andy Simkanin, 2A until March 17, 1953.

**Chairman, Orville R. Mayham; Secretary, Thomas J. Durkin.** Wipers have one hour disputed overtime but they are sure to collect it as it was paid once before. A motion was made and carried that the sanitary men apply themselves a little better to their job. Motion made and carried that the record player and the television be repaired and paid for out of the ship's fund. A motion was made and carried that men failing to show up for their assigned watches without good reason shall be reported at once to the Union. A vote of thanks to the steward department.

**BEAUREGARD (Waterman), Mar. 9—**Chairman, Ronald Eden; Secretary, C. J. Nell. Suggested that if you have a beef go to your department delegate, who in turn, will go to the ship's delegate. There was a discussion about not having hot water last trip for the crew. Whoever uses the washing machine will clean it. The sanitary men in each department will rotate each week by keeping the washroom mopped and clean.

**MASSMAR (Calmar), Mar. 16—**Chairman, J. Thompson; Secretary, William Davies. Few hours disputed overtime to be taken care of at payoff. Discussion on letter sent out by headquarters for any ideas on new agreement or suggestions. Old washing machine to be used for work clothes and new machine for whites. Not to loan money from ship's fund out for personal use to crew.

**STEEL VOYAGER (Isthmian), Mar. 9—**Chairman, Benjamin W. Tingley; Secretary, F. Quintayo. \$9.00 in ship's fund. Messroom in port hole needs new gaskets.

**TRINITY (Carras), Mar. 14—**Chairman, C. Crevier; Secretary, A. G. Espenada. Motion made that all living quarters and galley be painted and also install chairs; patrolman to be notified before payoff. All hands were asked to attend fire and

boat drill except the men on watch. Washing machine to be kept clean and properly taken care of. Suggestion that crew make less noise in the messroom while playing radio, especially at night. The men getting off were asked to leave foc'sles clean. Compliments were extended to the steward department.

**MAIDEN CREEK (Waterman), Mar. 9—**Chairman, Barney Kinter; Secretary, Paul Gladden. Reading of letter from headquarters as of Feb. 8, 1952. Discussion about arguments aboard ship. Mention made of good cooperation of crew messman in which membership concurred. Discussions on vacation pay and insurance beneficiaries.

**Feb. 5—**Chairman, Paul Morris; Secretary, Barney Kinter. Repairs not made as requested—porthole gaskets, etc., not renewed. Motion made to contact captain regarding same, and if no action is taken to contact hall in Norfolk. Discussion about cigarettes. Slopchest not being opened until after Norfolk; explanation made that this was in accordance with custom's rules. Ship's delegate reported that anyone fighting aboard ship will be turned over to the patrolman at payoff.

**ST. AUGUSTINE VICTORY (Mississippi), Mar. 12—**Chairman, C. J. Quint; Secretary, J. V. Dolan. Discussion on steward department and delegates. Several points from the constitution and by-laws were read. Discussion on the preparing of the food and the baking and how the galley stove was not working properly. Discussion about the terrible mail service, of which there has been very little or none at all. Ship's delegate will be about getting steward department and foc'sles painted and also library. Deck delegate asked crew to please bring up all beefs when in a sober state.

**LEWIS EMERY JR. (Victory Carriers), Mar. 14—**Chairman, O. Klippberg; Secretary, H. Posa. Washing machine is to be kept clean and if anyone is found not cleaning it after using it they will have to pay a fine of \$10.

**BENTS FORT (Cities Service), Mar. 16—**Chairman, Allison I. Hebert; Secretary, W. H. Reed. Ship's delegate requested members to give proper notice of any watch changes. Discussion on keeping messroom clean at night. Men on last standby are to clean tables. Repair list being made up. SIU letter concerning art contest read to membership.

**AUGUST BELMONT (South Atlantic), Mar. 9—**Chairman, H. L. Mescham; Secretary, Robert G. Varnon. It was agreed upon that all coffee cups, and dishes should be kept free of peeling, cigarettes and matches or a meeting would be called and a fine would be imposed on those disobeying the above suggestion. A schedule was made to follow in keeping the recreation hall and laundry clean.

**MARY ADAMS (Bloomfield), Mar. 3—**Chairman, R. Fink; Secretary, Jake Longfellow. Suggestion made to sell washing machine to company for \$75. Repair list will be posted in order to finish repairs that were not done. Vote of thanks to the new LOG, and all members express their gratitude for the new articles in the LOG. Literature read and posted. Delegates are to get suggestions concerning new agreement and forward to headquarters.

**CLARA BARTON (Bloomfield), Mar. 9—**Chairman, R. L. Abernethy; Secretary, R. C. Sypher. Have patrolman see that the water light doors are seaworthy before signing on. Suggestion made for everyone to keep the washing machine clean. Suggestion made for deck and engine departments to clean the laundry and steward department to keep the recreation room clean.

**ROBIN HOOD (Seas Shipping), Feb. 17—**Chairman, J. Cantrell, Jr.; Secretary, J. J. Levin. Nothing can be settled with mate, matters to be turned over to patrolman at payoff. First assistant giving men a hard time. Foc'sles are in bad shape; they need a painting. Motion made to set aside sum of money from ship's fund for purser in appreciation of crew for the time and trouble he took to show motion picture. Ship's fund amounts to \$35.00. Long discussion by chairman on conduct of men which would tend to serve in the best interests of the SIU.

**RICHARD JORDAN GATLING (Waterman), Feb. 9—**Chairman, Percy Beyer; Secretary, Norman Petersen. Anyone using washing machine to leave same clean. Crew asked to keep messroom clean at all times.

**MONROE (Bull), Mar. 15—**Chairman, Edmund K. W. Erikson; Secretary, James Maguire. Motion made that treasurer for ship's fund make a report. Motion made that we donate to ship's fund until a maximum of \$50 is reached. This money will be available to any crewmember needing money in emergency. Motion made to purchase ironing board.

**PUERTO RICO (Bull), Mar. 23—**Chairman, Steve Carr; Secretary, Jim Murphy. Cooperation in turning in Trujillo passes was excellent. That Goors between cargo holds and quarters be closed in port. Messman wishes to have safety mats provided in the galley near the pot washing sinks. More members of this ship should attend the shoreside meeting. Member

(Continued on page 27)

## PERSONALS

**Paul Kent**  
Please get in touch with your aunt Eva at 401 Oglethorpe Ave., Albany, Ga., regarding Old Shores Estate. Important.

**Richard R. Leikas**  
Your brother Matt is anxious to contact you regarding a forwarding address for your mail.

**James "Smoky" Cardin**  
Important you get in touch with J. Hathaway, Rt. 6, Box 71, Mobile, Ala.

**Bill Gluck**  
I am trying to contact you. Write Ray Creseski, FN, Division M, USS Columbus (CA74), FPO, NY, NY.

**D. Hall**  
**H. Dowell**  
Write where I can get in touch with you. J. Bough, 11 Burbank Ave., New Dorp 6, SI, NY.

**Titus Nettles**  
Your family is anxious to hear from you. Write Dr. John T. Nettles, 1656 Dublin Street, Mobile, Ala.

**William R. Perry Jr.**  
Your mother is ill and in need of aid. Contact Mrs. L. Thibadeoux, 1605 3 St., Lake Charles, La.

**David Ashmore**  
Your wife is anxious to contact you. Write 575 W. 177 St., NYC, York headquarters.

**Wm. Woytovitch**  
Z-2871972  
Contact Asst. Sec. Treas. L. A. Gardner at SIU headquarters.

Editor,  
SEAFARERS LOG,  
675 Fourth Ave.,  
Brooklyn 32, N. Y.

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# ... DIGEST of SHIPS' MEETINGS ...

(Continued from page 26)

reports that the last few trips, leaving San Juan, many of the crew have been getting ill. Skipper thinks that outsiders hanging near the galley and maybe using food utensils may have something to do with it. More help is needed on the ship's paper. Member wants new chairs which were supposed to have been ordered a long time ago for rooms.

**HELEN M JACKSON** (South Atlantic), Feb. 9—Chairman, V. Mahan; Secretary, C. M. Hartman. Motion was made to notify the Union in regards to the repairs made by the shipyard—some of the work is very poor. Suggestion was made that the recreation room to be polished one week by the black gang and one week by the steward department. The laundry would be taken care of by the deck department. Suggestion was made for the standby to clean up the messroom, so as to prevent the breakage of dishes and help protect the property of the ship and the crewmembers. Toasters and percolators were put on the ship for the crew.

**ROBERT LANSING** (Bull), Mar. 17—Chairman, Fred Sullivan; Secretary, Willie Beasly. Letter read concerning agreement, copy given to delegate of each department. Suggestion made in reference to keeping the messroom clean by putting cups away after using.



**LUCILE BLOOMFIELD** (Bloomfield), Mar. 9—Chairman, Robert P. Patterson; Secretary, Douglas B. Patterson. Deck delegate reports a small beef on overtime to be taken up with patrolman. Suggestion that water pressure in steward department and shower be checked on. Crewmembers were again requested to see that current is turned off washing machine when through with clothes. Recommended that steward department members unable to make the 5:30 PM boat in Kobe be paid \$2 each day they were inconvenienced. Usual admonition to crew members to help in keeping coffee cups clean, and litter from tables and decks in recreation room at night.

**KATHRYN** (Bull), March 19—Chairman, W. Lachance; Secretary, J. L. O'Rourke. The old beef about the locks and keys came up again; delegate to see the captain and see what can be done. Suggestion made to see if we can get a different brand of soap.

**BINGHAMTON VICTORY** (Bull), Feb. 24—Chairman, Vito D'Angelo; Secretary, Anthony P. Violante. Motion made and accepted that each department elect their own delegate. Motion made to let ship's delegate go and see captain about having things done throughout the ship, such as painting foc'sles and passageways. It was suggested that ship's delegate go see captain about having crew's quarters painted. March 11—Chairman, Fernando Loriz; Secretary, David Rasey. Ship's delegate saw captain about foc'sles being painted; nothing was done about it. Motion made to have three copies of the repair list made and given to patrolman for action.

### Quiz Answers

- Two-thirds of the Senate.
- Change direction with changes in season.
- Six degrees.
- 28.
- 60 West. There is a difference of one hour of time for every 15 degrees of longitude. The earth rotates through 360 degrees on its axis every 24 hours.
- Theodore Roosevelt.
- 48 feet, 24 feet.
- Baseball. It's the official pedigree for a bat.
- Yalta is in the Russian Crimea on the Black Sea. Potsdam is a city near Berlin, Germany.
- 12.

### Puzzle Answer

KEA	BUKA	SPEC	
ILI	URIC	PERU	
MAR	TRADE	INNS	
ALL	ANDES		
APPLY	NOBEL		
HOOK	TINI	ESE	
APR	MOVIE	TOW	
BET	APES	MOLE	
OCEAN	LANES		
RACES	SOS		
ALAR	VACATION		
SOLA	IRON	TIN	
HELM	MEWS	ALE	

Suggestion made for a ship's fund to be formed for the purpose of buying an iron, etc. Keys to be supplied for various lockers and rooms. Overtime to be disputed before ship arrives in New York.

**SEATHUNDER** (Orion), March, 16—Chairman, J. B. Barnett; Secretary, E. Black. Second cook asks not to be rushed. Compliments to the steward department. Ship's delegate instructed to obtain new belt and screen for washing machine. See 3rd mate about new slopchest price list.

Feb. 10—Chairman, Bill Mason; Secretary, Frank Leonard. Reported \$23.35 in ship's fund. Ship's delegate reports quite a few beefs on overtime. Deck delegate cautioned steward not to report ships from the bridge through the field glasses before the lookout has a chance to sight them again. Discussion on shortage of American stores; laxity on part of the steward. Motion made and carried to have one of the utilities help serve in crew mess. Motion made and carried to elect three brothers to check stores in future and to turn down stores that were not first-class.

**STEEL RANGER** (Isthmian), Feb. 6—Chairman, Paskowski; Secretary, A. Tolan. Ship's delegate reported about the beefs in the steward department. A motion made and seconded that the steward shall supervise the galley boy and show him the routine work within his prescribed hours of work. General discussion about beefs to be settled and reported to the ship's delegate before going to the captain. It was noted that there is no fresh water faucet back aft; the engine department delegate will talk to the first engineer about it. The chairman admonished the membership to keep everything as it is insofar that everything is going along smoothly except for a few minor beefs in the respective departments.

**MARTIN BEHRMAN** (Alcoa), Mar. 16—Chairman, Richard A. Mounlaney; Secretary, Joseph W. Duffey. A very interesting talk was given by the chairman on unionism for the benefit of the men who have no knowledge of the benefits of our organization. A request was made to have the radio operator send a message to Honolulu to see if we could get some books on arrival there. A suggestion was made to buy the electric washing machine that is aboard; it is the property of the chief engineer. A request was made to have 14 fans installed in the crew's foc'sles.

**GOVERNMENT CAMP** (Cities Service), March 13—Chairman, Bernard Kimberley; Secretary, Lamer Holt. The chief engineer said he will take care of everything on the repair list with the exception of those things which must be handled in the ship yard. Pump man reminded membership that time is approaching when headquarters is interested in the proposed contract changes.



**CUBORE** (Gre), March 9—Chairman, W. Fields; Secretary, J. Kusmieraki. Discussion on having a letter drawn up and sent to headquarters complaining about the quantity and variety of food put aboard. Complaint made that members make too much noise in passageways while others are sleeping. Request to have washing machine installed.

**STEEL SURVEYOR** (Isthmian), Mar. 9—Chairman, M. W. Clemens; Secretary, J. M. Chapelle. Motion made and accepted that repair list be completed immediately. Suggestion made that all hands wear shirts in the messhall. Suggestion made that old washing machine be repaired and washroom kept clean. Reported \$35 in ship's fund.

**VENORE** (Ore), March 16—Chairman, Chas. Hagerly; Secretary, M. E. Watson. Motion carried to impose fine of 25c. on anyone caught leaving coffee cups any place but in coffee room. It was agreed that each department delegate complete repair list and turn into ship's delegate before going into shipyard in Baltimore. Steward reported continued effort to keep cleaning gear available in coffee room, same being vandalized by crew members. Suggested that any clothing left in washroom tubs be turned into lunk bag and fine imposed for recovery of same by owner. It was reported that a washing machine is to be installed for crew while ship is in shipyard.

**SEATRAN LOUISIANA** (Seatrains), Mar. 23—Chairman, W. Byeler; Secretary, L. Galuska. Ship's delegate spoke to port engineer about water cooler. He refused to get one because of the tap in alleyway. The matter will be taken up with patrolman for better results. Department delegates to check all books before getting into port. Spoke to chief engineer in regards to door checks on ice boxes and he claims that the men should look where they are going. Report on first assistant's actions in engine department to be turned over to patrolman in regard to his working on unlicensed work.

**J. PRIESTLEY** (Bloomfield), Mar. 16—Chairman, D. Gay; Secretary, D. Tikirt. Ship's delegate contacted captain on draws; one draw to each port or two draws if the ship stays more than one week. Some men have left washing machine running after being used. Men are requested not to make noise when coming aboard drunk.

**GOVERNMENT CAMP** (Cities Service), Feb. 29—Chairman, Bernard Kimberley; Secretary, L. Holt. Motion made and carried that Cities Service provide launch

## Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships. Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

service at Lake Charles. Kimberly explained SIU rulings to newcomers. He was asked to explain what seamen do in a case when the ship hits port on Sunday and the hall is not open. Crew wants at least 180 quarts of milk when running coastwise.

**ANDREW JACKSON** (Waterman), Feb. 5—Chairman, Louis DeLaCarda; Secretary, Robert J. Byrd. This particular meeting was called to elect a new ship's delegate due to the fact that the former ship's delegate was left in Yokohama, Japan. After the ship's delegate was elected the meeting was adjourned.

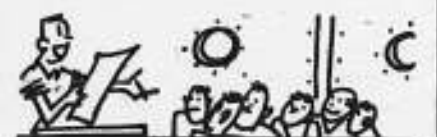
**NORTHWESTERN VICTORY** (Victory Carriers), March 23—Chairman, Frank W. Goarin; Secretary, E. Wright. Delegates reported a few minor beefs. Motion made and carried that both washing machines be kept down in the washroom to be used by officers and crew. Motion made that delegates take up matter of subsistence while in drydock with the patrolman before payoff.

**COUER D'ALENE VICTORY** (Victory Carriers), March 16—Chairman, Rex Coote; Secretary, Bob Brown. Delegates reported three men missed ship. Discussion on the washing machine being burned out. Ship's delegate to see chief to allot time for repairing the same.

**SUNION** (Kee), Feb. 24—Chairman, Henry Lopez; Secretary, W. R. Geis. Discussion on keeping the recreation room clean and returning all cups to the pantry. It was agreed that the deck and engine sanitary men keep the laundry clean and the steward's department keep the recreation room clean. All hands were asked to cooperate with the sanitary men in keeping the ship clean.

March 14—Chairman, R. Joplin; Secretary, W. R. Geis. Motion made and carried to discuss replacement of hot water heater at the last meeting before the arrival in the States. Resolution to have all watchstanders take showers upon completion of work to allow day men to have hot water.

**EVELYN** (Bull), March 23—Chairman, G. Smith; Secretary, Edward C. Dacey. A suggestion was made that the washing machine only be used twenty minutes for a tub of clothes. The ship's delegate asked the crew for permission to use money in the ship's fund to call headquarters in New York.



**YORKMAR** (Calmar), March 2—Chairman, Jack Berger; Secretary, M. L. Wood. Deck delegate reports plenty disputed overtime. Motion made by steward and carried that public health department be asked to inspect the sanitary conditions of the ship upon arrival in New York. Deck delegate asked a vote of appreciation for good job the steward department has done. Discussion of shortage of stores by steward.

**TROJAN TRADER** (Trojan), March 16—Chairman, J. P. Crowder; Secretary, M. K. Pierce. All departments to make repair list and turn into ship's delegate. A vote of thanks given to the steward and his whole department on the fine job they are doing on the ship.

**CHIWAWA** (Cities Service), March 25—Chairman, Rocky Milton; Secretary, Robert Ritchie. Vote of thanks to steward department. Painting of messhall deck to be brought to the attention of the 1st mate. A committee of three was appointed to purchase recreational games for crew's use. Strong complaint against condition of washing machine and a recommendation for new machine. Discussion for the securing of new library books and union literature for education of new men. Discussion on purchase of movie or television equipment.

**LAS VEGAS VICTORY** (Waterman), March 16—Chairman, E. Hansen; Secretary,

L. Arnold. Delegates to work up a repair list. Laundry room to be cleaned in rotation by three departments. All hands to see that unauthorized persons are kept out of quarters and messrooms. Discussion about rusty water to be taken up with chief engineer.

**DAVID S. TERRY** (Eastern), March 9—Chairman, King; Secretary, R. MacDonald. Request that all unnecessary noise in passageways be stopped during daytime so men off watch can sleep. Request hose for washing machine.

**JAMES H. PRICE** (South Atlantic), March 6—Chairman, Garcia; Secretary, Ramler. Motion made and accepted that new agreement be posted for discussion. Cooperation was asked for in keeping messrooms and washroom clean.

March 22—Chairman, S. Garcia; Secretary, M. Rieger. Ship's delegate reported washing machine burned out.

**SEATRAN SAVANNAH** (Seatrains), March 26—Chairman, T. B. Lawson; Secretary, D. Acker. Old washing machine which belongs to the crew burned out. Suggestion made that ship's delegate contact salvation army in Savannah and donate it to them for salvage. Due to the fact that Seatrains carries only one wiper and an engine utility and that there is enough work for two wipers, another wiper should be added to the engine personnel. Ship's delegate told the crew that all beefs are first taken to the department delegates and then to him.

**HEYWOOD BROWN** (Victory Carriers), March 8—Chairman, William Alvaro; Secretary, W. Wallace. Friction concerning the washing machine to be referred to the patrolman. A vote of thanks was extended to all permittees for their cooperation during the trip. Discussion on keeping the washroom clean. All hands reminded to standby the washing machine while in use.

**OREMAR** (Ore), Feb. 25—Chairman, R. Nicholson; Secretary, F. Orjoles. All brothers should help clean the night pantry and the lounge. All hands should try and keep everything in general in SIU style. Motion made and carried that the ship's delegate see the captain for certain repairs.

**BARBARA FRIETCHIE** (Liberty Navigation), no date—Chairman, J. Barret; Secretary, T. Moller. Delegates reported everything in fine shape. Crew asked to have key made for every room before leaving next port and to have repair list made before arrival in States.

Feb. 3—Chairman, C. J. Blanchard; Secretary, T. Moller. The crew complained about the turkey and declared it wasn't fit to eat. The steward agreed and will not put it on the menu. A vote of thanks was extended to the steward department for the good service they gave to the crew.



**CANTIGNY** (Cities Service), March 27—Chairman, G. Guillon; Secretary, Antonio Goncalves. Ship's delegate gave a brief talk about new raise for daymen and reminded the membership about union responsibilities. A motion made and carried to see a patrolman in the next port of call about writing a letter to headquarters to possibly further relations between the skipper and the deck department. A suggestion was made that the messman try to keep messhall benches cleaner. All crewmembers were asked to cooperate in keeping the messhall clean.

**PETROLITE** (Tanker Sag), March 2—Chairman, Stanley F. Schuyler; Secretary, James R. Pirtle. \$68.00 reported in the ship's fund. \$35 was turned over to a patrolman to send to the March of Dimes in Galveston, Texas. Discussion on the vacation pay.

**SEATRAN NEW JERSEY** (Seatrains), March 24—Chairman, M. Erickson; Secretary, Sir Charles. All notifications to be given to membership as mail or communications come aboard. Each department delegate to get repair lists ready for arrival. Ship's delegate to handle telegram and money for condolence purposes. All members are advised to know their lifeboat station especially new crewmembers. All stores to be checked before coming aboard. Crew donated for flowers and telegram for departed brother.

**STEEL MAKER** (Isthmian), March 12—Chairman, Henry Gregorski; Secretary, Edward Leahy. \$81 in ship's fund. Motion made and seconded to have ship's delegate contact patrolman on arrival at Savannah in order to clarify ruling on draw in port. Disputed overtime in deck department; ship's delegate to discuss matter with chief mate. Suggestion made to have repair list made ready prior to ships arrival at Savannah. Member spoke of behavior of all crew members respecting sleeping hours of men off watch. Delegate to inquire about new washing machine.

**STEEL ROVER** (Isthmian), March 12—Chairman, H. Newton; Secretary, D. Miller. Delegates reported no beefs. \$27.50 reported in ship's fund. Discussion on increasing the amount in the fund. Suggestion for each man to donate \$1 at the first draw.

**CHARLES CARROLL** (Bull), March 23—Chairman, William McCarty; Secretary,

James L. Morgan. The ship's delegate reported everything running smoothly. A motion was made to have the ship's delegate see the patrolman and have some kind of action taken on work permits. There was a suggestion to have the washing machine repaired. Another suggestion was made to have books brought aboard in the next port for the ship's library. It was resolved by all to contribute 25 cents to pay the cab fare of the delegate and to buy magazines with the remainder.

**JOYCE KILMER** (Mississippi), March 3—Chairman, George Smira; Secretary, Roy Presley. Chief cook reported that the stove is not giving the proper heat, but he is getting full cooperation from the engineers to correct this condition. It was agreed that each department should alternate in keeping the recreation room and the laundry clean.

**MOBILIAN** (Waterman), March 16—Chairman, Robert Zulaut; Secretary, Charles Gill. \$54.35 was reported on hand in the ship's fund. \$2 was donated to the library fund. Ship's delegate will see about a new washing machine, and he will decide what is to be done with the old one as it needs constant repairs.



**PENNMAR** (Calmar), Feb. 21—Chairman, J. Markham; Secretary, Ralph Mosher. A washing machine will be installed. Discussion on the lights and a suggestion was made for the deck engineer to contact chief and fix same. Motion made and carried to see about getting clock for the messroom. Motion made and carried to allot two days a week for each department to use the washing machine.

March 15—Chairman, J. Markham; Secretary, R. Mosher. Ship's delegate reported that \$35 was turned into the Baltimore patrolman for the March of Dimes. The ship's delegate impressed upon the crew the danger of performers as being detrimental to the welfare of the Union.

**OLYMPIC GAMES** (U. S. Petroleum), March 16—Chairman, Paul James; Secretary, Donald Forrest. A motion was made and seconded to set up a ship's fund with \$1 being the minimum sum accepted. The new washer had to be rebuilt and a new motor installed. This work was done by the two pumpmen on their own time.

**ROYAL OAK** (Cities Service), March 13—Chairman, R. B. Carey; Secretary, T. B. Moriarty. All new crewmembers were asked to donate \$1 to the ship's fund. Additional games were requested such as dominoes, etc. Discussion on the cleaning of passageways outside of crew's quarters.

**SALEM MARITIME** (Cities Service), March 17—Chairman, Pickett; Secretary, George Mates. Men coming aboard early are to have their linen ready for them and the men who were getting off were to take their dirty linen back to the Steward. Machines will be moved to the mid section, and the washing machine rules were explained.

**SEATRAN TEXAS** (Seatrains Lines), March 30—Chairman, S. J. Reed; Secretary, D. Meyers. Delegates reported no beefs. Delayed sailing overtime disputed. All linen, both clean and soiled, was turned in for a correct linen count. Discussion on keeping the washing machine clean.

**FRANCES** (Bull), March 30—Chairman, Gottschalk; Secretary, Mike Zelonska. Motion made and carried to have an agent or a patrolman straighten out all beefs. The steward department was given a vote of thanks for the good prepared meals. Ship's delegate notified the membership as to the various Union brothers coming into the messroom not properly dressed.

**ZANE GREY** (Isthmian), March 3—Chairman, none given; Secretary, none given. Delegates reported no beefs. The ship's delegate told the members of the negotiations for a new agreement in prospect and of the desire on the part of headquarters for suggestions as to what improvements could be made in the existing agreement. Everyone agreed to exercise a little care in keeping the messhall clean at night, the standby man on watch to watch the direction of the seas and to take care of the watertight doors, and to suggest to the officers that the officers using the crew's washing machine make a donation to the ship's fund.

**FAIRPORT** (Waterman), March 29—Chairman, L. Woies; Secretary, O. Ferrara. Motion made and seconded to try to settle beefs on ship. Suggestion made for Mate to check on all crew quarters as they need painting very badly. More cooperation was asked for in keeping the laundry room clean.

**CITY OF ALMA** (Waterman), March 16—Chairman, James Merton; Secretary, A. Wilburn. Delegate reported no beefs. Discussion about all crewmembers being sober at payoff.

Feb. 17—Chairman, J. Morfoni; Secretary, A. Wilburn. Motion made and accepted for each man to keep the laundry clean. The laundry will be painted at the first possible chance. Ship's delegate resigned and a new one was elected.

March 29—Chairman, H. Huston; Secretary, B. Devine; Brother Jensen made the motion that delegates inspect the slopchest. Motion made to have canvas chairs in recreation room replaced with something more substantial in Mobile.



# It adds up!

Handwritten numbers and calculations scattered around the main headline:

- Top left:  $\frac{1}{2}$ ,  $\frac{1}{2}$ , \$2500
- Top center: 3, 4,  $\frac{89}{76}$ , 7
- Top right: 14, 600,  $\frac{2}{4}$ ,  $\frac{7}{6}$ ,  $\frac{8}{4}$ , \$15.
- Middle right:  $\frac{3}{7}$ , 2975, 3810
- Bottom center: 84,  $\frac{52}{10}$ , 74,  $\frac{1}{2}$ , \$272.



## The Seafarers Welfare Plan

Under the Seafarers Welfare Plan, every Seafarer is entitled to the following benefits at no cost:

- \$2,500 death benefit. (If bought from an insurance company the cost would be at least \$125 a year for a man of average age.)
- \$15 a week disability benefit if ill or injured and confined to a hospital, whether there for one week or ten years. (An insurance company would charge more than \$25 a year for such coverage. And the most coverage on illness would be one year.)

To get the kind of protection a Seafarer and his family have under the Welfare Plan as it now stands, a man would have to pay \$150 a year or more, depending on age. The older he is, the more it would cost. The protection would not be as extensive as the Seafarers Welfare Plan provides, nor the payments as prompt.

To be covered by the many benefits of the Seafarers Welfare Plan, a Seafarer need only work one day on an SIU-contracted ship during a calendar year.

The Welfare Plan is currently paying benefits on the basis of shipowner contributions to the Fund of 50 cents per day per man. A guarantee of stability and solid operation is the Plan's holding of \$1,000,000 in Government bonds.

In operation since June 1, 1950, the SIU Welfare Plan has paid out over \$350,000 in benefits to members. In the future, additional fields of coverage will be added.

