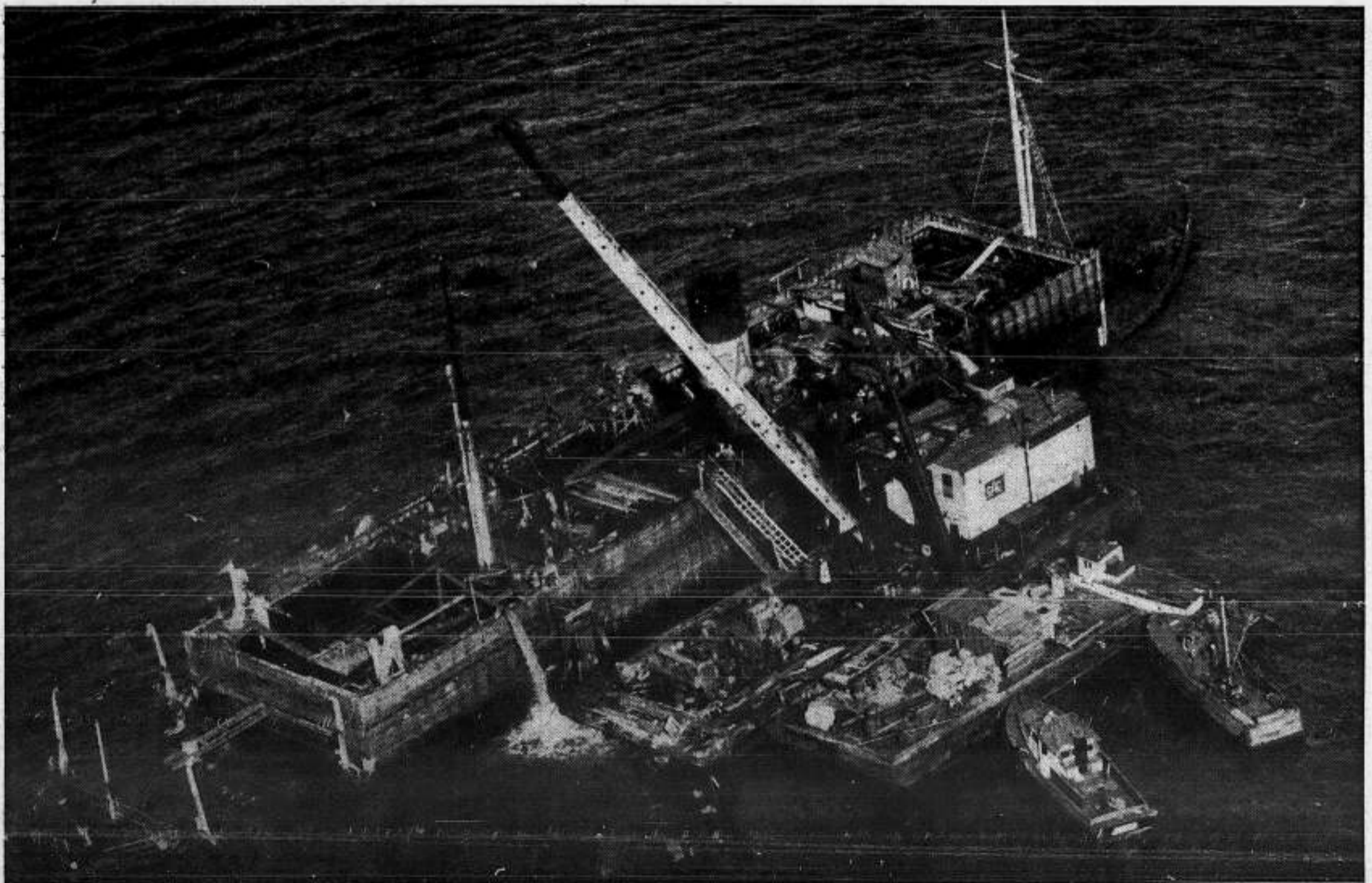


VACATION PAY BEGINS

NY—Feb 11; Outports—Feb 25

—Story on Page 3



(New York Daily News Photo)

Fenced In. Pictured resting on bottom in Newark Bay during salvage work, the sand dredge Sandmate has since been raised up and dry-docked after eight months in the lap of Davy Jones. The huge boxlike structure on her decks, a cofferdam, "fenced in" hatches and superstructure, enabling pumps to empty water from her. The Sandmate, one of several similar craft manned by Seafarers, went down last May. No lives were lost. She had been used to carry fill for the NJ Turnpike and Newark Airport extension. (Story on Page 5.)

Labor, Industry Support Bill To Stabilize Maritime

(The following is a special article on the proposed long-range shipping bill currently before Congress. The article was prepared to acquaint Seafarers with this highly important measure which has a direct bearing on the entire future of our merchant marine and, of course, the jobs of Seafarers. The SIU supports the bill, but with certain reservations noted in the article.)

Against a background of strong Congressional opposition to tax benefits for limited segments of American industry, and threatened maritime probes, American shipowner-operators, the SIU and other sections of maritime labor, are attempting to secure passage of the so-called Long-Range Shipping Bill (S. 241). Admittedly, this measure is the most important piece of maritime legislation introduced in Congress in the last 15 years.

Just what is this "long-range" shipping bill, its history, present status, and prospects of ever receiving Congressional approval?

The bill initially was developed after a series of meetings between American subsidized and non-subsidized steamship lines and members of the former Maritime Commission, several years ago. A primary purpose of the measure is to strengthen the competitive position of the American lines on a long-range basis, and not merely for the immediate future, and to allow for more orderly replacement of the present American fleet when the ships become obsolete. One of reasons the SIU supports the legislation is because it would bring greater employment stability.

Because of the divergent views of the different segments of the industry, it took many months in executive meetings at the old Maritime Commission before a bill was finally agreed upon as being the most acceptable to the industry as a unit. After this beginning, the bill was introduced in Congress, and was the subject of extensive public hearings by the House Merchant Marine and Fisheries Committee and the Senate Interstate and Foreign Commerce Committee in the Seventy-ninth, Eightieth, and Eighty-first Congresses. The same measure was reintroduced in the Eighty-second Congress, was reported to the Senate on April 24, 1951, and passed by the Senate on August 21, 1951. Ever since, it has been resting at the House Merchant Marine Committee which must consider this important bill and pass on it before going to the House.

The long-range shipping bill would accomplish the following things: (1) extend the benefit of construction-differential subsidy to many more American lines operat-

ing in the foreign trade, without regard to the "essential trade route" theory (only American ships now operating on essential routes, or to be operated on essential trade

routes, are entitled to the construction aid); (2) provide non-re-course loans on American passenger vessels, with the balance of

(Continued on page 14)

Crew Response To Polio Appeal Indicates New Record Donation

With the 1952 March of Dimes campaign coming to its end, Seafarers' contributions are beginning to roll in from ships paying off in all ports. The official conclusion of the campaign is January 31, but for Seafarers it continues for several weeks afterward as ships continue to reach home ports with their contributions.

Judging from reports covering the first three weeks of January, the drive will go over the top of previous years.

The March of Dimes is the only fund-raising campaign which has been officially endorsed by the membership. With the membership's approval, an appeal letter and the March of Dimes scroll was mailed out to all SIU ships late in December. The question of contributions was then taken up at shipboard meetings with crewmembers deciding on the extent of their ship's participation in the campaign.

Men who wish to contribute enter their names and the amount given on the scroll. The funds collected are turned over to the patrolman at the payoff. He issues an official Union receipt for them.

Single Check Issued

When all returns from the ships are in, the Union makes out a single check which it turns over to the National Foundation for Infantile Paralysis. Last year, Seafarers contributed a total of \$4,738.57 to the campaign. Funds collected by the foundation are used for research into the causes and cures for polio as well as aid to the victims of the disease.

Included among some typical ships contributions received thus far was \$104 from the 24 man crew of the Sand Captain. Peter Lint, Jr., handled the appeal on this vessel. The crew of the Ponce DeLeon (Waterman) was not far

behind. Paying off in Wilmington, California, they contributed a total of \$92. The Trinity, a Carras tanker piled up a \$52 kitty in Philadelphia, while the crew of the Evelyn (Bull) totaled \$51.10.

Many ships still at sea, or in foreign ports throughout the world have sent in ships minutes telling of the crew's decision to take up a collection for the March of Dimes. It will be some weeks yet before all returns are in from these ships as the money will not be received from them until they touch a US port.

Seafarers are urged to remember that the March of Dimes is the only fund-raising campaign which has been officially endorsed by the membership and which is authorized to collect funds from Seafarers aboard ship.

SIU Announces 1st Annual Art Contest

All budding artists who have been hiding in a foc'sle can now come out into the open. The first annual Seafarers Art Contest is underway and entries are open to all Seafarers who have shown any artistic leanings.

The Art Contest covers four different categories—oil paintings, watercolors, sketches, and miscellaneous, which includes carving, sculpture, model making, or anything else of a creative nature. A panel of professional judges will pass upon the entries and will award first, second and third prizes in each of the categories, thus

giving ample opportunity for entrants to win a prize.

In order to allow enough time for competitors to send their entries in, whether they be in Brooklyn or Singapore, the deadline for entries has been set back to May 10, 1952. The judging will take place on May 20 and awards will be announced at the headquarters membership meeting of May 21. An exhibit of winners and also-rans will be held at headquarters for a week thereafter. All entries will be well taken care of and will be returned to contestants.

Widespread Talent

The idea of an art contest grew out of the fact that a good number of Seafarers have been sending sketches and other art work to the LOG from time to time. It was felt that for every Seafarer bold enough to step forward there must be at least half a dozen bashful fellows whose work is equally as good.

Up until now, a lot of these talented Seafarers have probably been hiding their canvasses under the mattress or inside their sea bags. It is hoped that the contest will smoke these fellows out and give them the recognition which many of them justly deserve.

While the contest will be judged by professionals, that shouldn't scare anybody away. It is fully understood that this is a contest for amateurs, and nobody expects any Winslow Homers or Rembrandts to show up, so that any one entry has as good a chance as another to hit the jackpot.

Those versatile seamen who paint, draw, sketch, sculpture and

(Continued on page 15)



Seafarer Eugene Milanesi, visiting SIU Hq. this week. Milanesi was stricken with polio early last year while on a ship.

NMU Still Seeks 'Inequity' End

Several weeks after the National Maritime Union proudly announced it had licked the "inequity problem" the union's official publication has come out with a new list of gains under the heading "More Progress On Inequities." These inferior contract provisions which that paper had formerly referred to as "petty"

now turn out to be even greater and more extensive than previously indicated.

Examination of the new provisions obtained by the NMU shows that it is still in the process of

catching up to the SIU on many contract provisions. Included among the latest inequities which the NMU has finally eliminated are the increase in maintenance and cure rates from \$6 to \$8 a day, and the additional 25 cents a day

contribution for the NMU Welfare Fund. These provisions had been obtained by the SIU in its contract negotiations in October of last year.

Further admission of SIU pace-

(Continued on page 22)

Striking Insurance Agents Dig In

Striking insurance agents of the Prudential Life Insurance Company, showing bulldog tenacity, are still on the picket lines as the strike enters its 11th week. The company thus far has persisted in its union-busting tactics and has refused to sit down and negotiate an agreement with the Insurance Agents International Union (AFL).

Despite the company's attitude, the insurance agents are holding firm in an unusual demonstration of militancy never before seen in the ranks of white-collar workers.

The strike began on December 1 and picket lines have been maintained continually since that date. The company has spent many millions of dollars of advertising in an attempt to break the strike but has not yet made a single offer towards settlement of the dispute.

As reported in previous issues of the LOG, the SIU membership approved two cash donations to the Insurance Agents to help them out in their pace-setting fight.



Insurance striker picks up a handful of free smokes donated by Seafarers before going out on picket line before company's headquarters in Newark.

SEAFARERS LOG

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SUP Meetings On Biweekly Schedule Now

Balloting among the membership of the Sailors Union of the Pacific during general elections amended the constitution regarding frequency of branch meetings. Henceforth, SUP will hold branch meetings every second Monday instead of weekly as before.

In the event a holiday falls on a meeting night, the gathering will be held the following evening. The meeting time will still be 7 PM.

The first session under the new set-up was held Feb. 4. Next bi-weekly dates are Feb. 18, March 3, 17 and 31.

SIU Set For Vacation Pay

Seafarers Plan 1st To Guarantee Vacation Cash

The SIU's revolutionary vacation payment plan, first of its kind in maritime, kicks off in New York on Monday, February 11. Headquarters will start accepting applications and making payments on that date.

Applications will be accepted in the outports effective February 25.

This delay is made necessary by the fact that headquarters needs time to handle the first rush of applicants and get its payment system in smooth working order. Also, a certain amount of delay is inevitable because all applications will have to be forwarded to headquarters from the outports, and a

vacation plan was first negotiated, it has become a precedent-setter for all of maritime, with other unions in the field following suit and signing similar agreements. The SIU, however, will be the first maritime union thus far to actually pay money out of a central vacation fund.

Since the Vacation Plan covers all SIU-contracted operators without exception, every man on SIU ships is eligible to get vacation money provided he has served up to a minimum of 90 days sea time and/or port time. The plan provides benefits up to a maximum of \$140 for a year's sea time. It was approved by the operators in May, 1951, and went into effect on June 1. Therefore it covers a little more than eight months so that the maximum that a seafarer could collect as of February 11 would be in the vicinity of \$90. The minimum

(Continued on page 15)

A sample vacation fund application form, and instructions on how to fill it out and meet requirements can be found on page 15 in this issue.

check covering the amount involved has to be mailed back. Headquarters will make every attempt to speed up this procedure so as to cut down the time interval involved.

This is the first time in maritime history that seamen will get vacation pay based on the actual number of days worked aboard ship. Previously, only a handful of seamen had ever been able to collect vacation money because they had to have months of continuous employment under one shipowner to qualify.

In the ordinary course of events, a seaman normally works for many different companies, thus making it difficult for him to collect vacation money from any one of them.

Therefore, the SIU originated this revolutionary plan in which operators pay into a central fund, and in turn the fund pays the seafarer for actual time worked, whether put in for one company or 100.

As was predicted at the time the

Business Mag Lauds SIU Hall

The widely-distributed national magazine, Business Week, devoted a two page spread of pictures and text in its February 2 issue to the new SIU headquarters. The magazine, which is one of the most important of its kind, has a very large circulation among industrialists and managerial personnel throughout the country.

Although the stress of the article was on maritime hiring, the publication came to the SIU for its information, and devoted all of its photo space to operations of the SIU hiring hall. It described the headquarters as a "snazzy new union hall" which "has deluxe facilities for relaxation, recreation and training."



Interested Seafarers (top photo) take an inspection tour of newly-opened Sea Chest in New York hall. Store manager Lou Bush (above) shows a pair of shoes to a prospective customer.

Co's Speed New Pact's Back Pay

The big job of clearing up retroactive wage payments for Seafarers, is beginning to get under way in earnest. Several of the smaller companies have already paid the increase, while the larger operators have set the machinery in motion for handling the back wages.

Retroactive wages back to November 1 are provided in the contract signed last October between the SIU and its operators. Payment of the new wage scale was held up pending approval of it and the 40 hour week by the Wage Stabilization Board. The Union received notice of the WSB decision on the 14th of January.

In practically all instances, the shipping companies have paid the new scale at the payoff to ships coming into port since that date. The problem on retroactive wages consists of paying men who had paid off ships at the old rate between November 1 and the 14th of January.

The method whereby several of

(Continued on page 22)

Cigs To Sou'westers —Sea Chest Has 'Em

Another Union-operated service to the membership, the Sea Chest, is now open in New York headquarters. Located on the ground floor of the headquarters building the new facility, like the cafeteria, is also open to the general public. It carries a full line of haberdashery items as well as cigars, cigarettes and shaving accessories. Prices for most items are below the prevailing retail level.

The new store, on a par with other facilities in headquarters, is a roomy, airy and attractive layout. It contains far more space than the average men's haberdashery. All items carried by the store are on display on open racks or under glass-shelved counters for easy inspection by the purchaser.

Included in the store's stock are work clothes made by such well-known firms as Lee and Sweet Orr, and dress wear made by Manhattan, Jayson and other leading haberdashers. All merchandise will be first quality with none of the seconds or rejects with which waterfront peddlers and store-owners have long been victimizing seamen. Whenever possible, union-made products will be carried.

Complete Toggery

Among the many items carried are sport and dress shirts, dress shoes, jackets, ties, underwear, dress socks and similar items. Work clothes carried include shirts, slacks, gloves, shoes and boots, and socks. A supply of luggage will be added in the near future and foul

weather gear will also be stocked. In addition, the store stocks drug

(Continued on page 22)

3 Trainee Groups Now ABs

"Full speed ahead" is the word for the Seafarers deck training school at New York headquarters. Three classes have already taken their Coast Guard examinations and successful graduates from the first two classes are now on the high seas, manning SIU-contracted

ships with the AB's they need. Class No. 3 completed the two day Coast Guard examination for lifeboatman and AB yesterday. The men passing the examination and getting their AB tickets will register with the dispatcher Monday morning. The fourth class is already underway with a new

For the picture story of one SIU trainee undergoing his Coast Guard examinations, see this issue's centerfold.

group of ordinaries on tap for classroom instruction and practical training.

With the school having gotten over its early growing pains and now functioning smoothly, the Union has notified the Maritime Administration that the Seafarer's training and upgrading program is adding to the pool of skilled sea-

men on hand in New York headquarters. Since the government is pleading for skilled manpower to man GAA ships, the message urged the Maritime Administration to take steps to utilize manpower available in the SIU on these government-owned vessels.

The message pointed out that despite the shortage of seamen elsewhere in the industry, SIU branch halls in other ports as well as in New York have a supply of skilled manpower in excess of current demands made on the Union by its contracted operators.

Other Schools Planned

Meanwhile arrangements are being pushed for the opening of schools in the stewards and engine departments so as to train ratings in these categories as well. While shortages of AB's have been the

(Continued on page 22)



Three Seafarers of 1st deck dept. class rig a stage under the watchful eyes of a Coast Guard examiner, during AB test.

Isles Owners Seek Limit On Damage Pay

Owners of the ill-fated Southern Isles which sank on October 5 with the loss of 17 lives are seeking to limit their financial responsibility for damages. A petition, filed January 25 in the US Eastern District

Court in Norfolk by the ship's owners, has temporarily held up 24 damage suits for a total of \$1,847,400 filed by relatives of the dead seamen, and survivors of the sinking.

Should the courts accept the petition, it would mean that a limit would be placed on the amount that could be collected in lawsuits. It is expected that such a limit would probably be in the vicinity of \$250,000 which would be split up among the plaintiffs.

The 17 lost in the disaster included eight Seafarers, the eight ship's officers and the radio operator. The SIU men who went down with her were: Simeon Delacruz, AB; Hal Williams, AB; Marion Gorman, OS; Cecil Vaughan, OS; William Asble, oiler; Joseph A. Miller, oiler; Tolon Shumake, wiper, and Richard Meekins, messman.

Sole survivors were Seafarers James Childress, AB; Samuel A. Lynn, DM; Howard Bastenbeck, oiler; Wilson H. Deal, steward; Charles Perkins, and Raymond Holden, second cook.

Meanwhile there has been no word from the Coast Guard as to when its report on the case would be issued, and the consensus of opinion is that the report will not be forthcoming for some time.

Claim Overloading

The six Seafarers who survived the disaster which took place in a gale off Cape Hatteras testified that the converted LST was laboring badly and had an unusual amount of vibration. Other testimony was to the effect that the ship was overloaded, carrying 4,000 tons of iron ore which was 200 tons over her limit, and that she had only one athwartship strap as compared with five on one other LST operated by the company.

Shortly after the hearings concluded, the Coast Guard ordered the remaining LST's operated by the company into drydock for further strengthening.

A principal factor in the court's

Merit Medal Is Proposed For Seamen

Washington—The evident embarrassment of the Maritime Administration when it found it was unable to award a medal to Captain Henrik Carlsen of the ill-fated Flying Enterprise has prompted Congressional activity to fill the gap.

Senator William Langer, Republican of North Dakota, has introduced a bill which would authorize the commission to award medals to members of the nation's merchant fleet force for distinguished service. The maritime agency had such authority during the war, but legislation empowering continuance of the practice ran out and never was renewed by Congress.

Still in the works this session, meanwhile, is a measure recommended by Democratic Senator Warren G. Magnuson of Washington authorizing a war ribbon for seamen who have seen service in the Korean war area. Senator Magnuson, chairman of a Senate Merchant Marine subcommittee, urged the award to all seamen and officers of American-flag vessels who have been in the combat zone during hostilities.

Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

The union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

acceptance or rejection of the petition is whether the owners knew that the ship was defective and overloaded. Should this be proven the courts would be certain to deny the petition.

Further delay in the case arises from the question of where the petition should be brought. Of the 24 damage suits, 13 have been filed in Delaware and 11 in Norfolk which raises a question of court jurisdiction over the case.

Unhurt In Ship Mishap, Just Miss Air Crash

As if a three-week ordeal aboard a ship foundering in an Italian bay with a cracked bottom and water in three hatches weren't enough, a party of crewmen off the SIU-crewed

coaler Lilica almost wound up in an air crackup while being flown back to the states after the sea mishap.

The way Seafarer Stanislaw Heiducki told it, although he wasn't on the disabled plane himself, the workings of fate seemed strange indeed. Failing to be swallowed up by the sea, the eight men on the plane came plenty near to it a second time, but their plane managed to coast in for an unscheduled landing off the US coast.

The events leading up to this air-sea tale started off with a routine coal voyage from Norfolk bound for Civitavecchia, Italy, a port about an hour from Rome. Christmas eve and slipshod navigation, according to Heiducki, found the Lilica, a Liberty owned by the Dolphin Corporation, wallowing in shallow water right off Civitavecchia.

The side-to-side bobbing of the vessel didn't aid yuletide festivities any and three days later, the weather not being on the good side, the ship still awaited assistance and repairs. No personal injuries were suffered however.

Expected Crack-Up

A power failure necessitated a tug's standing by throughout to supply the juice for normal shipboard operation, and eventually a five divers set to work trying to

make minimal repairs to the damages on the bottom to enable the ship to proceed into drydock.

Though within sight of land, the Lilica's lifeboats hung outboard at all times since it was expected that the pounding on the shallow bottom might crack her in two and add to the misery. Earlier, able to go ashore, crewmembers transferred their luggage to land lest a further mishap occur.

Feverish activity by local divers finally patched cracks in four places permitting the vessel to proceed north to La Spezia, a short distance from Genoa, where the Lilica put in for extensive repairs. She's expected to sit there four or five months, Heiducki, who was steward's delegate on the voyage, reports. The vital coal cargo was taken off by barges.

A month after first going aground, on January 25, the crew was paid off and secured transportation in three separate groups. The first group ran into air trouble somewhere off the states and barely managed to make an emergency landing at a nearby airfield, he explained. Part of the second shift, Heiducki noted that his air trip was without any bad moments, and he reached New York without trouble. The final aggregation of crewmembers took the slow way home, and arrived here this week after a leisurely voyage home on a plush liner.

SIU NEWSLETTER from WASHINGTON

In the absence of an upheaval, very few more Government-owned ships will be withdrawn from the reserve fleets for agency operation in connection with the Mutual Security Agency (ECA) program. This program has about reached its top level, shipwise.

An interesting angle is that simultaneously with the decreasing ship needs of the Mutual Security Agency, cargoes being carried by vessels under contract with the Military Sea Transportation Service have been increasing at a rapid pace. The result is that from here on out, many ships now operating under control of the National Shipping Authority and carrying MSA cargoes gradually will be released so that they can be transferred to the carriage of military support items for MSTs.

In the American merchant shipbuilding field, work was maintained at a steady rate throughout 1951 and should be sustained during 1952, when most of the ships under construction will be delivered. At least 97 merchant ships of 1,000 gross tons and over were under contract for construction at the close of 1951.

Shipyards in seaboard states, Great Lakes, and inland points, were fairly busy during the past year.

However, the outlook for new construction, over and above that scheduled for delivery during 1952, is not good. Private operators are somewhat afraid to contract for new ships in the absence of further incentives to do so, and because of the current difficulty of Government agencies and Congress in agreeing on a formula as to construction-differential subsidies. A number of American ship lines have obligations with the Government to replace their fleets in the near future, but these obligations will be seriously hindered not only because of the absence of an agreement as to construction subsidies, but because of the continuing critical shortage of certain materials.

Senator Pat McCarran, Democrat of Nevada, and Chairman of the Senate Judiciary Committee, will put forth strenuous efforts in the coming weeks to have legislation passed dealing with employment of communists in labor organizations. Specifically, the Senator wants to make it unlawful for a Communist to be connected with any labor organization, and also to allow the discharge by employers of persons who are members of organizations designated as subversive by the Attorney General of the United States.

Just as soon as the current shipping boom is over and the merchant fleets of the world get back to a normal competitive stage, a number of American-flag lines can be expected to fight vigorously for permission to transfer some of their ships to foreign operation. However, there is now pending in Congress a bill (S. 1704), sponsored by Senators Magnuson, of Washington, and O'Connor, of Maryland, both Democrats, which would put much stronger teeth in existing law, and make it very difficult for American owners to transfer their tonnage abroad.

Generally, the American shipping industry is opposing this measure, along with some of the Government departments such as Navy and the Maritime Administration, but the bill is being strongly indorsed by maritime labor.

Discrimination by foreign governments against American merchant shipping is nothing new. However, in the past year, American lines have been complaining bitterly to the US State Department and government shipping agencies. American companies serving Latin America have been particularly bitter in their denunciation of such discriminatory acts, but their denunciation has been "off the record." That is, they are reluctant to protest publicly and, thus, have been urging the State Department to do something.

Unfortunately, State has been slow in acting in the matter. The reason is that State and the American shipping lines are afraid of retaliatory action by foreign maritime powers.

One answer to the American complaints is to have the discriminations aired by IMCO (Inter-Governmental Maritime Consultative Organization). The one thing that many foreign nations can't stand (even though they may be able to withstand State Department "notes") is international adverse publicity.

One interesting situation that has developed within the past 12 to 15 years is the shift of more American-flag vessels to foreign trade routes. There has been a gradual, but substantial, expansion of the American merchant fleet trading foreign. Up until last year, and carrying over into this year, about three-quarters of US shipping was employed in the various foreign trading routes (in 1939 only one-third of our fleet was employed in foreign routes).

In contrast, American lines in the coastwise and intercoastal trades have had a much more acute problem recapturing their shipper contacts since World War II, much of this traffic going to transcontinental rails and trucks. Whereas in 1939 nearly 45% of the American fleet (excluding tankers) was employed in these domestic trades, today only about 12% of the fleet is used coastwise and intercoastally.

After a stormy background dating over a period of many years, it can be said that the year 1952 is a year of critical decision for this country, in connection with the much-disputed St. Lawrence Seaway Project. Politically, it is still very much a hot potato in the US Congress, but Canada has served notice that she will finish the job alone if not aided by this country in the near future.

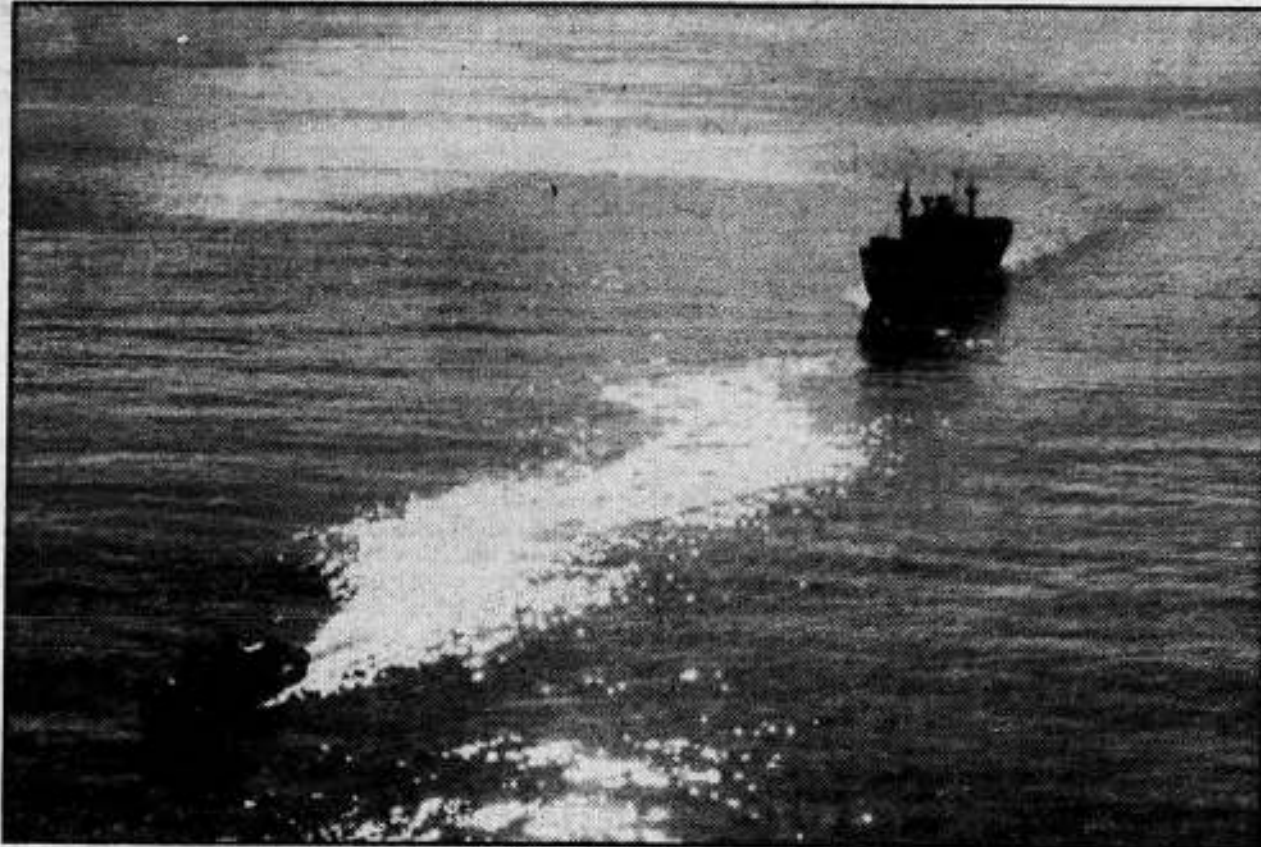
The question before our Congress, therefore, is not whether the seaway should be constructed, but whether the US is to participate in the project, and thus maintain joint operating control. Construction of the seaway would result in a deep water channel connecting the Great Lakes with the Gulf of St. Lawrence.



Sitting like a squatting duck in the bay off Civitavecchia, Italy, the Lilica founders in shallow water as shore craft try to repair damages. Crane from barge may be seen in rear.

Your SIU Washington Reporter

'Jinxed' Applegate Reaches Boston Crew Pact Ideas Rolling Into Hq



(Photo by Newday, Garden City, L. I., N. Y.) Pictured from the air off Montauk Point, Long Island, the ghost-like SS Jesse Applegate is seen inching its way to Boston under tow. Fresh out of the boneyard, the vessel proved to be a "death ship" for two members of the riding crew. She is now drydocked for refitting.

Saddled with somewhat of a "jinx" even before she goes to work, the SS Jesse Applegate is expected to be in a Boston shipyard for refitting until early next month when a Seafarer crew will take her out for a maiden run.

Pulled out of the James River boneyard for operation by the Eastern Steamship Company, the Applegate, a Liberty ship, ran into all sorts of trouble on her tow-trip from Norfolk to Boston.

A powerless ship, she was being towed northward by the tugboat Peter C. Gallagher when, more than midway in the trip, rough seas took hold of her and caused the towline to part about 10 miles off Montauk Point, Long Island.

Manned by a seven-man riding crew, two of whom died at sea, apparently overcome by fumes from a stove in their sleeping quarters, she anchored in open seas when the tug had to put in at New London to wait out the weather. A Coast Guard cutter later took off the bodies of the two men.

Due to the weather, several attempts to resume the tow failed until the fourth day when two tugs got lines aboard. The lack of power on the vessel precluded any attempt to raise the anchor so that a cutting torch had to be brought into play to cut the chain and allow the tow-trip to proceed.

The remainder of the trip proceeded without incident, according to Eastern officials and the ship is now being "demoth-balled" prior to re-entering service. She is part of a recent allocation by the National Shipping Authority.

ILA Tugboatmen Rename Bradley

Balloting by the membership of the United Marine Division, Local 333, of the International Longshoremen's Association returned the entire administration slate headed by Captain William Bradley for another term. Local 333 embraces New York harbor workers.

In addition, Louis Ziegler, secretary, and Captain Joseph O'Hare, secretary-treasurer, were renamed, as were delegates Mike Jensen, Danny O'Mahoney, James Murray and Larry Nelson. Steve Murphy, Canal and Lakes delegate, and the seven-member executive board were also reelected by the tugboatmen.

Any Port In A Storm —But Not For Cameras

Obvious waverings in policy and a dollar and cents loss of \$100 brought home to Seafarer Erich Pedersen some inconsistencies in policy practiced by the US Customs Bureau.

Ashore in Germany recently, Pedersen made a legitimate purchase of a Zeiss-Ikon camera from one of the homeland distributors of the product, which has drawn a considerable following from amateur and professional lensmen who became familiar with it during the war.

A deck maintenance man aboard the Cecil N. Bean (Dry Trans), he returned with the prize to the States, where a Customs inspector picked it up as he left the ship in Galveston. The official reason was a "trade mark restriction," but the little scrap of paper attesting the fact is bare recompense for the ensuing trouble or his personal loss of 100 bucks in hard cash.

The situation is magnified, he beefed to an SIU headquarters official, because the ship's second mate brought an identical camera in Germany and went through Customs later on in nearby Port Arthur without a snag. Texas is big, Pedersen commented wryly, but it isn't so big that Customs officials in one port don't know what's going on in the other.

Others Beefing

Moreover, Pedersen is not the first to suffer unaccountably from the failure of the Customs Bureau to publicize the existence of an import restriction against the particular camera, providing there actually is one. Mounting complaints of similar losses have reached headquarters.

An SIU official, meanwhile, has taken up the ball, notified Customs of the obvious inequity in a camera ban in one port and not in another, and has since applied to the company's outlet in New York which can, in certain instances, relax the

prohibition against allowing them into the country.

Pedersen, meanwhile, will have to content himself on his next trip with imagining the pictures he might have taken if he had the camera to take them with.



Pedersen

Raise Sandmate From Newark Bay

Raised up from her resting place on the bottom of Newark Bay after an eight-month tussle, the sunken sand dredge Sandmate will undergo extensive repairs before going back into service again.

The salvaging of the ill-fated sandsucker, formerly manned by a Seafarer crew, marked another colorful chapter in her 20-odd years of harbor activity. She sank after losing a bout with the tricky currents off Bergen Point, New Jersey, last May 24.

A former Army dredge, she was converted by her present owners, Construction Aggregates Corporation, to scoop up sand from Ambrose Channel and deliver it via an intricate pumping apparatus to fill in swampland for the site of the now-completed New Jersey Turnpike and an extension of Newark Airport. Her less-fortunate sister ship, the Sandcraft, was lost a year earlier in a collision with the coal ship Melrose in the Narrows off the Brooklyn shore. No lives were lost in either mishap, however.

The salvaging operation, after thousand tons of sand were removed, utilized a cofferdam, a prefabricated wooden structure like a rectangular fence which was lowered on to her decks and attached by divers to make a watertight connection after damages below the waterline were repaired. The operation then proceeded like the

Suggestions on new contract demands requested by the Union are beginning to come into headquarters from SIU ships. Over two dozen ships that have held meetings on the subject have returned their suggestion forms to headquarters with their ideas on revision of the new contract.

The suggestion forms were mailed out to SIU ships along with three copies of the existing contract. The purpose of the survey is to give the Union negotiating committee a basis on which to draw contract demands. Negotiations with the operators will begin on July 30 and the Union intends to be fully prepared with its "bill of fare" to be presented to the operators.

Crews Satisfied

In the returns that have come in thus far, crewmembers have expressed their satisfaction with the over-all basic contract provisions. The bulk of suggestions submitted deal with specific clarifications of working rules, or certain shipboard practices which are not spelled out fully in the existing contract.

Judging from suggestions submitted up to now, crewmembers have been taking this task seriously. Most of them have been serious and practical, worthy of consideration by the negotiating committee. In most instances the number of such suggestions has been small, indicating the soundness of the present contract.

These suggestion forms have been filed pending receipt of additional returns from other SIU ships. As soon as a representative number of returns is in, the negotiating committee will go through the forms to select points which best represent the expressed wishes of the men aboard the ships.

It is likely that in forthcoming negotiations the Union negotiating committee will attempt revision of the existing working rules so as to bring them more in line with changing practices in the industry.

While it is not possible to eliminate every difference of contract interpretation that may arise, revision of the rules will answer some of the questions that have been arising since the present set of working rules was put into effect.

CG Orders Radios In Lifeboats

As an aftermath of the disastrous sinking of the SUP-contracted Pennsylvania, Representative Gordon Canfield (Rep. N.J.) announced that the Coast Guard has ordered lifeboats to be equipped with portable radio transmitters.

The Pennsylvania sank in the stormy North Pacific on January with the loss of 45 lives, 14 of whom were SUP members. As far as is known some of the crew took to lifeboats which were blown far from the original site of the sinking by the storm and were not located by search planes until they were swamped. Equipping lifeboats with radio transmitters will enable search planes and ships to locate such boats with greater speed.

The new regulation, which was supported by the SIU, will go into effect on November 19, 1952 on all dry cargo vessels of 500 gross tons or more.

While the Coast Guard has taken this step to insure greater safety for ships at sea, the Maritime Administration has denied a request by the AFL Radio Officers Union and the SIU to install a high frequency transmitter aboard the Joseph Priestley, an SIU manned ship now going on the Far East run.

Equipment Insufficient

The ROU declared that present radio equipment on the Priestley was insufficient for the vast reaches of the Pacific Ocean, having a maximum range of 500 miles in the daytime and 1,000 miles at night. Fred Howe, secretary-treasurer of the Union, explained that all C-type ships, Victories, T-2's and the vast majority of Liberties built during World War II were equipped with high frequency transmitters, but shortages of such equipment resulted in its being left off some of the wartime Liberties.

He declared that the equipment was plentiful today, was relatively inexpensive and could be installed in one day. It would assure that the Priestley could maintain contact with shore stations and other ships from any point in the Pacific.

Company Okayed It

The Bloomfield Shipping Company, operators of the vessel under NSA charter, also supported the request, but the NSA turned it down on the grounds that "it is not the policy of the National Shipping Authority to assist in the betterment of existing radio equipment on Liberty vessels unless required by the FCC or dictated by special operating requirements."

Howe indicated that he would not let the matter rest but would go after the Maritime Administration to get them to make this in-

(Continued on page 22)

Isthmian Sells Third Ship To Israeli Outfit

A third freighter, the Steel Mariner, has been sold by the Isthmian Steamship Company to an Israeli-flag operator for service between the US and the middle east.

Like the earlier two, the 9,400-ton Steel Mariner was built in 1921, is steam-turbine powered and has accommodations for six persons. The purchaser, the Dizengoff Shipping company, will rename it the Abraham Graetz, after the father of the new owner's president. The Mariner had been in the round-the-world cargo trade.

Seafarer, 76, Can't Cut SIU Ties

Sailing off and on since the nineties, John C. Hopkins has seen immense changes wrought in the life of the sea-going man. Laying no claim to any title for longevity, Hopkins can still look back on a pretty full lifetime in his 76 years.

A member of the SIU since December 7, 1938, he saw many seamen's unions arise and then fall by the wayside since the earliest days of organization by marine workers. "I've sailed as a Seafarer," he declared, "because I've always gotten a fair break from the SIU. Too many of these younger boys don't know what it was all about in the beginning."

Still spry as he totters up to the dues counter, Hopkins has given thought to retiring his union book, but he still hasn't taken the plunge. There's a long line of seafaring tradition behind him which somehow impedes every attempt at severing the ties that bind him to his former shipmates. His dad and uncle were deepwater men way back in the early nineteenth century.

Now a little hard of hearing, and suffering from an old knee injury as well as a mouth infection—the infirmities of advanced age come rapidly now—Hopkins was last on the Evangeline (Eastern) in 1949, when he shipped as a bellman.

Running coastwise the greater part of his life, he has made a lot of friends in the many ports that dot the Atlantic seaboard. Born in Baltimore, he now makes his home in New York because his native city just isn't what is used to be. Friends and shipmates in the Maryland metropolis have long since taken final departures.

Sailed Three Wars

Though he sailed through three major wars since the Spanish-American fracas in 1898, and with-in hollering distance of U-boat traffic during the last two, his closest scrape was on the steamer William Morris, more years back than he cares to remember. The Morris sank the Decatur H. Miller off the Atlantic coast, but Hopkins survived the encounter without injury.

Oldtimers who were on the Fall River Line may remember how conditions were back when the New York, New Haven and Hartford Railroad's water-borne subsidiary was the vogue for summer pleasure-seekers. Hopkins put in a long stint on those old paddle-wheelers.

A familiar figure on picket lines in New York during SIU beefs, he's taking it easy now that his active seagoing days are over. Enjoying mealtime at the Union caf-

eteria in Brooklyn headquarters, he recounted how the food was aboard ship in decades past.

The worst crew mess today ranks way better than anything the "swells" on passenger runs used to be served, he stated. As for the pay, he could provide little in the way of accurate data. He left the

impression though that the difference was sort of "astronomical" and left it at that. To one who has sailed as long as he had, it probably is.

What's he going to do next? "Well, son, I'm only going to be 77 this September. How far ahead do you think I can plan?"

PR Crewmen Pay Off, Back San Juan Beef

Crewmembers of the Puerto Rico, backing up the three-week-old longshore beef in San Juan, paid off the ship in San Juan as a result of a decision voted at a special shipboard meeting on February 4. The action of the crew ties up that vessel until such time as the longshore strike is settled.

The longshore tieup in the port of San Juan has been endorsed by the SIU previously as a legitimate economic strike on wages. At last report, stevedoring companies and the ILA were four cents apart in their negotiations.

Special Meeting

According to a communication received from Quentin Remaud of the Puerto Rico's engine department, a special meeting was called by Jimmie Stewart, the ship's delegate, when the vessel arrived in San Juan and found the strike on.

When crewmembers were informed that the SIU considered the strike a legitimate dollars-and-cents beef, they were unanimous in their feeling that they would rather leave the ship than cross an ILA picket line. Twenty-four-hour notice was given to the cap-

tain in accordance with the Union contract.

The shipboard meeting was addressed by officials of the ILA who recalled the SIU tradition of backing all legitimate longshore beefs and the reciprocal action of the ILA in cases where the SIU had to hit the bricks.

In recent months the Puerto Rico has been in the center of several longshore tie-ups in the ports of San Juan and New York, forcing three cancellations of sailings.

Set Feb. 29th For Launching Of 1st Mariner

The long-awaited launching of the first Mariner-type ship now being built for the government will take place February 29. The Keystone Mariner, first of 35 such vessels will be launched at the Sun Shipbuilding Company yards. Mrs. Edward L. Cochrane, wife of the head of the Maritime Administration will do the honors with champagne.

Completion of the first Mariner ship comes after lengthy delays. Construction was halted on 14 of the Mariners for several months due to lack of steel, but was resumed recently on the basis of an increased steel allocation. There are 21 ships actually on the ways with another 14 authorized by Congress.

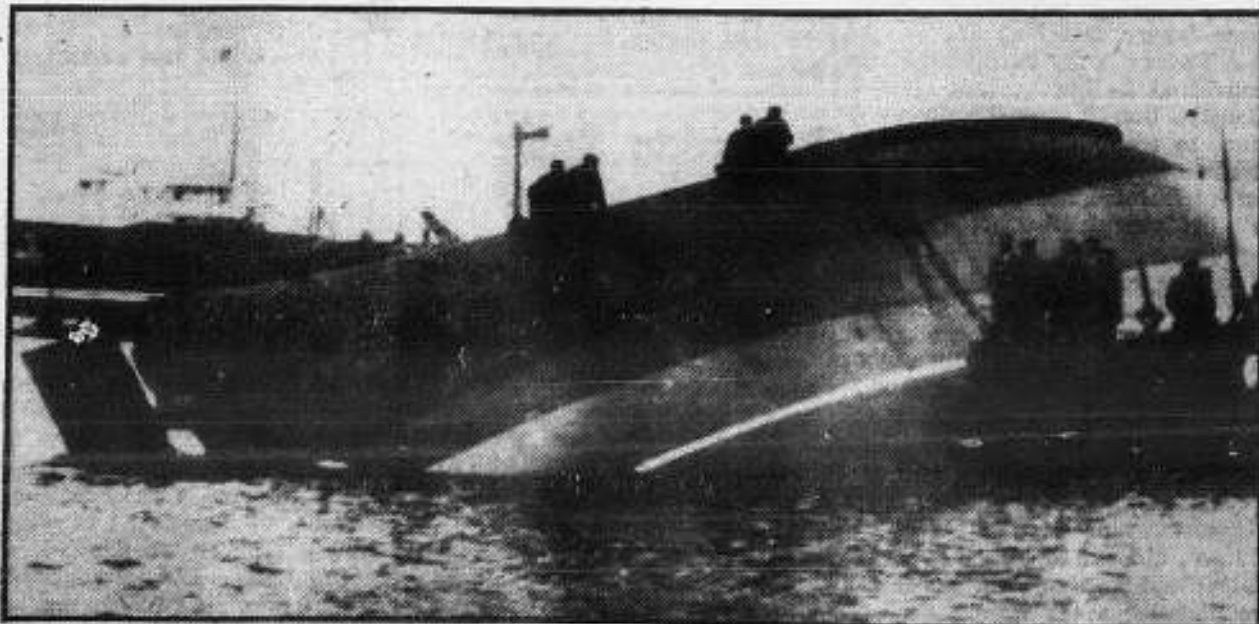
The Mariners, successors to wartime Victories will gross 12,500 tons and have a speed up around 25 knots.

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.

'Bottoms Up' Is Launching Toast. Tanker Does It!



Overtaken like the lifeless form of a giant whale, the 480-ton Italian tanker Piero Riego Gambini wallows offshore at San Giovanni a Teduccio after capsizing during its launching ceremony. Workers astride the keel look on as shipyard authorities and firemen survey the damage. Only minor injuries were reported although about 50 persons, wives and children of workers were aboard.

Top of the News

A HOT TIME IN THE OLD TOWN—After several weeks of guerilla warfare between British troops and Egyptian police and irregulars, large-scale rioting broke out in the city of Cairo. With police in many cases refusing to take action, the Egyptian Army had to be called out as the mobs put over 100 foreign business buildings, hotels, night clubs and other hangouts to the torch. All Americans have been evacuated from the town proper and are under heavy guard in the suburbs. As a result of the riots King Farouk fired the Egyptian premier for failing to keep order and appointed a new one. While things have quieted down since, the basic issues, British occupation of the Suez Canal Zone and of the Sudan, still remain to be solved.

DEMOS GET INTO THE ACT—With the Republican pre-election lineup pretty well set—Taft, Eisenhower, Warren, Stassen being the four candidates—the Democratic party nomination contest is shaping up. Thus far Senator Kefauver is the only announced candidate and is beginning to make inroads, as President Truman seeks to bind delegates to him until he announces his intentions. At present he himself seems undecided about running again. At first Supreme Court Justice Vinson was mentioned as his hand-picked successor but that idea has cooled off rapidly. Now the president's choice as possible successor is supposed to be Governor Adlai Stevenson of Illinois. Supreme Court Justice William Douglas, and Illinois Senator Paul Douglas have both taken themselves out of the race.

WIRETAP EVIDENCE KILLS COPLON CONVICTION—Judith Coplon, the former Department of Justice employee who was found guilty in New York for espionage for the Soviet Union, had her conviction thrown out by the Supreme Court. The court ruled that her conviction was illegal because of use of evidence obtained by wire tapping her telephone as well as her arrest by FBI agents without a warrant. Miss Coplon will be remembered as the girl who was tried for stealing government documents to give them to her boy friend, Valentin Gubitchev, a Russian who was working for the Soviet delegation to the UN. The Supreme Court decision means that she is entitled to a new trial, which the government announced it will seek as soon as possible.

WHO INSPECTS THE INSPECTORS?—That age-old problem of keeping the government's law enforcing agencies honest has come to the fore again. The Judiciary Committee of the House of Representatives has ordered a full-dress investigation of Attorney General Howard McGrath and the Department of Justice as an outcome of the tax fix cases in the Bureau of Internal Revenue. At the same time, the Justice Department is itself conducting an investigation of corruption in government. In Boston, one of the tax collectors who was dismissed in the course of the tax fix investigation, Denis Delaney, has received a two-year jail term for accepting bribes.

THEY HAVE TO TAKE THEIR MEDICINE—With Britain's rearmament costs zooming, the government has announced new "austerity" restrictions on an already lean and hungry country. Among other things, Britons will now have to pay one shilling (about 14 cents) for all doctor's prescriptions which they formerly got free of charge under the national health service, as well as charges for hearing aids, wigs and surgical appliances. The Conservative Government, however, has made no move to repeal the popular Labor Government-established medical program. Ten thousand government workers will be laid off, and imports of tobacco, canned goods, fish, meat, coal and other staples will be reduced. Britons going abroad will only be allowed \$70 traveling allowances.

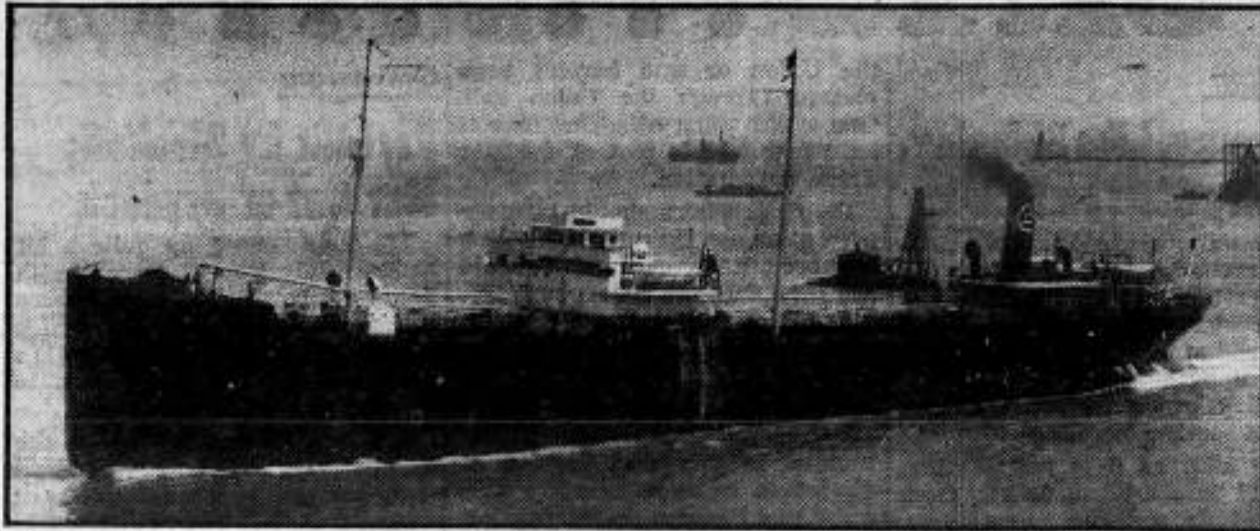
HE'S INDIA'S EISENHOWER—General Eisenhower is not the only silent candidate for political office these days. In India, a Hindu religious devotee who has taken an oath never to speak, is running for a seat in the Indian Parliament against Prime Minister Nehru. Like Eisenhower, he may be silent in his own behalf, but he has plenty of assistants thumping the tubs for him at political meetings. Reports have it that the silent politician has attracted quite a following who no doubt consider his verbal restraint something to be admired in these days of windbagery. The big question is, will he be able to keep his mouth closed if he's elected?

CLOAK AND DAGGER MYSTERY OPENED—The government of Italy has filed a request with the United States for extradition of two former American Army men on charges of killing their commanding officer while on a secret mission behind the German lines in North Italy. The men involved, former Lieutenant Aldo Icardi and former Sergeant Carl G. LoDolce have been accused of poisoning Major William V. Holohan and stealing \$100,000 that was to have been used to finance Italian underground fighters. The men involved had been parachuted behind the German lines in 1944 on an OSS mission.

THEY MUST HAVE RUN LAST—Two of Chicago's better known restaurants, one of them being the Blackhawk, have been closed by the Board of Health on charges of selling horsemeat in place of beef. The health commissioner says that this is only the beginning of an investigation of widespread horsemeat sales in Chicago eating places. Bootlegging of horsemeat in place of beef has been on the increase throughout the midwest because of the extravagant price of beefsteaks. Since horses are rapidly disappearing from the nation's farms and streets, we can only assure that the boys in the horsemeat racket have been picking up worn out platers in claiming races at local tracks. With the average racehorse weighing about half a ton on the hoof, they can get more for him as pseudo-beefsteak than he could ever earn at the track.

Govt To Raise Sunken Tankers Ship One Happy Clan;

-Yep! The Captain's



Torpedoed by German subs in World War II, the Halo is one of two Cities Service tankers resting on the bottom of the Gulf of Mexico off the Louisiana Coast. She is the target of salvage operations through which the Maritime Administration hopes to recover badly-needed scrap metals and possibly cargoes.

Salvage bids for 11 tankers sunk in World War II have been opened by the Maritime Administration in the hopes of recovering the hulls and cargo. The tankers are in addition to some 125 dry cargo ships on which similar bids were opened earlier.

The Administration's action was spurred by the shortages of steel, scrap, copper, tin and other ores and vital materials which the vessels were carrying, as well as any tankfuls of oil that might have survived the sinkings.

Some of the dry cargo ships upon which bids were previously opened were known to have carried such relatively scarce ores as manganese, tungsten, cobalt and other industrial raw materials which have grown increasingly expensive partly as the result of the cut in trade ties between the United States, China and the Soviet Union.

Several bids have already been received by the Maritime Administration. The government is not announcing which ships carried the more valuable cargoes in order to discourage selective bidding.

Two of the eleven tankers involved are Cities Service ships. The Cities Service Toledo, a World War I ship of 12,000 deadweight tons was sunk about 40 miles due south of Marsh Island off the coast of Louisiana, in three fathoms of water. The CS tanker Halo was sunk about 110 miles to the east of the Toledo, southwest of the main stream of the Mississippi delta. She was built in 1920 and rated about 11,000 deadweight tons.

Other tankers involved are the David McKelvy, Wm. C. McFar-naham, Benjamin Brewster, Aurora, Virginia, Rawleigh Warner, Shehe-razade, and R. W. Gallagher. All of them were victims of German subs in the same region of the Gulf.

That old expression about family relations, "blood is thicker than water" really applied with a vengeance to the Strathbay, a Liberty run by the Strathmore Shipping Company of New York. The ship paid off in New Orleans recently, and among other things, boarding patrolman discovered that the skipper and chief engineer had signed on their family members as members of the crew.

In the course of an eight month voyage, during which the ship touched at nine or ten ports in Europe, South America and the West Indies, the captain signed on his wife as a junior assistant purser and his 13 year old son and 15 year old nephew both were classed as ordinary seamen.

The chief engineer's wife was

also signed on as a junior assistant purser, and the chief's three year old son was carried as a passenger, no doubt because they could not find any job classification in which a three-year-old would fit.

All of these relations were not around at the original sign on in New York but met the ship afterwards and rode it until the payoff in New Orleans.

Big-Four Payoff

This and other practices by the skipper, including that of paying different rates of pay to different crewmembers, made for quite a bit of overtime figuring and other tangles. It took four patrolmen to pay off the ship beginning at 2 p.m. and ending past midnight of the same day.

But that wasn't the end of the story. The next day, one of the crew that paid off the previous night came to the hall and reported that the captain had refused to pay him 79 hours overtime which had been settled at the pay off the day before. Further, he threatened the crewmember with jailing if he didn't leave the ship before he moved her to Baton Rouge. The result was a patrolman took off for Baton Rouge and collected the 79 hours from the dismayed skipper.

Practically every member of the crew had a stack of disputed overtime at various wage rates depending on how the skipper liked the man involved.

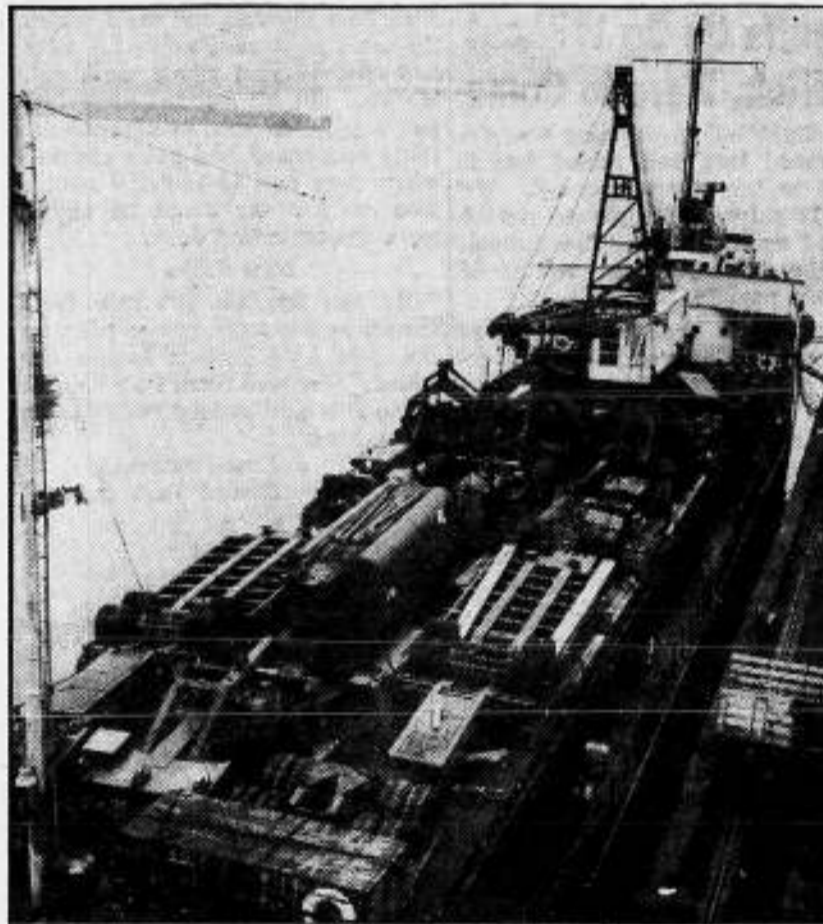
Alaska Cedar Cracks Hull

Another in a long series of mishaps which have affected shipping in recent weeks beset the SIU-manned Alaska Cedar out of Seattle. The Cedar suffered a cracked hull in a storm off the coast of Alaska, but succeeded in reaching the port of Della Bella safely.

Ominously enough, before the Alaska Cedar left on this voyage on January 1, it was docked right next to the ill-fated Pennsylvania. That ship sank with the loss of 45 lives just nine days later, a few hundred miles north of Seattle, in a severe North Pacific gale. She too, in her last radio messages, reported that she had suffered a cracked hull.

The full story of the damage is not yet known, but the Alaska Cedar, after being thoroughly examined by the authorities in Alaska, has been pronounced seaworthy. At last word has left Della Bella bound for home. Just to be on the safe side, the ship will take the inland route back home, and is expected to reach Seattle without further accident.

The Alaska Cedar, and her sister ship, the Alaska Spruce, are motorships operated by the Ocean Towing Company in the coastwise trade. They run regularly between the port of Seattle and various Alaskan cities. The SIU was victorious on these vessels in a National Labor Relations Board election held just a few months ago.



Alaska Cedar loads up topside with autos and tractors in Seattle before leaving on trip on which her hull was cracked.

Olde Photos Wanted by LOG

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

Cartoon History Of The SIU

Dawn of A New Day

No. 4



For many years seamen sailed without legal protection against the whims of skippers and mates. It was not until 1895 that the Maguire Act was passed followed in 1898 by the White Act. This legislation was the first "Bill of Rights" for seamen, abolishing corporal punishment and increasing allowances.



Sailing vessels, long masters of the sea, were on their way out in the early 1900's. Steam replaced sail all over the world just as oil has now replaced coal. Although new ships came in, union organization crept forward at a slow pace. Still the early unionists stood fast, aiming at 100 percent unity.



With the passage of the 1915 Seaman's Act a new era dawned. Although seamen still worked under miserable conditions, they were now on a parity with other American workers. Andrew Furuseth called this act the dawn of a new day. The hiring hall, contracts, and legal rights were now facts.

PORT REPORTS

Lake Charles:

Union Backs Up Clerk Strike at J. C. Penney

Everything here is as rosy as could be, but we have had so much rain that the main drag looks like the Mississippi River at high water.

During the past two weeks shipping has really been on the fast side and, bless 'em all, every vessel calling here has taken anywhere from one to a dozen men off our hands.

Cities Service oil wagons provided the bulk of the business, with the Lone Jack, Fort Hoskins, Chiwawa, Winter Hill, Government Camp, Bents Fort, Cantigny, French Creek and another one due in Beaumont, that's Texas, sub. All of the above were in good shape, with a fine bunch of men and delegates on them.

One of the brothers we ran into while the Government Camp was here was Jimmy Parker, her ship's delegate. He was quite an active boy in organizing the fleet. During the war he sailed to all zones, and in one more trip will be able to get his endorsement as machinist. He has had several years' experience in lathe work ashore, but under Coast Guard rules must have six months as a wiper.

Parker says the conditions gained by the SIU cannot be found anywhere else in any Union and is very proud to be with us. (We're happy to have you aboard, Jimmy!)

Rock of Trafalgar

Trafalgar Steamship Company's Federal is running between the mouth of the father of the waters (the Mississippi, you Yankees) and Fort Arthur, Texas, and is with us every four days. The boys on her are really coining the cabbage, but she doesn't take on a new man too often. The good ship Catahoula (National Navigation) will also be in Port Arthur so we will pay her a visit too.

On the labor front, the AFL Office Workers are organizing for the AFL Retail Clerks and in the J. C. Penney store a picket line was slapped on the store when the manager fired one of the clerks for joining the Union. They called all AFL unions to help out, so in the true tradition of the Seafarers we responded by sending 15 pickets a day to the line. Our boys would ship in the morning, stand a picket watch and then head for their vessels. So far the line has been very effective and will keep up until a settlement has been reached.

Leroy Clarke
Lake Charles Port Agent
⚓ ⚓ ⚓

Tampa:

Shh! It's Been Pretty Gold Down in Florida

The state of Florida has had a slight pickup in shipping in the last few days due to several ships touching Miami and Boca Grande. Things aren't booming, but are moving along somewhat better than they have been recently.

We had the Sea Comet (Seatraders) in Miami for a very pleasant payoff. There wasn't a beef on her with all hands including the stewards department doing a good job and very satisfied. We gave her three men as replacements.

Also in Miami we had the Morning Light (Waterman) stopping

over because of the strike in Puerto Rico; and the Florida (P&O). We expect the Alcoa Pegasus and Partner (Alcoa) and the Southern States (Southern Trading) in Tampa next week.

We have a few oldtimers here such as Frank Land, Bill Warmack, Johnnie Piccarotta and Nollie Townes. They came down to enjoy that Florida sunshine, but the weather man played a trick on them and sent us some cold air from the North.

Panama Ships

On my last trip to Miami, I took a look-see at the Silver Star, a luxury passenger ship which will operate between Cuba, Ciudad Trujillo and Mexico. It is crewed with French and Germans and is registered under the Panamanian flag.

It's too bad that these American owned ships are permitted to go under foreign flags. She docks right next to the P&O docks in Miami and has a swimming pool and three bars on her.

Ray White
Tampa Port Agent
⚓ ⚓ ⚓

Norfolk:

Payoffs Go On Without A Hitch, More to Come

A slight lull in shipping was experienced this past period but it looks to be only temporary. We had 14 ships in for payoff and 14 signed again pronto. The outlook for the future, in the matter of coming payoffs, is good.

Our payoffs were mostly clean as a whistle with no undisputed overtime or beefs pending. We're trying to rouse all companies signing on to get on the ball and bring repairs up to date, according to the crew repair lists that were turned in.

The ships which dropped in to visit included the following: Richard M. Johnson and James K. Walker (Bloomfield); W. S. Jennings, William Harper and William T. Page (Waterman); Henry Baldwin and John Mosby (Eastern); Daniel Lowndale and E. A. Burnette (Isthmian); Alanson B. Houghton (Alcoa); Nicos and Niklokis (Dolphin); Mankato Victory (Victory Carriers), and Benjamin Silliman (Seas Shipping).

We're sure the brothers will be happy to learn that there's a regular parade of crates to the ships so that washing machines can be placed on vessels that haven't had them previously.

Ben Rees
Norfolk Port Agent

Boston:

Mercury, Like Shipping, Pretty Slow on Pick-up

The only thing slower than shipping around here these days is the temperature. It refuses to budge much higher than the low twenties, and at one point settled down to a nippy one degree, which has us all yearning for the Gulf and points south generally.

But slow as it is for shipping, we did have a bit of activity from six payoffs and one lone sign-on, the Amberstar (Triton). Calling at this port for the payoff, in addition to the aforementioned, were the Michael (Carras) and a Cities Service quartet, the Abiqua, Cantigny, Bradford Island and Lone Jack.

There were no really hot and heavy beefs on any of these ships, except for the Michael, which had a big enough load to carry the ball on that score for all the rest. I went along with the patrolman to this scow and boys, that wagon was beef-laden. I couldn't blame the crew one bit for yelping either.

On the windup, we succeeded in getting rid of a load of South American sausage and meat which the weevils were playing tag with and cleaned that whole mess out. We also got all our overtime disputes paid to the satisfaction of those concerned and got a chuckle when they had to pay the pumpman on her for about 50 hours' work the mate had done.

New Sacks

By the by, we got new mattresses and lockers, plus repairs on the port hole gaskets before she sailed. We gave them time enough to do this and caused no delay in her sailing.

James Sheehan
Boston Port Agent
⚓ ⚓ ⚓

New York:

Bucko Skipper Learns He Can't 'Play' Bosun

Shipping and business through the headquarters branch continues to be good. We had 25 ships pay off in the past two-week period and nine sign-ons.

Activity for the coming period looks favorable according to our reports from the operators. We hope this information is correct as there is quite a surplus of men on the beach at the present time.

There's been quite a bit of trouble with a couple of our operators who have tried to put men aboard the ships who are not members of

the Union or who haven't been cleared through the Union hall. One of the worst offenders here is an owner who is part of the Mar Trade Corporation.

Ship's delegates should take the precaution of checking each new member of the crew coming aboard and if he does not have a bona fide dispatch card from the hall, notify the hall at once so that we can put a stop to this practice.

We had quite a big beef on the SS Gulf Water (Mar-Trade). The captain on this ship decided he wanted to go down into the hold and direct the men in the cleaning. Informed by the bosun that if he did not leave the hold and let the bosun work the men as he should the serang would leave the hold, the old man took the bosun up to his room and broke him down to an ordinary seaman.

The captain then acted as bosun for the remainder of the voyage and had the chief mate work on deck most of the time. Well, at the payoff we forced the company to pay the bosun his full bosun wages for the entire voyage, and have now been successful in getting them to pay the serang overtime for every hour that the mate and captain put in on deck and in the hold.

Payoff Lineup

Getting back to the statistics for the period, our payoffs were: Beatrice, Frances, Evelyn, Elizabeth, Jean, Suzanne and Puerto Rico, all Bull Line ships; Seatrains New Jersey, Texas, Georgia and New York; Steel Flyer, Steel King (Isthmian); Joseph Priestley, Alice Brown (Bloomfield); Sand Chief (Construction Aggregates); Stony Creek, San Angelo Victory, Gulf Water (Mar Trade); The Cabins (Mathiasen); War Hawk, Hurricane (Waterman), and Government Camp, French Creek and Logans Fort, for Cities Service.

Signing on were: Eastern's J. Printz; Steel Admiral, Steel Architect and Steel King for Isthmian; Bull Line's Marina and Angelina; Mother M. L. for Eagle Ocean, and Bloomfield's Joseph Priestley.

We are still having a lot of trouble with some members of the ships' crews while in port. Some of the crew members still persist in getting drunk and failing to turn to, and on coming back they perform aboard the ship. It looks like we are going to have to take more drastic action than we have been on this matter as it takes two or three patrolmen to cover these ships and straighten out these performers in order to take care of other Union business.

Claude Simmons
Asst. Sec'y-Treas.

Galveston:

Port Hit by Slackoff; Mar Out of Drydock

We have slowed up quite a bit in Port Galveston at present with not too much action. There were five payoffs and sign ons which isn't bad, but our in-transits dropped off quite a bit down to an even dozen.

We paid off and signed on the Liberty Flag (Gulf Cargo); Cecil



Davis

Bean (Dry Trans); Marie Hamil (Bloomfield); and Bertram Goodhue (Mississippi). Our in-transits were the Seatrains New York, New Jersey, Georgia and Texas; the Liberty Flag, Cecil Bean, Marie Hamil and Bertram Goodhue; the Cabins (Mathiasen); Alawai and Andrew Jackson (Waterman); and the Julesburg, (Terminal Tankers).

With the end of the shipyard strike here, the Del Mar which was in drydock, finally got out and went over to New Orleans to pick up a full crew for her South American run.

One of the men who just payed off the George Gipp is Brother Leon F. Davis who has been shipping out of Galveston for the past three years. A member of the SIU since 1943, Brother Davis ships as a messman. He was at sea during the Isthmian strike and was one of the boys on the bricks in New York during the 1946 general strike beef. Brother Davis was on the Gipp for two months and is waiting for another SIU ship where he can enjoy those good SIU conditions.

Keith Alsop
Galveston Port Agent
⚓ ⚓ ⚓

Baltimore:

Trolleys' 3-Year Pact Has 'Em Clanging Again

The shipping picture here has been very good for the past two weeks with no beefs to speak of. We had 23 ships pay off, two shy of that signed on and seven ships in transit.

Of the handful of beefs that did pop up, there were none that were not handled at the payoff or sign-on with the exception of the Ore Steamship Company and Calmar Lines, who persist in working the eight to 12 watch on Saturday without paying overtime. This has been noted and brought to the attention of headquarters, from whom we are expecting a favorable reply regarding the overtime in the very near future.

The buses and street cars are once again rattling through the streets of our fair city. After 18 days of a complete tie-up, the Union and company got together on terms. In the field of wages, the employees received a total of 21 cents an hour more, nine of that immediately and six cents each year for the following two years. The signing was for a three-year agreement proposed by the company.

We don't know whether this long-term contract is acceptable to the average union guy, but the transit workers voted overwhelmingly for it and they are the ones to be pleased. We wish them a lot of luck for the next three years.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD

Shipping from January 16 to January 30

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	29	17	19	65	38	24	14	76
New York	204	197	111	512	147	143	103	393
Philadelphia	45	38	36	119	52	56	59	167
Baltimore	175	184	109	468	154	124	96	374
Norfolk	203	145	133	481	130	105	98	333
Savannah	22	19	24	65	35	25	33	93
Tampa	6	6	8	20	11	13	12	36
Mobile	61	58	52	171	59	66	45	170
New Orleans	96	72	66	234	127	96	84	307
Galveston	70	52	39	161	124	63	52	239
West Coast	52	49	36	137	48	49	25	122
TOTALS	963	837	633	2,433	925	764	621	2,310

PORT REPORTS

Mobile:

All Shipyards Working Finally as AFL Returns

The shipping outlook in these parts look like it will be very good. Business generally has been pretty good and beefs few in number. That's the way we like to see it.

Vessels paying off in this port totaled ten and our sign-ons added up to seven, which is a lucky figure no matter how you look at it.

The payoffs included the following roster: Las Vegas Victory, since returned to the government by Isthmian; Alawai, Stonewall Jackson, Monarch of the Seas (Waterman); Nathaniel Silsbee and William H. Aspenwall (South Atlantic), and the Ranger, Corsair, Roamer and Cavalier (Alcoa). All but the Alawai, Cavalier and Corsair signed on again.

A duo of in-transits due here. They are the Alcoa Pegasus and John Ringling.

A first tripper to the new SIU hall in this city recently was brother James C. Dial, a member to our brotherhood since 1942 who's been sailing in all ratings. He claims he was amazed to walk into the place.



Dial

"When I last sailed out of Mobile," he stated, "the hall was at 7 St. Michael Street, and without a doubt was a rat hole. I remember when it rained the roof leaked, and the sewers used to back the water up to the hall.

"Well, when I came back here, I couldn't believe my eyes. There was this beautiful building with the name of the SIU across it. I walked in to register, and sure enough, it was the right place. Then, after hanging around with my old shipmates, I went up to 'rec' deck and we had pool tables there!

"Here 'Til I Ship"

"Well, brothers, being a pool player, that's my spot, and you'll have no trouble finding me there until I ship. Boy, things sure have changed since my first trip! I'm very proud it was an SIU ship."

That's eloquent testimony, for which we thank brother Dial.

Only other item of interest in town is that all shipyards are back at work again. The AFL strike which was in effect at the last report has been settled. It broke out, you will remember, right after the CIO shipbuilding workers returned to work from their walkout.

Cal Tanner
Mobile Port Agent



New Orleans:

Port Business Hopping 'N Outlook's Good Too

We're pleased to report that as far as the Crescent City is concerned, shipping is good and the affairs of the port generally are in very good shape.

No beefs are pending and few were encountered with the exception of the SS Strathbay, Strathmore scow, which came in with more headaches than all the payoff, sign on and in-transit ships put together.

Seven vessels paid off here, including the Pegasus, Partner and Patriot (Alcoa); Del Monte (Mississippi); Fort Hoskins (Cities Service); Paine Wingate (Bull), and the Strathbay. Signing on were the: Del Campo, Del Alba and Michael Moran (Mississippi); Pegasus and Patriot (Alcoa); Nathan-

iel Crosby (Bloomfield), and Paine Wingate.

A load of in-transits, 22 in all, came in, as follows: Pennant, Clipper, Ranger, Roamer and Corsair (Alcoa); Steel Executive (Isthmian); Del Campo, Del Mar and Del Alba (Mississippi); Kyska, Andrew Jackson and Alawai (Waterman); Seatrains Louisiana, New Jersey and Georgia; Anne Butler (Bloomfield); Lone Jack (Cities Service); Cecil N. Bean (Dry Trans); Sea Comet (Zenith); Southern Counties (Southern Trading); Nathaniel Silsbee (South Atlantic), and Catahoula (National Navigation).

Outlook Is Fair

The outlook is pretty fair, too, with several payoffs scheduled and now that Todd's strike is settled, we should entice additional ships into the port.

The Teamsters are still having an "unfair" beef with the company putting out Holsum bread and cakes, and our meeting went on record supporting the IB of T and urging all hands not to use these products on their ships.

Lindsey J. Williams
New Orleans Port Agent



Seattle:

If You're Quitting Ship, Let Hall Hear About It

Shipping is mighty fine out here in the northwest country. We can't brag about the weather here like our southern cousins (they're not bragging either—Ed.), but we can use some men who aren't scared by a little (?) frost and want to move off the beach.

The way shipping is out this way, the weather shouldn't make a mite of difference.

The Seamonitor (Orion) was in here for payoff and signed on again with hardly a beef on her. Alcoa's Walker K. Hines also paid us a visit for payoff and came in clean too.

We're getting a couple of in-transits soon, so they should keep things busy for a while. Expected in this port are the following: Alamar and Yorkmar, for Calmar; Fairport and Beinville, for Waterman; Bluestar (Triton), and Republic (Trafalgar).

There've been reports of men who insist on piling off the ships in some of the outports out here without getting the proper relief. Men who keep up this practice are going to get their tails burned, unless they let us know in time to get a replacement aboard their vessel.

Jeff Morrison
Seattle Port Agent

Savannah:

Rated Men Can Escape Frost, Head for South

We've got no kick on shipping, as it's generally good, but we wish the yankees would come around and take their cold weather back with them. It's spoiling our reputation.

Had five ships pay off and sign on right away so we've been keeping pretty busy. The fivesome included: Jonathan Trumbull (Mississippi); Southport (South Atlantic); Thomas J. Rusk (Alcoa), and Alexander H. Stevens and Monroe for Bull Line.

Our in-transits are our Seatrain namesake, the Savannah; South Atlantic's High Point Victory and the Carolyn (Bull).

There was quite a beef on the Monroe. Seems they have a chief engineer who's trying to out-bright the captain by that name. He knows all, brothers, and doesn't need any old agreement to "clutter up" the ship he's on because he runs things to suit himself.

Well, at the pay-off in Jacksonville, Fla., he found out that our men gained 29 hours overtime for his stupidity. He had the half-cooked idea that when you run into a port where there is freezing weather you don't need an oiler to take care of the winches and besides, he'd rather pay his night engineer overtime for this work.

Two-Time Losers

This wound up causing the company to have to pay twice for the same work, but I guess that as long as the company can afford to have this type of engineer aboard, we can still go to the trouble of seeing to it that our men get paid for the work that belongs to them, but is done by officers.

That strike at the New E&W Laundry is still going on, just about a month short of a year on the picket line for those workers. They're out to get union recognition and a decent wage to bring home to the wife and kiddies. We're all behind them in their effort.

Getting back to the weather, however, we don't expect this cold spell will continue. We are looking far and near for rated men, particularly ABs, FWTs and oilers, so if any of you men want to take a fast trip to England, Scotland or Ireland, shed your overcoat and head for this port, where you'll be welcomed with open arms. Plenty of ordinary seamen, wipers and messmen around though, so we advise they stick where they are.

By the way, we've gotten notice from the Coast Guard that anyone

not holding validated seaman's papers by February 15 will not be able to ship on any ship under any circumstances. That sort of makes it official.

E. B. Tilley
Savannah Port Agent

San Francisco:

Shipping Lull A Time To Drop By Blood Bank

This port is experiencing its worst shipping slump in the last 17 months. Only six ships hit here during the last two weeks, all of them in transit. However, they did take the usual number of replacements so we got some men off the beach anyway.

The lonely six included the Jean Lafitte, Bienville, Ponce DeLeon and Fairport, all Waterman vessels, plus the Clarksburg Victory for Mississippi, and Alamar for Calmar. None of them signed on or paid off.

Prospects for the next period look equally dim, as only four intercoastals are scheduled for the port. In the meantime, we have made arrangements with agents in both Wilmington and Seattle to have them notify us if shipping picks up for them so we can get some of the guys stranded on the beach here to get up to them.

With business being generally slow, we are reminding the membership that the USPHS maintains a blood bank for seamen, and urging all hands who can donate a pint of blood to go out to the marine hospital and do so. In the event anyone wishes to go and can't get transportation, he can contact the hall and we will see to it that he has round trip transportation to the hospital. In the past this blood bank has been valuable for our membership and it is up to us to see that none of our brothers go wanting for lack of plasma.

Suggestions Wanted

Now is the time for all hands who think they have worthwhile suggestions for changes in the contract to get them in for the negotiating committee's use when they start to work on the coming agreement.

Everything is quiet on the local labor scene. The MFOs are presently in negotiations trying to get their overtime on parity with the SUP, but we guess this "follow the leader" routine must be old stuff to them by now. The AFL has been blazing the trail for these guys for some time. At this writing they are working on a day to day contract pending negotiations.

H. J. Fischer
West Coast Representative

Wilmington:

Blood Donors Illustrate Brotherhood in Action

There is nothing to boast about in the way of shipping out of this port, what with no payoffs at all in the past two weeks and only one sign-on, the Ponce De Leon for Waterman. But we can really be proud of the way our SIU boys turned out to help one of our Brothers, Thomas G. Lyons, who is fighting for his life in the hospital.

We got a call from the hospital for blood donors for him. I passed it on the boys one morning and in no time we had three carloads of men on the way. In fact I had to turn some of the boys away because there were so many volunteers. All in all, Brother Lyons got 20 pints of blood all of which will be available to him if he needs it. It's just another example of the true brotherhood that exists in the SIU.

Getting back to the shipping picture, we had a few in-transits to help us out; the Republic (Trafalgar); Raphael Sempes, Fairport and Robert B. Ingersoll (Waterman); Clearwater Victory and Steel Designer (Isthmian); Yorkmar (Calmar); and Justo Arosemena (Mississippi). There were no difficulties aboard any of these ships except on the Yorkmar where I had to remove one man for excessive drinking and fouling up.

Vacation Queries

With things going slow here and men on the beach, we have been getting many inquiries about the vacation plan. The men seem anxious for it so that they can have some money while on the beach here.

We noted a piece in the newspaper that the Coast Guard is considering permitting Guamanians to sail on American ships. The article says that they will let them clear through registry to avoid safety regulations that are standard US procedure. This is one thing our Union will have to fight since it threatens to bring back cheap labor and substandard conditions which we have all but eliminated.

Our 'man of the week' here is Ed "Chuck" Hill, who has been sailing with the SIU since 1947. Ed is one of those who likes the Far East run, and he has been on it for the past three years. He believes that the SIU is the biggest factor in the advances that all seamen have made in the last 15 years. In the short time he has been with us, he has seen our Union grow bigger and better constantly. He says that it is only through the Union that seamen can make the world realize that they are doing a hard and necessary job, and win the public's respect for our trade.

Sam Cohen
Wilmington Port Agent

SUP Offices In New Hall

The SUP's office is at the SIU A&G Hall where the complete facilities of the building are available to Sailors Union men. Shipping, beefs, mail and all other SUP services are maintained at the 675 4th Ave., Brooklyn address.

SIU HALL DIRECTORY

SIU, A&G District	
BALTIMORE.....	14 North Gay St.
Earl Sheppard, Agent	Mulberry 4540
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THOROLD, Ontario.....	37 Ormont St.
QUEBEC.....	113 Cote De La Montague
SAINT JOHN.....	177 Prince William St.
Great Lakes District	
ALPENA.....	133 W. Fletcher
BUFFALO, N. Y.....	180 Main St.
CLEVELAND.....	2602 Carroll St.
DETROIT.....	1038 3rd St.
DULUTH.....	531 W. Michigan St.
SOUTH CHICAGO.....	3261 E. 92nd St.
Canadian District	
MONTREAL.....	463 McGill St.
HALIFAX, N.S.....	128 1/2 Hollis St.
FORT WILLIAM.....	118 1/2 Syndicate Ave.

IN THE WAKE

The Red Sea owes its name to a floating form of blue-green alga (marine plant) that contains a red pigment, and is responsible for the red color sometimes seen in the surface waters . . . Varying in tonnage from 150 to 400 tons, the baghla, largest cargo carrier of Arab design which frequents those same waters, is derived from the Arabic for mule, over-worked pack animal of the land.

France does not have a coast guard service in the sense of that maintained by the US and Great Britain but maintains a number of semaphore stations manned by experienced navy men, called *gouetteurs sémaphoriques* . . . A chocolate gale seldom is as "sweet" as it sounds. It's a sailors' colloquialism for those brisk northwest winds around the West Indies.

The Alaska-Siberia water boundary, the Bering Sea and Strait, was named after a Danish navigator and explorer of the northern Pacific area named Vitus Bering. (Wonder if Bering was looking for herring?) . . . Formations of cirrocumulus clouds, made of small globular masses, white flakes without shadows, or showing very slight shadows were dubbed "mackerel sky" by old-time sailors. Though arranged in regular waves covering the sky, but showing blue sky in the gaps, they prompted the verse:

Mackerel sky, mackerel sky,
Never long wet and never long dry.

The belief was that they brought fair weather for that day, but rain a day or two later.

Fishes that live at the bottom of the sea, such as cod, haddock and halibut, are in a class by themselves. They're known as demersal fish, distinguishing them from their finny brothers who stay close to the top . . . The word harbor stems, rightly enough, from older languages' equivalents for shelter or inn. In France, it's *auberge*, an inn . . . In case you ever wondered, hooch, for home-made or just plain bad liquor, is a contraction of hoochinoo. This was a very potent

brew made from yeast, molasses and sugar by Alaskan Indians.

That mock sun sometimes seen at sea, appearing at a point in the sky opposite to and at the same altitude as the sun is called the anhelion. Believed to be produced by the reflection of sunlight from ice crystals, it comes from the Greek *anhelios*, or anti-helios, opposite to the sun. Helios was the mythical Greek sun god who was represented as driving a chariot across the heavens.

A pelorus, a navigational instrument similar to a mariner's compass but having no magnetic needle, was named after the sailor of the same name who piloted the ship in which Hannibal sailed from Italy after defeating the Romans in approximately 210 BC . . . The slopchest aboard ship is supposed to come from the loose, baggy breeches or hose chiefly worn by sailors in the 16th and early 17th centuries, known as slops and which, along with bedding, were first supplied for sale on the ship.

Anglo-Saxon and Old Norse are combined to produce the word starboard, for the right side of the ship, from the words for rudder and side. This was originally the steering or rudder side in early types of ships . . . Changed by law in England (1844) and in the US Navy (1846) to port, larboard may have come from lade, the side of the ship on which cargo was received.

There was plenty of imagination working when seamen who sailed along the Malabar coast of India coined the word elephanta for the south-southeasterly wind of gale force that blows there. It's one of the major haunts of the ivory-tusked giants by the same name.

First American ship to circumnavigate the globe was the Columbia, a sailing vessel built in Scituate, Mass. The voyage, from 1791 to 1795, was skippered by Captain Richard Gray and promoted by Charles Bulfinch, early American architect who designed India Wharf in Boston.

THE INQUIRING SEAFARER

Question: What luck have you had shopping for souvenirs in foreign ports?

E. M. Newman, pumpman: I haven't been in any foreign ports for six months, the last ones being in South America. I have been going to sea for 42 years, and my souvenir-buying days are all over. I have seen all the gadgets and gimmicks there are in practically every port there is.



William B. Rutkowski, AB: I haven't any desire to buy souvenirs in foreign ports as I have found that we have everything you want cheaper here in the states. There used to be bargains once but not any more. Besides, if you don't buy anything, you keep out of trouble with the customs authorities.

Frank Thamin, OS: I have brought back quite a few things, nothing very unusual though. I've gotten cuckoo clocks in Germany, umbrellas and stuff like that. I've never had any trouble with the customs when it came to bringing stuff in. If there was a duty I paid it and that was that.

John Blair, wiper: On my first trip out I went down to the Panama Canal. It was a big kick for me seeing what I had learned about in school. I bought scarves for my sisters and photographs of the canal which I showed off to the fellows at school when I went back the next term.

A. Fedele, cook and baker: I picked up a German police puppy in Germany about a month and a half ago when it was only three months old. I have been training him and he is learning fast. I am taking him with me on all my trips. He makes a big hit with the crew.

John Tarko, bosun: I go in for buying art objects in Germany and Italy, like carved wooden figures, paintings and similar items. The last time I was in Italy I bought two carved wooden mosaics which were done by a blind artist. They showed mountain and skiing scenes. Collecting these things is a sort of hobby with me.



MEET THE SEAFARER



CHARLES HENRY, messman

There are few active seamen around who can say that they have sailed before the first World War; fewer who can claim an unbroken record of union membership for 35 years. One of this dwindling handful is Charles Henry, who at the age of 62 is still sailing SIU ships regularly.

In his day, Henry has held all ratings in the stewards department, but failing eyesight and ill health have compelled him to give up work as a cook and accept less demanding jobs such as messman and utility man.

A native of the Virgin Islands, Henry came up to Baltimore in 1907 looking for work. The first job he got was aboard the Alabama, one of the Old Bay Line ships that ran between Baltimore and Norfolk, Va. carrying passengers. The Alabama has long since been scrapped, but both Henry and the Old Bay Line are still going strong.

Once a sailor, always a sailor is Henry's story. Since that first job he has sailed continually, and has never held any kind of job on shore.

After working the Old Bay Line a few years, Henry got his baptism as a deep sea sailor during World War I. In 1915 he got aboard the Armenia of the Leland Line which sailed out of Newport News with a cargo of horses and ammunition for England. There were subs aplenty in the first war too. One night the Armenia was split by a torpedo in the North Sea. Henry was in a group of 36 that got in a lifeboat but when morning came, there were only 11 left to be picked up by a Belgian fishing boat.

Always Union Man
While in New York in 1917, Henry joined up with the International Seamen's Union, which was actively organizing along the New York waterfront at the time. "I've been a union member ever since, first with the old union and now with this union, the SIU, without a break since that time. There wasn't a single month in those more than 30 years that I haven't been a union man in good standing."

As a union member, Henry was

active in the famous 1919 general strike. He was on the bricks on New York's West Street for about a month until the strike was settled with significant gains for American seamen.

Coastal Sallor

Although he has been sailing for so many years, Henry is not one of those seamen who has been round the world dozens of times. He has stuck pretty close to home, preferring coastwise and intercoastal runs to ships going to foreign ports. The farthest away he has been from the United States is one trip he took to Australia. During all the years of World War II he rode one ship, the George Washington. This ran between the West Indies and New Orleans, Miami and New York carrying migrant farm workers from Jamaica, Puerto Rico and other West Indian Islands to help meet the labor shortage on American farms during the war. Having had his torpedo experiences during World War I, Henry was fortunate that the George Washington escaped unscathed during her four years of shuttle service, although it had its share of sub scares in the Caribbean.

One of the chief attractions of a seaman's life as far as Henry is concerned is the flexibility it offers. "A seaman's life is a good one," he said. "You can work a couple of months and take it easy a couple of months. That's what I've been doing all my life, and that's why I like the coastal runs."

"You can save your money if you want to, and can manage to pile up much more than you ever can on a shore job. Or you can spend it if you are looking for a good time."

Illness Ended

Recently, Henry's life-long routine of a couple of months at sea, a couple ashore, was interrupted by a long siege of diabetes. Now he's back at the hall looking for another dry cargo coastal run, as the money ran short during his nine months of illness.

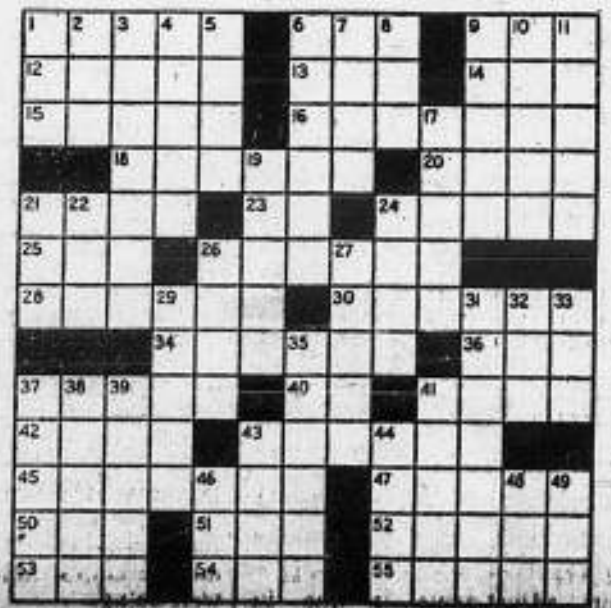
"I'll keep on shipping as long as I can," he concluded. "Maybe I can reach 50 years before I'm through."

The Seafarers Puzzle

- ACROSS**
- The SIU, for instance
 - An outstanding paper
 - Port 'O Call in the Hall
 - SIU officers do this
 - A constellation
 - Port on Guana-bara Bay
 - Take an oath
 - Island in Nagasaki Harbor
 - They insure ships
 - Gone to sleep
 - The Baltic and the North
 - Wind of the Feroes
 - German songs
 - Cape —, Mass.
 - Housing for big guns
 - What a book-keeper keeps
 - Island off China
 - Put new shoes on horse
 - Self
 - Windfall from the Welfare Fund
 - Upon
 - Swear
 - Wolfhound
 - Leone, in Africa
 - Little cats
 - Mountains in S. America
 - Girl's name
 - Strait
 - Annoy
 - Relative: Abbr.
 - Racehorses: Slang
 - Meaning

- DOWN**
- Initials of our ships
 - The Hall is this
 - Where Cobb is
 - Racetracks
 - Roman tyrant
 - Means of boarding ship
 - Lakers' cargoes
 - Windy talk
 - Graft money
 - Pointed a gun
 - Places to anchor
 - Where Le Cap is
 - Belonging to you
 - Salt
 - Compass point
 - It's used as ballast
 - Golf mounds
 - River flowing into Gulf of Lions
 - Fish like the snapper
 - Man from Reno
 - Grow old
 - Negative
 - Heights of sails
 - Atoll at 176° 21' W.
 - An export of Spain
 - Brazil port
 - Female buffalo
 - Sailors' Harbor
 - Ship pests
 - Great — Inlet, N. J.
 - S-curve
 - Observe

Puzzle Answers on Page 23



TEN YEARS AGO

The first American offensive action of the war began when a US task force attacked Japanese bases in Marshall and Gilbert Islands. . . Nazis began build-up for spring drive in Europe. . . Texas coast blacked out as Navy searched Gulf of Mexico for U-boats. . . A new Japanese invasion of Bataan was smashed by Corregidor's guns. . . Tokyo forces pounded Singapore, moved into the Solomons.

Hush-hush Washington talk of labor unity between the AFL and CIO fizzled after a plan formulated by UMW chief John L. Lewis was rejected in favor of joint action to police jurisdictional feuds and strikes. . . FDR 60 years old. . . Congress adopted a "watered-down" price control bill. . . A Gallup Poll survey indicated nationwide belief the war would end in two years.

Sentiment gained for a clear-cut armament policy for merchant ships as eleventh vessel went to bottom from submarine attacks. . . Nineteen of 21 Latin American republics broke with Axis following Rio parley. . . Russian strength gained as army took vital rail city

in Donets Basin and moved on the Ukraine. . . OPA revealed plans to ration sugar. . . Favored to repeat earlier win, Ray Robinson kayoed ex-welterweight boxing champ Fritz Zivic in the tenth.

US Navy sank five Japanese troopships, three more vessels right off Yokohama. . . Malta attacked by air seven times in one day. . . RAF checked blasted Rommel, helped check German drive in Libya. . . Inquiry headed by Justice Roberts blamed Admiral Kimmel and General Short for Pearl Harbor disaster, asserting warning to defend Hawaii was not heeded. . . Australian forces moved to halt Rising Sun armies in Malaya.

James Landis became chairman of Civil Defense Office, assuming post held by New York Mayor LaGuardia. . . Although baseball Yankees whipped Dodgers in previous fall's world series, 4-1, each team placed three on All-Star team, Dodgers stars were Pete Reiser, Dolph Camilli, Whit Wyatt; Yankees placed Joe DiMaggio, Jee Gordon, Bill Dickey.

SEAFARERS LOG

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Conversion Foul-Up

Late in 1950 when the US mobilization program got underway, we were told by the "dollar-a-year" businessmen in charge that defense output would be booming in 1952. The "experts" said that we would face a terrific labor shortage, that armaments would be pouring out of our factories and the sacrifices involved would be evenly shared under a system of wage, price and profit controls.

What actually has happened is quite different. While untold billions have been spent, our rearmament is lagging badly and unemployment and wage cuts are cropping up in industry.

Out in Detroit for example, the "arsenal of democracy" of World War II days is faced with mushrooming unemployment among auto workers—120,000 jobless and the figure growing daily. Yet there is no lack of defense contracts for auto manufacturers. The profit-swollen tycoons of this industry prefer to turn out arms in new plants, built in other areas at the taxpayer's expense, instead of converting their auto assembly lines to defense work.

In textiles the story is equally gloomy. Wage cuts up to 25 percent have been instituted for 20,000 union hosiery workers. Other firms, paced by the giant American Woolen Company, are assaulting hard-won gains with demands for wage cuts and speed-ups.

The SIU, too, has been affected by short-sightedness. With the government crying for skilled seamen to man its ships, the SIU has a pool of ratings on hand, while government ships are delayed for lack of these very same ratings.

What it boils down to is a mad rush for the dollar by business and the devil take the hindmost. The men running government affairs are not helping by tolerating these conditions or worsening them through mismanagement. It's time for vigorous and effective direction to straighten out this foul-up.



Showing The Way Again

The welcome announcement that the SIU will start paying out vacation benefits brings into sharp focus the fact that the SIU has once again been proven the pace-setter for all maritime. For the first time ever, seamen will have a real vacation plan providing actual payments for actual time worked.

Here again, just as it was with the Welfare Plan and other gains, it was the SIU which blazed the trail for others to follow. It is no accident that the SIU is consistently up in front of the pack. These gains have been made possible by the existence of a militant and thoroughly united membership operating through democratically-elected officials who are responsive to the membership's needs.

The SIU, first to win a union-operated vacation plan, and first to pay out benefits under such a plan, would have had the money in the pockets of the membership months ago were it not for the necessity of having the government examine and okay the set-up. Once approval had been received from the government, the Union lost no time in putting this revolutionary plan into effect. All details had been arranged beforehand. It was merely a matter of waiting for the green light.

What has been done in the past can be duplicated in the future. The SIU intends to stay right up there at the head of the maritime parade. It will do so provided it has the same staunch and alert membership support and participation it has received in the past.



Too Late For Them

It will be scant consolation for the parents, widows and children of 45 dead seamen of the ill-fated Pennsylvania to learn that by this fall lifeboats will be equipped with radio transmitters. Seamen can be thankful that their lives will be safer in the future, but it took 45 dead men to bring action from the Coast Guard on this score. The saddest part of it all is that lifeboat radios were called for in the international convention on safety of life at sea, which this country signed in 1948. If this was in an agreement signed by the US, why was it necessary to wait for those men to die before putting the requirements into effect?

LETTER of the WEEK

New Hq Makes Big Hit Abroad

To the Editor:

I have received the SEAFARERS LOG of November 30 for which I do thank you very much. I have been getting it now for four years and consider it one of the best union papers in the world.

This issue contained in my opinion the best news ever in the existence of the LOG, about your new headquarters building which is a monument to free seamen.

To my knowledge no other seamen's union in the world has accomplished something like your headquarters building, despite the fact that your union is only 13 years old. (I've been around, so that I know what I'm talking about). Therefore you fellows have a real reason to be proud of your outstanding building.

Your building is a spiritual fortress against Stalinism. It is a Statue of Liberty of free labor demonstrating that real freedom and liberty is the objective of real trade unionism.

SIU Seen Spearhead

Seamen in Europe and other parts of the world consider the SIU as the spearhead we must follow to withstand the ideological warfare of Stalin's stooges and the pressure they are putting on seamen here and round the world.

In the world of seamen you fellows are considered as statesmen in dungarees who are defending seamen's rights to live as human beings. By doing this you are building up communities of free and satisfied citizens who will never swallow the line Stalin's stooges are trying to smuggle in.

No brasshats, high ranking officials or politicians have been able to bring the bacon home as you did it for the US seafarers. Therefore you fellows from the SIU are better statesmen than most of the gentlemen in striped pants.

Someday, we here in Europe hope to have the same conditions that you American seamen are enjoying today through the weapon of free trade unionism. With a good living standard we can maintain seamen free from the shackles of a dictator as we have experienced in the past and as Stalin and his stooges are trying to put over right now.

American Seamen "Tops"

I suggest that you fellows from the SIU show your headquarters to seamen of all nationalities coming with their ships to New York. Let them take a look at the monument of free American seamen who are tops in the world. I also suggest that you ask other ITF-affiliated seamen's unions to have their papers sent to your building so seafarers belonging to other unions may be able to pick up their newspapers at your place.

All this will bring us closer together, which we want, in order to defend a free world and the principles of free trade unionism, to the end of establishing a real Brotherhood of the Sea for all seafarers in order to make a decent living and live peaceably with their neighbors.

Franz Pietzak
Bremen, Germany

'Where'd You Learn to Drive?!'



As I See It

by PAUL HALL



BIGGEST NEWS OF THE WEEK

—from the standpoint of Seafarers' welfare, at least—is the announcement that the Vacation Plan goes into operation on Monday. On that day, the vacation pay accumulated by men sailing aboard SIU-contracted ships will begin rolling across the counters at Headquarters Branch into the men's hands. Within a week or so later, processing of applications for vacation pay will begin in the A&G District Branches in all other ports.

At the outset at least, the task of processing the applications and paying out the money will be a formidable one. However, the Union has set up a system designed to pay the men the money they have coming with the utmost speed.

Additional personnel has been enlisted to meet the expected demand. We want no man to be delayed needlessly in getting his vacation money. The Union will do its part to keep things moving smoothly. But the cooperation of all hands is essential, as in any job involving the general welfare. Therefore, Seafarers are urged to fill out their applications with due care and to otherwise follow instructions, which are outlined elsewhere in this paper.

It is not impossible that here and there a kink will develop in the initial phases of the operation. When and where they do, improvements will be made as soon as possible. Overall, a very efficient administration of the vacation payments appears a certainty. Headquarters has made careful and thorough preparations to insure the success of the SIU's Vacation Plan, first of its kind in the maritime industry.

OVER IN THE CIO NATIONAL

Maritime Union, progress has been reported in the attempts to obtain adjustments in the in-

equities in the NMU contracts, as compared to the SIU's. We are glad to note that progress.

Naturally our Union is pleased with its record of setting the pace in achievements for the American merchant seaman, as has been the case in the establishment of the Welfare Plan, the revolutionary Vacation Plan, a multitude of general and working rules, penalty cargoes and transportation clauses, to cite a few examples.

The function of your Union, and the job to which its officials are dedicated, is to improve the economic status and working conditions of the SIU membership. However, we are also anxious to see the benefits won for our people extended to seamen everywhere. We hope that the NMU can make further progress in wiping out its contract inequities.



IN WASHINGTON, ONE OF OUR affiliates, the Cannery Workers Union, is in the forefront of a battle to protect the tuna industry and its workers from being put on the rocks by the flood of cheap tuna being imported into this country.

With the backing of the international, Jim Waugh, president of the Cannery Workers Union, and Lester Ballinger, secretary of the San Diego section, have been presenting the union's viewpoint at hearings in the nation's capital.

If their efforts are successful, the smashing of an important domestic industry, providing work for thousands of people, will have been averted.

The fight our Brothers of the fish and cannery field are making is a tough one. They are facing terrific opposition, and their experience once more emphasizes the incalculable value of representation by a trade union that is constantly alert in behalf of its membership's and the nation's well-being.

How SIU Trainees Pass Govt AB Exams

Answering the government plea for skilled manpower to sail essential cargoes all over the world, the SIU set up a union-operated deck school as part of its program to meet US requirements for rated seamen and, at the same time, provide the opportunity for Seafarers to boost their earning power by sailing with higher ratings.

An initial function of the school, in its brief lifetime, has been to upgrade ordinary seamen, lowest rung on the rating ladder for men in the deck department, to able seamen by training them in the requisite skills and seamanship problems faced by an AB aboard ship.

The school provides the training needed to meet the government and Coast Guard requirements before a seaman can qualify for an AB ticket.

As a means of illustrating the procedure, the LOG has prepared the pictorial review on these pages, showing the passage of a typical Seafarer through the Coast Guard examining unit in New York. Pictured in all photos, among other Seafarers taking the examinations is OS Benjamin Fischman, 24, one of the first SIU members to make the grade and attain a higher rating via the Seafarers Training School.



Seafarer applicants stand by with participants taken so far. Requirements include vision plus general physical and mental fitness.

A member of the first group of Seafarers applying for AB rating meets Coast Guard chief Walter Sunnuck, who checks his papers and discharges.

9:30 AM.—Water-borne, AB aspirants ready oars to move off CG testing dock and show what they've learned.



Next day. 8:30-11 AM, 12:30-2:30 PM.—Written test on practical seamanship is administered by examiner Zwally. 2:35 PM.—Applicants must be able to tie knots such as bowline on a bight (illustrated). 3 PM.—Sitting fast in bosun's chair, he prepares to raise himself.

3:10 PM.—Coast Guardsman Careglia makes final check in preparation. Applicant is fingerprinted for identification on papers. 3:20 PM.—Completed as new papers are prepared. 3:30 PM.—Seafarer receives



Results of physical exams test with or without glasses

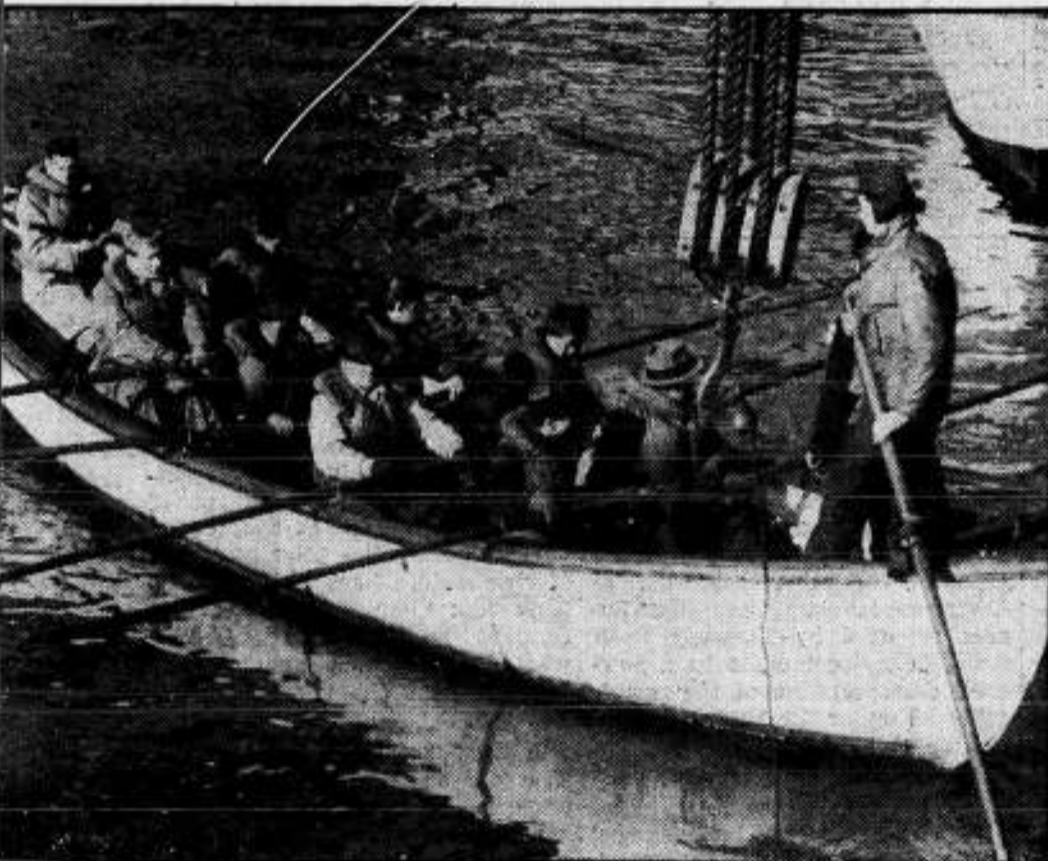
Physical proceeds as USPHS medico checks for heart ailments which might disqualify him and bar further testing.



8:30 AM.—Qualifying physically, his next step is appearing for test for lifeboat ticket, part of AB requirements.



9 AM.—Actual lifeboat test begins. Seafarer takes turn handling line to swing out lifeboat from davits.



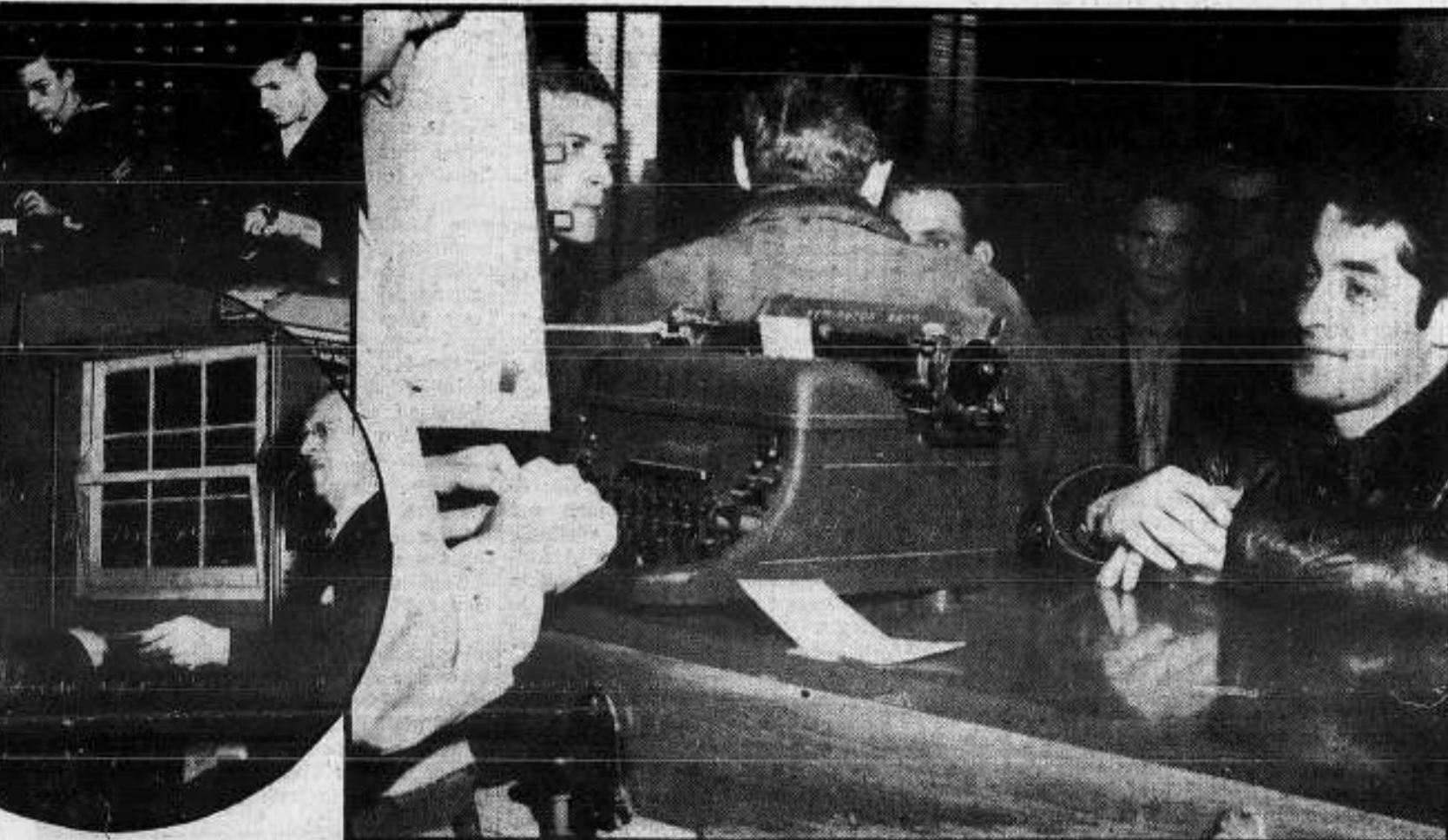
9:40 AM.—Men stand by on oars as coxswain (standing) takes first turn with sweep oar to move boat away from dock. Each man must prove ability to handle oars and obey commands.



10 AM.—Seafarer turns to on sweep oar watched by coxswain Fred Scholl who will pass on fitness for lifeboat ticket.



10:50 A.M.—Completing boat test, seamen apply strain to line in order to take up boat and secure it on dockside davits.



Process of exam. 3:15 PM.—

Next Day. Shipping out with new rating as AB, Seafarer checks with dispatcher at SIU shipping hall on time and place to board vessel. His upgrading will mean he'll offer broader seamanship skills and increase his own earning power.

From beginning to end, the upgrading of an OS to AB requires at most two weeks' time, including a week to 10 days for training in the SIU deck school. This time can, of course, be cut in half or less for men who need only a refresher course in the subjects covered or who have taken advantage of shipboard instruction.

CG tests require a minimum of three days. Preliminary processing and a physical before the actual testing can be done take up one morning, according to present operations, the lifeboat testing a second morning and the written and remaining practical seamanship examination and completion of processing the best part of a full day. This amount of time would be necessary in any case, it should be pointed out.

The Union, therefore, has and will continue to provide the training facilities for unrated men seeking to better their earning power and improve themselves at their jobs. But it cannot take the test for you. It is up to every ordinary seaman seeking advancement in his job to make the proper move himself. Moreover, the SIU has plans underway for similar training for engine and steward ratings. Procedures for getting these ratings, though substantially similar, will also be given wide publicity in the LOG.

Whale Hunters Bag Albino, Prove Tale of 'Moby Dick'

Elizabeth, N. J.—A legendary figure of the sea, "Moby Dick," the white whale, has been proven real by the whaling ship Anglo Norse. This ship, on a whaling expedition off the coast of Peru, killed a 56-ton albino sperm whale, pure milky white in color. None of the veteran Norse whalers on the ship had ever seen one like it in their years of whaling service. The story was reported this week when the ship reached port here.

Those who have read the famous classic "Moby Dick" by Herman Melville will remember that the book relates the story of a whaling ship captain who is obsessed with the idea of killing Moby Dick, the mysterious white whale of the South Pacific. Moby Dick was endowed with super-strength, even for a whale, and almost human cunning. Captain Ahab's pursuit of the white whale leads to disaster when Moby Dick turns and destroys the whaling ship and all its crewmembers, with but one surviving to tell the tale.

While Melville's story has long been a classic, among other reasons, for its excellent reporting of life aboard a whaling ship, nobody regarded Moby Dick as anything more than a symbolic figure created by the writer's imagination. The feat of the Anglo Norse in killing an albino sperm whale leads one to believe that Melville's story was

based on the existence of rare white whales, whom superstitious seamen endowed with supernatural powers.

Profitable Business

Whaling has changed a great deal since Melville wrote his now-famous book, but one fact still remains—whaling is an extremely lucrative business.

Many a New England family fortune was established in the early 1800's by whaling expeditions out of Nantucket and New Bedford, and today is no exception. The Anglo Norse came home from a seven month trip with a cargo of 8,000 tons of sperm whale oil valued at \$2 million. Previously it had transferred 8,700 tons of oil into a tanker which emptied the vats of the ship while still on the hunting grounds. The total value of the expedition's catch came to over \$4 million.

Of course, the 10,000-ton Anglo Norse has a tremendous advantage over the old wooden whaling ship both in size and in the destructive power of its armament. Compared to the Anglo Norse's 8,000-ton ca-

capacity, an old time whaling ship was lucky to hold a few hundred tons of whale oil. With modern harpoon guns the Anglo Norse took 3,066 whales on its trip, going as high as 73 in one day. The old time whalers considered it a stroke of extreme good fortune if they could land more than one whale in a given day.

Risky Operation

Harpooning a whale in those days was an extremely risky business. If you managed to get your harpoon in a whale it was like catching a fish—you had to let out line when the whale sounded, and take in slack when the opportunity arose. All the while the boat was being dragged far from the mother ship, sometimes miles.

In contrast, the Anglo Norse's killer boats are 110-foot motor-driven vessels with a harpoon gun in the bow. The gun fires a 160-pound harpoon with an explosive charge in its head—in other words the harpoon is a small cannon shell with line attached. The explosion kills the whale and spreads barbs inside its carcass to keep it from

No Overtime Smile There



Reminiscing over past history, SIU Patrolman Louis Goffin dug up his 20-year-old photo from the Saugerties, a Mississippi SS Company Hog Islander. That's Louis (over the side, far right), part of the deck gang painting while the ship was dockside in BA. These were days when an AB earned \$55 a month and overtime was just a pipedream. (The LOG is interested in reprinting your old photos of "days back when..." Send them in, we'll return 'em.—Ed.)

drifting.

The killer boat then tows the whale to the mother ship and it is drawn on deck via a ramp in the stern. From there on the whale

is cut up and dumped into boilers for rendering its oil.

International law prohibits whaling vessels from taking sperm whales less than 38 feet long.

Ship Bill Seen As Stability Aid

(Continued from page 2)

payments on new ships, after the down payment, to be secured by a first preferred mortgage and the obligation of the purchaser, in case of default in payment, being discharged by surrendering the vessel and all rights therein to the Government; (3) reduces the minimum age from 17 to 12 years in determining the eligibility of "obsolete vessels" for turn-in by owners to the Government, for an allowance of credit to be applied upon the purchase of a new vessel, and extends this benefit, now confined to foreign trade, to include vessels engaged in the domestic trades; (4) extends the privileges of reserve fund monies kept by steamship lines under Section 511 of the Merchant Marine Act, 1936, by allowing the additional deposit in the funds, on a tax deferred basis, of "earnings" from operation of vessels. The authorized uses of these reserve funds also would be extended to make them available not only for the construction or acquisition of new vessels as under existing law, but also for the construction and reconditioning of vessels and for the liquidation of purchase-money indebtedness; (5) extends the privileges of the construction reserve funds to vessels operating on the Great Lakes and the St. Lawrence River; (6) provides for accelerated depreciation, allowing American owners to amortize the cost of vessels in an amount for any taxable year not exceeding 10% per annum of the adjusted tax basis of the vessels; (7) permits the recomputation of the "life expectancy" of a reconstructed vessel, in use under an operating subsidy, with such ship to be computed, for tax purposes, on the redetermined life expectancy instead of the usual 20-year life basis; (8) allows subsidized operators to increase deposits in capital reserve funds; and (9) provides for payment of salaries to subsidized operators in excess of the present limitation of \$25,000 per annum, with a proviso that for the purpose of determining the Government's rights under

the subsidy contract, the \$25,000 limitation shall apply.

The bill, of course, contains other features, but the above-enumerated items are the most important.

Assistance Needed

Those close to the merchant fleet are arguing, in connection with the long-range shipping bill, that Government assistance to American shipping, in the form of both direct subsidies and tax benefits, is necessary if this country is to maintain an adequate merchant fleet on a long-term pull. Just such assistance is provided in the pending shipping bill.

While from a competitive standpoint our present merchant cargo fleet is in a fair position, foreign construction of new ships is tending to make our fleet obsolete.

The main stumbling block to enactment of the long-range ship measure is the opposition of some of the executive agencies and the President to the tax features of the bill. Just what is this opposition?

President Truman, along with the Treasury Department, is taking the position that tax benefits do not represent the most suitable means of providing necessary assistance to the American merchant marine. The Chief Executive agrees that Government assistance is necessary, but, along with the Treasury Department, believes this should be in the form of "direct" subsidies and not "hidden" tax benefits.

Tax Question

Therefore, a main question for Congressional consideration is the effect on the merchant marine resulting from the possible complete elimination of tax benefits, and the development of alternative forms of Government aid to insure the maintenance of an adequate fleet, through thick and thin.

This is the type of very formidable opposition that the American shipping industry must overcome.

Within the past few months some American owners have taken to the belief that this is the wrong time to push the important long-range

bill. They have in mind that as a result of world rearmament and revival of world trade; the industry is realizing substantial profits and, therefore, should not ask Congress at this time for an extension of assistance during such a period of sustained prosperity.

The SIU disagrees with this position, for it well remembers the talk during World War II of supporting a large merchant marine during the postwar years, yet the American merchant fleet was allowed to deteriorate in the years 1946-1950. Only the outbreak of hostilities in Korea halted the downward trend of US shipping. The nation and Congress too quickly forgets its merchant marine and the time to plan for keeping the merchant marine strong is during the time all of the nation is being made aware of its vital role.

Treasury Opposed

Other than the President, the main opposition to enactment of this bill comes from the Department of Treasury and the General Accounting Office. Treasury is particularly opposed to tax features of the measure. This department of the government takes the position that, to use their own words, "the greatly improved profitability of the shipping industry" already has "contributed to a substantial strengthening of its financial position."

This, of course, is all well and good, but the prime question remains—what measures can be taken now, at this time, to help the American operator replace his obsolete tonnage in the future. Maritime experts feel that tax concessions are necessary to help in the eventual replacement of the fleet and to offset tax advantages enjoyed by the foreign-flag competitors. The long-range bill merely says in effect—lets plan NOW for the uncertain future, lets plan at this time for the maintenance of the merchant fleet in years to come.

The position of the Treasury Department can be stated simply, namely, that this department believes that the most essential re-

quirement of any sound tax system is that its burdens be equitably distributed among all taxpayers. However, tax adjustments and concessions are not restricted to the shipping industry but are extended to other segments of American industry, and that figures reported by Treasury itself seem, in themselves, to be a powerful demonstration of the results achieved under the 1936 Merchant Marine Act, particularly for the American subsidized portion of the maritime industry.

Although Treasury believes that tax benefits should not be extended to special groups, it cannot escape attention that there are depletion allowances in many cases, such as ores, minerals, deposits of sand, gravel and clay. Railroads, during the last major war, were able, with Congressional sanction, to write off, during five years of high war and postwar earnings, over a billion dollars of capital investment.

As to the very important problem of the necessity of eventual replacement of the American fleet because of obsolescence, Treasury holds to the position that shipping companies have been enjoying an unusual period of prosperity not contemplated when the tax benefits were first provided in the 1936 Merchant Marine Act, and that under present and prospective conditions, such as depreciation allowances and reinvested earnings, together with potential outside financing from sale of stock and borrowing, funds made available from internal resources of American companies should be adequate to finance new investment in fleets.

Commerce Dept. View

Confing to the aid of the position taken by those interested in the merchant marine, the Department of Commerce asks the question as to whether the defects of the maritime tax benefits method outweigh the practical advantages of relatively permanent aid provisions involving no direct appropriation of funds as contrasted with the difficulties and uncertainties

of annual requests for direct financial aid to the shipping industry recurring specific Congressional approval. The Department of Commerce knows that the tax benefits under the 1936 Merchant Marine statute have been reduced from "tax exemption" to "tax deferral" and that no one can say what the situation would have been without the tax benefits of this law.

Indicating its opposition to the Treasury stand in the matter, the Department of Commerce states:

"There is no ground for assurance or even assuming that an adequate flow of private capital into the industry for replacements and for necessary additional competitive units can be maintained without some such benefits as the tax provision in operation."

Subsidy Dangers

Dangers seen by the SIU in a policy of greater subsidization, either through direct tax exemptions or through appropriated subsidies, are the possibilities of certain large steamship companies becoming the "favored carriers" in foreign trade, and through their vast operations being able to eliminate American competition by the smaller ship operator. Prominent in the bill, the SIU feels, should be machinery to "bird dog" the operation of the plan's construction and operating subsidies.

Before the Committee finishes with the measure the Union expects to present its full position on the matter in hearings before the Committee.

The bill now pending at the House Merchant Marine Committee is in the nature of a compromise measure, having been amended on the Senate side in a number of respects to coincide with the views of the Treasury Department. It stands a good chance of being passed by this Congress, but only through joint efforts of all concerned.

It's now up to the House Merchant Marine Committee to report the bill out, and for the House to pass it, thereby sending it along to the White House for action.

Need Discharges For Vacation \$\$

Seafarers applying for payment under the SIU Vacation Plan, applications for which will be accepted at headquarters on Feb. 11 and in the outports on Feb. 25, will have to meet three basic requirements:

- (1) Ninety days worked (2) since June 1, 1951, starting date under the contract, as evidenced by (3) presentation of official US Coast Guard Certificates of Discharge.

It is estimated by headquarters officials that the processing set-up for Seafarer applications will enable payment at headquarters the same day they are presented if they fulfill the requirements above, and a week or more depending on the speed with which they are received at headquarters for processing from the outports.

The sample form printed below, which may not be used as an application, calls for the following information: your name, the port you apply in, book or permit number, z-number (from seaman's papers), social security number and a listing by company, vessel and actual time worked as given on CG discharges, plus your signature.

If presented at headquarters, it is expected the application will be verified on the spot within a few hours and payment made the same day. If you apply at any SIU hall in the outports, the same procedure will be followed, except that your applica-

tion will be sent with your discharges and processed at headquarters.

Payment will then be forwarded, when the information is verified, to the same port where the application is made. It is important then, if you wish payment as soon as possible, to apply at a port where you will be shipping from so that payment can be made to you there.

The 90 working days must be accumulated since June 1, 1951. Your discharges will show how many days you have from the dates you shipped and date you were discharged. Therefore, port time must be entered on the discharge as well if you want credit for it toward your vacation pay. A supplemental discharge can be obtained for port time from the companies. The discharges themselves should be kept carefully as they are your working record.

If you do not have the requisite 90 days yet, do not apply until you have them and they are recorded on official discharges.

Sample: Brown, AB, has discharges showing 150 days worked since June 1, 1951. He can apply and collect for those 150 days starting Monday. He can apply again provided he has accumulated at least another 90 days since the period when the previous payment was computed. You may apply as often as you wish, providing you have a minimum of 90 working days since the last time you applied.

THIS STUB TO BE RETAINED BY PORT AGENT.

SEAFARER'S VACATION PLAN

Name of Applicant	Book or Work Permit	
Date Application Mailed In	Date Applied	
Number of Days Worked	Verified By	
DATE CHECK RECEIVED	CHECK NO.	DATE CHECK DEL.

THIS SECTION OF FORM TO BE SENT TO HEADQUARTERS:

SEAFARER'S VACATION PLAN

To the Seafarer's International Union of North America, Atlantic and Gulf District:

I, hereby make application for all the vacation pay due me from the Seafarer's Vacation Plan. I am listing below the ships I have served on for the period for which I am claiming vacation pay.

Port	Date		
Last Name	Middle Name	First Name	Book or Work Permit No.
Z-Number	Social Security		
1-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
2-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
3-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
4-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
5-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
6-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
7-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
8-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
9-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	
10-Company	Vessel	No. Of Days	
Employed From	To	No. Of Days	

I, hereby certify that the information contained herein is accurate. I understand that if I make false statements and collect money fraudulently from the Seafarer's International Union of North America, Atlantic and Gulf District, I am liable to expulsion from the Union in accordance with terms of the Constitution.

Verified By: _____ Union Representative
Signature of Applicant

DO NOT WRITE IN THIS SPACE

Paid By Check No. _____ Dated _____ Amount of Check _____

Dates Set For Vacation Payoff

(Continued from page 3)
amount based on the minimum requirement of 90 days is \$34.99.

\$2.5 Million A Year

Once the Vacation Plan gets rolling, it is expected that it will pay out a total of \$2.5 million in the first year of operation. Handling of these vast sums of money and all the paper work involved has been expedited by the establishment of a special vacation fund staff in New York headquarters. Headquarters has been preparing for this for several weeks now and, once the first rush is over, expects to process claims and have checks ready a few hours after applications are received. Collection in outports will necessarily take longer because of the time lapse in mailing applications and checks back and forth.

At present, headquarters is prepared to cash vacation checks on the spot for Seafarers, although this service will not be available in the outports for the time being.

Reserve Built Up

The delay in instituting the Vacation Plan arose for several reasons, the most important one being the necessity to build up a large reserve so as to be able to pay out the money when applications were presented. The plan was delayed still further by the need for winning approval from the Wage Stabilization Board for increase in operator's contributions and securing clearance from other governmental agencies.

The idea of instituting a Union-operated Vacation Plan was brought up in May of last year when the Union-operated Welfare Plan was proven to be a highly successful method of operation. The Union had been aware for some time that existing vacation plans in maritime contracts were outmoded and unfair.

As Secretary-Treasurer Paul Hall put it at the time the plan was negotiated with the operators, "The standard vacation setup is a swindle as far as seamen are concerned. A man would work practically a full year and never collect

a dime. There are men with more than 30 years of seetime who have never had a single paid vacation.

"The new vacation plan will change the existing inequities and as a result SIU men will collect the money they're entitled to," the SIU official said.

Originally, the Vacation Plan initiated by the operators on May 15, 1951, called for payment of 35 cents per day per man for each day worked. This set the vacation pay rate at \$115 maximum for a full year.

Last October, through Union negotiations with the operators, the vacation payments were increased to 50c a day, and the maximum allowable to the present \$140 limit.

The Vacation Plan operates under the supervision of a board of six trustees, three of whom are Union representatives and three designated by the employers. In addition, there are three Union, and three employer, alternates. Union trustees are Paul Hall, Bob Matthews and Al Kerr, with Lloyd Gardner, Joe Algina and Lindsey Williams serving as alternates.

One of the unusual features of the agreement is that if a Seafarer dies after becoming eligible for vacation pay, his benefits will be paid to his widow or other designated beneficiary. This is over and above the \$2,500 death benefit for the beneficiaries of Seafarers contained in the Union's Welfare Plan.

Union Opens First Annual Art Contest

(Continued from page 2)

make decorative objects of art on the side, can send as many entries as they want in any one category, or in all categories combined. Naturally, the more entries a competitor makes, the better is his chance to walk off with one of the prizes.

While the panel of judges has not yet been completed, it is planned at present to have four judges, one of them being the art editor of the SEAFARERS LOG. The other judges will probably consist of two professional artists and an art museum representative.

Although the deadline is May 10, don't hold on to your stuff until the last minute. Send it in as soon as you can to the Art Editor, SEAFARERS LOG. You can rest assured that everything will be stored in a safe place. It would be best to send the entry by registered mail to avoid any possibility of the entry going astray.

The art contest, as the name shows, will be an annual affair. In the future additional contests will be held, including one on photography, to give the shutter bugs an opportunity to display their wares.

Aliens Must File Reports

Although the deadline for alien reports expired last month, those who haven't filed still have an opportunity to comply with the law. All alien seamen who are residents of the US as of January 1 must report to the nearest Immigration and Naturalization Office as soon as they arrive in port. They should bring their discharges to show that they were at sea during the registration period.

Deep Dredging Of Delaware River Fought

The problem of Camden, NJ's drinking supply is throwing kinks into plans for deepening the Delaware River channel from Philadelphia to Trenton. Mayor George E. Brunner of Camden has asked Congress to block the project on the grounds that it will peril the city's fresh water supply.

The river dredging project will enable Isthmian's ore-carrying ships to sail direct to docks being constructed by the United States Steel Corporation at its huge Bucks County plant now going up at Morrisville, Pa. It will also open up both sides of the river up to Trenton to heavy industry which is expected to locate in the area.

Difficulties lie in the fact that Camden's drinking water comes from artesian wells which tap an underground stream which runs underneath the Delaware River bed. Camden wants assurance that the channel dredging will not lead to pollution of its water supply by salt water.

At present, the Delaware River channel at Morrisville is only 18 feet deep. Plans afoot would allow for passage of deep sea Isthmian Lines ships to the new docks.

Uprising in North Africa Stirs Memories of Second World War

(The following are remembrances of a Seafarer who served on the shuttle run between North Africa and Italy during World War II. The current unrest and rioting in Tunisia have inspired him to write of his memories of that country.)

A sure sign of growing older is the importance memories begin to have to an individual. I remember . . . is the introduction to a reverie enjoyed by the story teller and only sometimes by the listeners. But Seafarers who shared some of the same experiences I did during World War II may find with me something in common in recalling those days gone now almost ten years ago.

I remember Bizerte, that bombed out port town near Tunis. Bizerte was no place to come after enjoying a few days in Naples on the shuttle run. Not a soul lived in that bombed-out shell of what was once a peaceful coastal town on the Mediterranean. Lake Bizerte,



Ragged Arab boy frolics nearby as ship unloads in a North African port of call.

the convenient inland port for shipping safe from prying subs, was a comfortable haven for ships, but what else was there?

The French were attempting to build an army on the plains outside the city and the Allies used the rolling hills as storage for ammunition. Everywhere one looked there was nothing but components of the war machine; war materials, barrage balloons, anti-aircraft emplacements, soldiers of all nations.

That was an unreal time in everyone's life. To everyone that must

seem as a period when the world stopped normal activity and put on a macabre drama for its own amusement.

I wonder if those ten graves marked by maltese crosses are still at the road intersection near Ferryville?

Camel Trains

I wonder if the "Ayrabs," as the GIs called them, still trudge the roads at night leading their camel trains to nowhere. The nights were often bitter cold there, yet the natives still shuffled along barefooted and ill clad. "They can take it," I was told. Yet why did those pitiful funeral processions occur with such regularity? Along the mud roads they marched with the body of the lost one lying on a board carried on their shoulders. They buried their dead in deep narrow holes in a standing position, I was told.

The natives were such fatalists that it's hard to believe that they could be part of the current revolt in Tunisia. They lived in absolute poverty; they died young; they resigned themselves to their miserable existence. No flame of smoldering rebellion showed across their face.

I remember once when an Arab workman was badly burned while I was visiting a friend at a nearby army camp. The man's legs were

like raw meat and the burned skin hung in tatters. The pain must have been unbearable, yet he made no outcry.

The army medics did what they could and took him to a French-run hospital ten miles away. The ambulance returned later with the native still aboard. The hospital had refused him—he was an Arab. The man made no protest, he accepted the rebuff. His legs wrapped in bandages he walked out of the camp through the olive grove and into the hills, never to be seen again.

I wonder if that Arab is part of the shouting, screaming mobs that are demanding that the French get out of Tunisia?

I wonder how Bizerte looks today? I'll probably never find out unless I happen to make one of those very rare trips that hit that part of the world.

Bill Luce

No Fish Story



Luby O'Neil, deck engineer of the Chilore, shows off samples of his fishing prowess in Venezuelan waters.

When Seafarer Van Whitney was a boy, he probably told the kids next door, "My dad can lick your's anytime," with a good deal of self-confidence. The boast could still hold good

today in the upper age brackets. For his father, Dr. Cephas Whitney, former cycle champion, gymnast, trapeze artist and all-around strong man, is still leading a vigorous and active life at the age of 82.

Dr. Whitney, who will celebrate his 83rd birthday this coming May, has been a practicing dentist for the past 63 years and is engaged in his profession down home in Georgetown, British Guiana. Dentistry is no mean feat for a man of his age, requiring as it does considerable muscular strength and coordination. The doctor has been an enthusiastic physical culturist all his life and attributes his unusual vigor to his life long devotion to sports and exercise.

Like other physical culture enthusiasts, from President Theodore Roosevelt on, Dr. Whitney was a sickly child. His father, who was



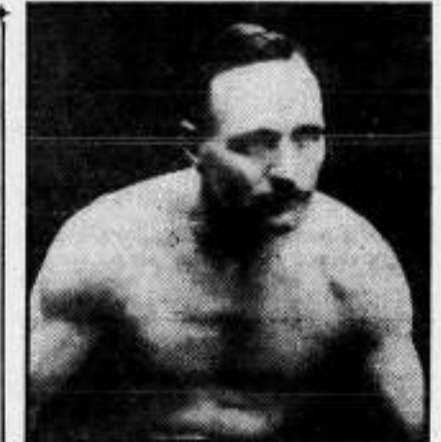
Dr. Whitney at age 79

also a dentist in Illinois, suggested physical culture as a cure for his ailments. He took to it "like a duck to water" and by the age of 17 was so accomplished as a trapeze artist that he considered turning pro. Instead, he went to dental college and received his license at the age of 20. Nevertheless he continued to participate actively in sports and gymnastics.

Trapeze At 60

Dr. Whitney moved from the states at an early age settling first in Jamaica and then in 1900 moving to British Guiana. He became cycle champion of Jamaica while he lived there, and on moving to Georgetown became active in local sport organizations. Up until the age of 60 he used to exercise regularly on bars, mats and trapeze rings.

Just a couple of years back, Dr. Whitney found himself in need of a permanent home and office. He sat down and designed a three story concrete block establishment with a roof garden containing living quarters, dental laboratory and operating room and other facilities. The concrete blocks of which



Dr. Whitney strikes a strong man pose for this photo taken at the age of 51.

the house was built were made in the doctor's own block factory.

While not active personally in the sports field the way he once was, Dr. Whitney serves as president of the British Guiana Amateur weight lifting association and holds several other positions in various sport clubs and organizations.

His son Van is currently working in the Puerto Rico's engine department. A member of the SIU since October, 1943, he recently received his US naturalization papers and is now going out for an engineering license.

Did You Know . . .

That only one US President was a bachelor? James Buchanan, American chief executive who preceded Lincoln, was unmarried throughout his term of office.

~ ~ ~

That September is so named because it once was seventh month of the year? It is derived from septum, the Latin word for seven. The Roman year originally had only 10 months, beginning with March. January and February were added later.

~ ~ ~

That a carat, used for weighing precious stones, was originally the weight of the seed of the carob tree in the Mediterranean area? It is also used as a measure of the purity of gold alloy, indicating how many parts out of 24 are pure. Eighteen carat gold, therefore, is only three-quarters pure.

~ ~ ~

That the government's "manufacturer's excise tax" on matches is two-tenths of a cent per 1,000 for ordinary ones but .055 cents per 1,000 for wooden ones? All of which is lots less than the tax on cigarette lighters which are treated like jewelry.

~ ~ ~

That there is a mysterious scientific "rule of 87" governing

births? One set of twins is born for every 87 confinements, one set of triplets for every 87 sets of twins and one set of quadruplets for every 87 triple births. Theoretically, the ratio should hold for quintuplets, although only 47 authentic sets are on record. Quintuplets should occur once in every 57,289,761 births.

~ ~ ~

That kissing in public is forbidden in Egypt between people who are not related by blood or marriage? Violation of the law by too ardent young men means a stiff fine and possibly a jail sentence.

~ ~ ~

That Bob Fitzsimmons weighed only 167 pounds when he was heavyweight champion? Fitzsimmons fought at that weight when he knocked out James J. Corbett in 14 rounds on March 17, 1897. Fitzsimmons gave away 39 pounds to James J. Jeffries when he lost the title to him two years later in Coney Island!

~ ~ ~

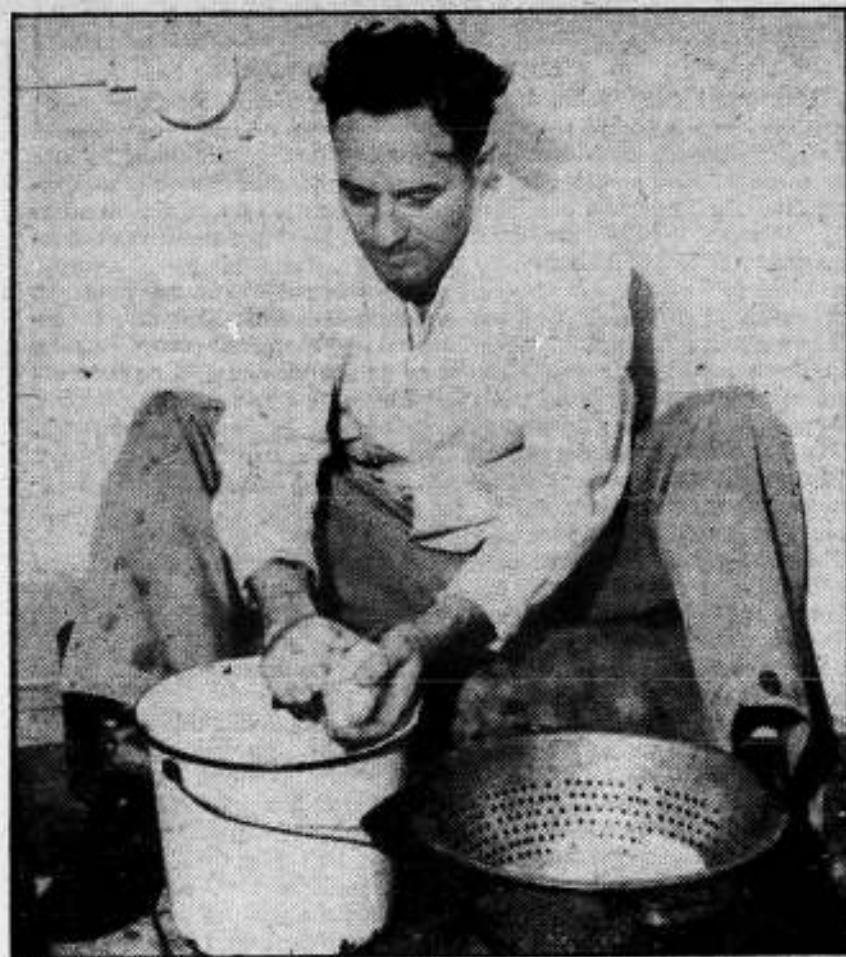
That the koala "bear" never takes a drink of water? This Australian animal, which looks like the toy teddy bear, obtains enough moisture from the leaves of the Eucalyptus tree to make quaffing any brew unnecessary.

'Country Boy'

Contributed by John Boss



Hold On Tight, Shifty



That grim look on the face of Shifty, Warhawk's second cook, is more than just concentration on potatoes. He's trying to keep balance as ship bounces around in a North Atlantic storm. Photo by Jay Beck.

**LOG-A-RHYTHMS:
Who's A Sailor?**

By E. Wiley Carter

Seafarers, and people are we.
The SIU's our Union, and I'm sure
you'll agree,
We are the best, and for the best
from sea to rolling sea.

There are lots of
folks that just
don't know,
about us sail-
men,
But I am here to
tell them all,
we come from
such as them.



Carter

You'll find rig-
gers, mainte-
nance men, construction bo's as
well;

Carpenters and plumbers, and
salesmen who really sell;

There's bakers, cooks and waiters,
yes you'll find barkeeps, too
And nurses, doctors, lawyers, my
friends its all so true.

We have a great community within
our mass of steel;

So whenever you get to talking,
remember . . . we are real.

**Tall Tales From The Pacific
Add Luster To Coffee Time**

(Editor's Note: The following collection of stories would have to be seen to be believed. We wonder if any of you oldtimers could outdo this set of yarns. Any takers? The LOG's always willing to print them.)

When they yell "coffee time" on an SIU ship, no seafaring man belonging to the SIU will ever turn down the chance to have a good cup of Joe, followed by the most interesting stories. Sometimes, though, these sea stories are spiced with, shall we say, "bull"?

Often when I walk into the mess-hall with my boots on, or with my pants legs rolled up in order not to mess my Salvation Army dungarees, the boys look bewildered at me. I feel depressed, because I can notice that no one believes what the other man is talking about, and maybe that is why I never tell them about my very narrow escape, the time I well remembered.



Iberra

It was a romantic desert night of moon and love that is only known to those that have made an Isthmian trip to the Orient. I was escorting an Arabian maiden home down a cobblestone alleyway when all of a sudden out of nowhere appeared four of her husbands. They surrounded us with silver daggers clutched in their hands, hashish on their breath, ready to tear out my jugular vein.

But, as you know, any SIU man can handle himself in the most awkward situation. So I got real mad like a dog when there is no other way out, and beat them all off with a big fat pork chop that I was carrying around in my back pocket. When they saw that pork they cringed for fear of contamination, and turned and ran. As the old saying goes, Allah defends those who defend themselves.

Texas Trip

No, I don't even tell the tough hombres of Texas (although I'm sure they would believe me), about the time I was driving across their state in a motorcycle. There was nothing but a pleasant thought on my mind about my peaceful hacienda in California, the beautiful girls strolling in summer shorts and lots of pure grape wine for the asking.

Suddenly I saw an overgrown Texas jack-rabbit, not quite the

size of a great dane, sitting on the side of the highway. As I rode by he tried to beat me across. We had a head-on collision that scattered motorcycle parts and bones all along the highway. I was beginning to lose consciousness, lying as I was in a heap of mangled limbs in a muddy ditch. But never will I forget the sight of that big frightened jack-rabbit limping and hopping across the prairie horizon.

To verify this story I will drop around the hall one of these days and show the members my plastic-kneecap and four artificial ribs. At the same time I'll pick up some fantastic fiction novels that I just love to read.

Come to think of it, I haven't told the boys about the time I tried to work ashore as a test pilot at Muroc Field. One day I was testing a super job at 30,000 feet when it blew up and tore off my left wing. I was falling like a T-2 anchoring

in a French port after a 40-day trip. With five seconds to live I could already picture myself an angel standing gangway watch at the pearly gates. It's a good thing I woke up the first time the bosun called me to turn to before my plane crashed in an infernal mass of flames. I will have to put it this way, because if I really tell you how I survived you would never believe me.

Dove For Treasure

Say, did I ever tell about the time I was a deep sea diver during the depression, working under the dark, perilous depths of the ocean? I was trying to get at the "Titanic" treasures—a fortune in jewelry, gold and the first issue of the LOG. When all of a sudden . . .

Did I hear someone yell, "coffee time?" Sorry, I will have to hurry. roll my pants legs up, put on my boots and fall in line.

Ernest H. Iberra

Another Bachelor Surrenders



Happy capitulation is shown by M. E. Watson, electrician (2nd, left), at his marriage in Emporia, Va. Bridal party includes Clyde Cummings, deck engineer, as best man; Mrs. Malinee Watson, the bride, and Miss Geraldine Jennings, bridesmaid. Watson writes, "This is what happens when a bachelor on a coastwise run hits Tampa."

**The FOC'SLE
FOTOGRAPHER**

By SEAFARERS LOG Photo Editor

Practically all cameras manufactured today, from the simple box camera to the most expensive contraption come equipped with some means of using flashbulbs. The flash mechanism may be built into the shutter of the lens or a means for attaching a magnetic solenoid to trip the shutter is supplied. Let's examine this versatile and flexible tool:

A little over 20 years ago the photoflash lamp was introduced. It consisted of a bulb containing very thin aluminum foil and filled with oxygen under pressure. The lamp had a filament covered with a primer that flashed and ignited the foil when the filament was heated by the passage of an electrical current.

This photoflash lamp proved to be very attractive for two kinds of service. First, for the amateur where the camera shutter is opened, the lamp flashed for taking the photo, and the shutter closed; second, for taking pictures where the flashing of the lamp and the opening of the camera shutter are synchronized by an apparatus called a synchronizer or flash gun.

The narrow time intensity peak of these foil-filled bulbs did not allow much leeway for variation in the operation of the lamp, the synchronizer or the camera shutter. For instance, if the lamp flashed a few thousandths of a second slow, or the camera shutter opened a few thousandths of a second early, a properly exposed negative would not be obtained.

If one considers also the possible variation in the synchronizer, it is evident that some leeway is needed. To solve this problem an attempt was made to broaden the peak of the flashlamp, that is to make the flash last longer.

Technical Problem

Attention was turned to a flash lamp filled with very fine pure aluminum in place of foil. Difficulty here was the problem of drawing the aluminum fine enough for flashing purposes. This was finally licked with the development of diamond dies that could draw aluminum wire as fine as one ten thousandth of an inch.

Due to the higher temperature of the burning wire as compared with the foil, the wire filled flashlamp gives more light for the same amount of material in the bulb.

With the greater light output of the wire filled bulbs their size was reduced considerably and the No. 5 bulb was introduced. (About the size of a walnut.) It was designed and timed the same as the former flash lamps so that the peak of the flash comes 20 milli seconds after the current is turned on thru the filament.

The burning of the wire in the No. 5 bulb did not last long enough for use with the miniature camera with a focal plane shutter. The No. 6 bulb was introduced to take care of cameras with focal plane shutters. By making a lamp containing two sizes of aluminum wire in proper proportions it was possible to so control the burning of the aluminum wire that it is satisfactory for this use.

Flatness of light or the splash of light on the subject generally associated with flash photos need not be so if precautions are taken. If possible, the flash gun should be held off the camera so that the light striking the subject comes from a slight angle instead of head on. Having the light bounce off a nearby wall and then on to the subject eliminates flatness of lighting.

Proper exposure for flash is down to some elementary arithmetic. Flashbulbs of different sizes have numbers assigned to them at different speeds and with different films. Just divide the distance between camera and subject into the assigned number and you have the proper opening to set the lens. Until you become expert in the use of flash, stick to a medium speed film like plus X and a shutter speed of one hundredth of a second for flash work. Below is a table for this versatile No. 5 bulb and Plus X film.

Shutter Speed	Exposure Guide Number
1/50 second	140
1/100	100
1/200	80

All you have to remember in using the above at the speeds indicated and with Plus X film is to divide the subject distance into the Exposure Guide number and the result is the opening of the lens. For example at 1/100 of a second, the subject is 12 feet away—divide 12 into 100 and the result is 8. Set the camera opening at f-8 and you are all set for some excellent results.

Quiz Corner

- (1) A light year is a measure of (intensity), (distance), (time), (velocity)?
- (2) Compared with a land area, a water area (heats faster and cools faster), (heats faster and cools more slowly), (heats more slowly and cools faster), (heats more slowly and cools more slowly)?
- (3) Who holds the record for the most consecutive years as manager of a major league baseball club?
- (4) How many people have occupied the post of Secretary of Defense in the Cabinet of an American President (19), (4), (33), (11)?
- (5) A man has 12 coins, all nickels and dimes, with a face value of 85 cents. How many coins are nickels?
- (6) The Boxer Rebellion in 1900 took place in (China), (London), (South Africa), (New York City)?
- (7) Here a tough mathematical puzzler! Find a two-digit number the sum of whose digits is one-fourth the number, and such that the number formed by reversing the digits is 36 greater than the original number?
- (8) The "Pirates of Penzance" performed their skullduggery along the Barbary Coast in the Mediterranean. True or false?
- (9) What union label is shown most often on movie screens all over the world?
- (10) You be the judge. Can a wife claim mental cruelty in a divorce action because her husband is unable to make enough money to satisfy her?

(Quiz answers appear on page 22.)

Safe and Sound Aboard The Southland



Passengers, bottom, and crew of the Flying Enterprise pose with men of the SIU-manned Southland in front of the lifeboat that picked them out of the Atlantic. Southland's crewmembers are: (l. to r., top row), B. E. Swearingen, AB; H. Brazell, 2nd mate; D. C. Dulmage, 2nd engineer; H. Nungezer, AB; M. Swisher, 3rd mate; Captain W. P. Lawton; W. Crawford, AB; L. Blizzard (with lifering).

Crewmembers' Variety Spices Shipboard Living on Noonday

As a Seafarer who has sailed with shipmates from many states and backgrounds I have long been convinced that we seamen come from every possible walk of life and every part of the nation. (See Log-A-Rhythm on page 17.) Here aboard the Noonday I've satisfied my curiosity by conducting a little informal poll, and believe me I've come up with some interesting conclusions.

To begin with on this one ship we have guys from 26 different states. This has posed quite a problem for our stewards department which has had to satisfy all the variety of local tastes in food, but believe me they've done a fine job. While there's plenty of local pride aboard, everybody gets along in fine SIU style.

But what really gets me is the unusual occupations I have turned up. For example, we have one young man named Roger Sullivan who at one time or another has been vocalist with several big name bands. Also in the glamor field we have an ex-model, Cecil

Cooper, who posed for clothes sold by a well-known firm; and an ex-Air Force fly guy, former captain Ben Tolbert.

Talking about flying, Billy McGlenn is a pigeon raiser when he's ashore. A couple of boys have the salt-water background, too. Tommy Pappas used to paddle the gondolas in Venice and John Markkehane is an ex-Finniska mate. Eddie White has had a lot of experience navigating a bus, while yours truly used to run a motion picture projector for a living.

We also have an ex-businessman, E. A. Martell, who used to own a bakery; an ex-newspaper reporter, George Hauser; an ex-politician, Zeke Zitto, and of course we can't

overlook "Two Ton" Valois, who, you guessed it, used to be a wrestler by trade.



Mace

Going on and on, we have an ex-oil geologist, Clarence Haun, an ex-professor, Irvin Farbus (what university Irv?) an ex-coal miner, Robert Burton, an ex-bank employee, Bernie Mace; and even an ex-baby sitter (blond, red-head or brunette) Chan Kwang.

Oh, I mustn't forget our ex-hill-billy singer, Curly Garland, the former brewmaster (home brew) D. Jones, and our ex-diesel specialist, Frank Crider.

There are many others too numerous to mention, but I will close by noting Nolan Guidry, who has just informed us that he is the disher-outer par excellence of crawfish bisque, Louisiana turkey, swamp seed, Mobile ice cream and the Guidry style of poor, poor boy sandwiches.

With all the classy boys on this scow, the operator of the slop chest states that there must not be a single Lothario or Casanova aboard, as he has not made a sale of hair tonic, face lotion, face cream or talcum powder.

William Brightwell
Ship's delegate

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

The SPORTS LINE

By Spike Marlin

TV is a great educational institution. We have a friend who has been highly-educated about the fights through the medium of a TV screen. He finds it more congenial at home than at the fight clubs, and the blood bothers him less that way.

We met our friend the other day and found him highly indignant about a fight which took place at Madison Square Garden. "You see," he says, "the IBC is buildin' up this kid Johnny Saxton to be a welterweight contender so they throw him in against this stiff Livio Minelli in a main event that you could smell a week before they went on."

We interrupted to find out what is this IBC and what does he mean they are building up Saxton?

"The IBC" he explained, "is to boxing what DuPont is to nylon. You want nylon you gotta go to DuPont. Understand?"

We said we understood.

Buckshot Puncher

"Now this kid Saxton" he went on, "is plenty strong and fast with his hands and feet. But he's a buckshot puncher. He would do swell against the side of a barn but he doesn't land more'n one in 20 on a guy's kisser where it counts. As for building him up, a year and a half ago when the kid only had about 18 pro fights they threw him in against Tough Tony Pellone in a Garden main event. Tough Tony, who knew his way around a ring when this kid was playin' marbles, left hooks Saxton all over the place for ten rounds. Guess who got the decision?"

We guessed right. Saxton it was. We said that fight promoters had been known before to develop a strange interest in the prosperity of certain fighters.

"Well somebody upstairs must have a piece of him" our friend agreed. "But gettin' back to the Minelli fight, this was a 100 percent buildup job because Minelli is quoted at one to five with no takers."

"Now Minelli he's no puncher, but he's the best backwards runner since Bill Robinson. When they get in the ring, Minelli starts hookin' and duckin' and clinchin' and tappin' Saxton in the belly. Then when Johnny starts to throw his buckshot, Minelli's got his elbows in the way. They took more punches than any honest pair of elbows should expect. Every time Saxton gets real close, Minelli taps him gently on the chin with a right cross; not hard enough to make him mad, but just enough to throw him off stride.

"Me, I'm enjoyin' this display of boxing skill, but the fans in the Garden are howling. They like plenty of ketchup splattered on their meat. It's the seventh round already, and I got Minelli ahead four rounds to two. All of a sudden the ref stops the fight, because in his opinion Minelli is no match for Saxton."

Well what does it all prove? we asked.

'By A Knockout'

"It proves that these bulldup boys get all the breaks," he said. "Here the IBC was settin' Minelli up for Saxton like a hunk of cold turkey, and the turkey is beatin' the butcher boy. Now the fight goes into the records as a knockout for Saxton. Some knockout! You watch in a few weeks they'll throw him in against another turkey. I'm layin' odds that when the announcer introduces him he'll say that he knocked out Livio Minelli in his last fight."

Two Seafarers Pass Away

The death of two more Seafarers aboard ships at widely scattered points has been reported to the LOG.

An unfortunate accident aboard the Potrero Hills (Mar-Trade) in the port of Buenos Aires, Argentina, took the life of Burl E. McDonald. He fell over the side of the ship and was drowned in the harbor. He is survived by his mother, Mrs. Edna McDonald of Kansas City, Kansas. At the re-

quest of his mother, the body is being sent to Maryville, Mo., where the funeral will be held.

Brother Joseph Mauer, a messman aboard the Seastar (Triton) died, apparently from a heart attack aboard ship, off the island of Formosa, south of Japan. Mauer, who was 45 years old, is survived by his wife, Mrs. Theresa Mauer of New Orleans, La. At last report, burial was to be held on the island of Formosa.

Seafarer Sam Says

Draft Boards are deferring seamen. Most skilled seamen who comply with Selective Service rules are being deferred. In this, local boards demand that seamen keep them informed of their whereabouts. The Maritime Administration has provided forms for seamen to use for this purpose. Get the forms from S.I.U. dispatchers or your ship.



MARITIME ADMINISTRATION FORM NO. 100-1	
DEFERRED SERVICE REGISTRATION CARD	
NAME	...
ADDRESS	...
CITY	...
STATE	...
COUNTRY	...
DATE OF BIRTH	...
DATE OF DEPARTURE	...
DATE OF RETURN	...
SHIP NAME	...
SHIP TYPE	...
SHIP NO.	...
SHIP COMPANY	...
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Expects Newsboy To Hawk SIU LOG

To the Editor:
I cannot contain my pride in our new streamlined SEAFARERS LOG.

Having first been informed of changes in the SIU paper in a letter the crew received overseas on the Paoli, we naturally expected improvements. Our Union has been improving ever since it was chartered in 1938, and especially in recent years.

But Brother! When we arrived in Beaumont and got some long-awaited mail, we thought someone had sent us a couple of copies of a big New York daily newspaper by mistake!

I wouldn't be surprised to see Brooklyn kids peddling SEAFARERS LOGS on the city streets at a nice profit except for the fact that the LOG is published for the membership of the SIU—the Brotherhood of the Sea.

We were absolutely astonished at its size, its many varied features, its timely news, its readability and its utter interest! To top it all off and proving that it wasn't merely a special issue or a flash in the pan, the Lake Charles Agent came aboard with earlier issues we had missed, and some later issues, all in the same marvelous vein!

I just finished working the Seafarers Puzzle and I missed out on the first letter "s" in lobsouse, meaning a kind of ship's stew—but stew is not served as often on SIU ships as it was in the days before SIU. And as for the abbreviation "ors," meaning owners risks, I guess I seldom look at things from an owner's point of view anyway. Not that Seafarers shouldn't, of course, because most of us realize that contracts work both ways.

I prophesy that if kept up to its present standards there will be journalistic prizes awarded the LOG in the near future, and if it keeps on improving who knows what to expect?

Thurston Lewis

Says It's Same Old NMU Sellout

To the Editor:

I see in the LOG that the sellout artists in the NMU are getting ready to pull another double-cross, by asking the government to open schools and turn out seamen. It doesn't surprise me because these same characters gave us the shaft in the last war, when they let the government walk into their headquarters and open a recruiting and manning office. They may have changed their colors but it smells like the same old NMU to me.

Sometimes the younger seamen I sail with ask me what I'm so down on the NMU for. I'm glad this story appeared because it's just the kind of thing that the NMU is famous for, letting someone else do the job for them, even at the expense of their own members.

When you see the SIU opening a training school and going down to Washington to tell off the government boys on how they're giving out ships, while the NMU sits on its fanny and does nothing, who would you say is doing the right kind of job for seamen?

That's why I'm down on the NMU and I'm not bashful about letting some of the boys, who never set foot on an NMU ship or had any experiences with that crowd, find out what the score is.

Dave Repetto



Lewis

• L E T T E R S •

Soldier Wants Out, Asks Information

To the Editor:

I would like to express my thanks for being put on the LOG mailing list. Ditto for the wonderful job that this paper is doing for organized labor the world over, plus the fact that it also makes us one of the best-informed memberships in the world.

I also noticed an article inquiring of the procedure in applying for a discharge from the Army. This information would be very much appreciated in my case too. I have 40-odd months as a seaman, at least 37 of these in the capacity of able seaman. I was a member of the crew of the SS Wild Ranger when called for my pre-induction physical, and a member of the crew of the tanker W.E. Downing at the actual time of my induction.

I have been an active member of the Seafarers International Union throughout my entire seetime, since approximately July, 1944. When my seagoing career was ended abruptly in September, 1950, my book was put in retirement in good standing.

Any information or assistance you can pass on to me in this matter will be greatly appreciated. I also have a dependent mother and father, who would equally appreciate any possible assistance.

Cpl. Russell Grantham

(Editor's Note: Headquarters will send you the information you requested).

Somebody Should Get Out and Push

To the Editor:

We're all at sea on the Seacoral and at the rate we're going, we'll have long white beards by the time we get home. The crew is all agreed that this is the slowest moving ship under contract with the SIU. We cut through the water with the speed of a tired turtle.

The SS Seacoral will never be known as a greyhound. As a matter of fact its the first ship we ever sailed where the pistons flipped coins for a rest between each revolution of the screw.

It may take us long to get where we're going but at least we're eating well on the way. The stewards department from top to bottom is doing a fine job and Herb Knowles, our steward, rates high praise.

Terry Paris
Ship's delegate

Mail Welcomed By Ill Brother

To the Editor:

Just wanted to say hello to my old shipmates, and I know the LOG is the best way to do that.

I'm confined to the hospital here since June with my ailment that only time will cure, if luck and God are on my side. I'd like to hear from some of my old good buddies if they get a chance to write.

George Vourlioumis
USPHS Hospital
77 Warren St.
Brighton, Mass.

The Lady Tosses Us a Bouquet

To the Editor:

I've been reading the LOG since its first publication and think it is a wonderful piece of work.

My husband shipped out and so I feel bad thinking it won't be coming into my home each week, unless you'd be kind enough to put me on your mailing list.

Mrs. Marie Salino

(Editor's Note: Those LOGs will keep coming.)

Donors Thanked For Aiding Baby

To the Editor:

I wish to express through your paper my deepest heartfelt gratitude on behalf of my husband and I to the Boston port agent of the SIU and to the members of the Boston hall who so quickly answered my appeal for blood donors last week. Our baby son, Stephen James, now has a much better chance to recover from his illness and to come home to us from the hospital. During treatment, 15 pints of blood were given.

I pray that the good Lord will bless these men who have given him that chance. I can truly understand now the meaning of your union slogan "Brotherhood of the Sea" and why my husband has always been so proud of his membership in that brotherhood. He's now aboard the Puerto Rico as Quartermaster.

Mrs. John Hunt
Dorchester, Mass.

Novice OS Proves Real Bellringer

To the Editor:

What with the many new men starting in on deck, some things are bound to happen. Take the OS on my watch, for example. He's on his first trip to sea and is trying hard to start out on the right foot. It took a little doing, but we finally got him straightened out on the ship bells: one ring for starboard, two for port and three for dead ahead.

The other night there was a spray coming over the bow, so the lookout was shifted to the bridge. When he relieved me on lookout I told him not to worry much about the lights on the starboard, but to be sure to report all blinking lights on the port side. "How do I do that?" says he. I showed him the speaking tube when he yelled over, "What'll I do, yell down 'ding-ding'?"

W. "Woody" Whitford

Seaman's Widow Thanks Crewmen

To the Editor:

Having received the gift from the crew of the Joseph Priestley I would like very much to extend my most heartfelt thanks and appreciation for both myself and the baby.

It is gracious and both kind of the crew to do this nice thing for us at home.

Please extend a coffee invitation to the crew if they are ever in Tampa.

Thank you ever so much.

Mrs. Pauline Cone

(Editor's Note: The crew of the Priestley, as reported in the Jan. 25 LOG, took up a collection for Mrs. Cone upon the death of her husband aboard ship.)



Shipmates stand at attention at last rites for Seafarer Clarence Cone aboard Joseph Priestley.

Crewmen Laud Sick Skipper

To the Editor:

The following is a copy of the letter which was drawn up by the crew to Captain Tortenson who was our skipper until illness forced him to leave the ship. As you can see from the letter, we on the Sea Comet are really going to miss him because none of us have sailed under a better one, and some of the crew have been sailing for quite a while. We hope you can forward a copy of the LOG with this letter in it to the captain at his home in Hampton Bays, L. I.

The text of the message is as follows:

"Sir:

"The whole SIU and SUP crew of this vessel, to a man, having just learned of the critical condition of your well-being and the imperative necessity of your leaving us, wish to bid you Godspeed, an early recovery and the best of luck forever.

"Quite a few of us are oldtimers and wish to go on record, along with the younger ones, that of all skippers in our experience you are outstandingly the fairest and most understanding one.

"Rarely does a man coming up before the mast like yourself remember what things were like in their younger days. But you, sir, seem to have done so and this crew appreciates it, and gives you, along with the above good wishes, the credit you deserve.

"May there be more skippers like you in the future.

"Signed on behalf of the whole crew."

Joseph E. Carendler
Ship's delegate

Tattooing Shop Proposed in Hq

To the Editor:

Since you ran that article on tattooing, a lot of people have been writing me on the subject. I never realized that people would be so interested in having tattoos. I think if there is space in the Union hall, it might not be a bad idea to put in a tattoo shop.

When I'm on the beach, which is more often than not, I could lecture on the art to all the would-be customers.

Incidentally, that "Newsletter" and the "Foc-sle Photographer" sure are hits in the new LOG.

Luis A. Ramirez

Give New Men Help, He Urges

To the Editor:

At our last shipboard meeting on the Fort Hoskins the brothers took note of the fact that there were quite a few men aboard this ship, making their first trip to sea. Some of them are a little green on seamanship and also do not know much about how things are run aboard an SIU ship.

It was agreed among the crewmembers that the older hands should put a little effort into showing the new men the ropes so that they can help live up to SIU shipboard standards and maintain conditions as well as do their work in a proper manner.

With many new men going to sea these days, it would be a good idea for this policy to be followed aboard all SIU ships. There will always be new men coming into our industry, perhaps not as many as now, and its up to the oldtimers to make sure that every man aboard an SIU ship comes through in true SIU style.

Albert Mitchell
Ship's delegate

Calls New Hall, Personnel "Tops"

To the Editor:

After visiting the new hall in Brooklyn for the first time, I find that it reminds me of 51 Beaver Street—it's so different! I was especially curious to see the hall because I was down here in April, 1951, picketing the Blackchester lines while the builders were remodeling the place. Since then I haven't seen it, as I was shipping around here and there, and was on a Cities Service tanker for the last six months.

Now that I've taken a good look at the place, I sincerely believe that the membership can really be proud of our new headquarters as the best building of its kind anywhere. Besides its beauty and its fine architectural design, I was very pleased with the efficiency and business-like manner shown by the people who work here. They are all really on the ball.

Al Fabricant

Ill Seafarer Retires Book

To the Editor:

I want to let all my brother members know that, because of illness, I am forced to retire my book for a time, but I do hope I shall be able to return if the situation permits.

Presently I am recovering from

injuries received aboard the Algonquin Victory which led to hospitalization at the USPHS Hospital in Staten Island. I got pretty well banged up in the leg and back and also underwent treatment in the psychiatric ward there due to the fact I was shaken up quite a bit.

I would like to say at this time that the SIU has done and continues to do a wonderful job on behalf of all of us. It made me very proud and happy this past Christmas when I was able to make the holiday a happy one for my wife and children through the Union Welfare Fund.

The \$15 sick benefit plus the \$25 extra for the holiday to all men in the hospital enabled me to go out and buy a little something for the family which I knew I would not have been able to do otherwise. Other men in the hospital, from other unions, were not as fortunate as the Seafarers.

If some of my former shipmates get a chance to write to me, I'd like to hear from them. I'll be at home at 67 East 106 Street, New York 29, N. Y.

Juan S. Rueda

This Port Takes 'Em To Cleaners

To the Editor:

Just a few lines from the Genevieve Peterkin, which is still afloat, although she's a considerably battered lady thanks to the mean storm we ran into on our way across the North Atlantic. We have to get our port holes and water tight doors repaired as a result of the dirty weather we had.

I want to warn all brothers going to France to make sure and have any dry cleaning and pressing done before they leave the States. From what we experienced in the port of Brest it takes your right arm to have a suit dry cleaned here. They charged us \$3.25 to have a suit cleaned and pressed and \$3.00 for a topcoat. That's a pretty stiff price for removing a couple of stains from your clothes.

T. C. Deal
Ship's delegate

We've Gone Far In Only 13 Years

To the Editor:

We Seafarers have accomplished a great deal in the last few years, but the question is now, where do we go from here? As long as the membership uses the good judgment that they have in the past in electing officials whose consideration is paramount to all other thoughts, then we can only go forward.

The untiring efforts the various port officials have exerted to make the members' stay on the beach as pleasant as possible can't be praised enough. Take this hall, the Mobile SIU Branch: If some one had told me in 1938 that I would be sitting here writing this in an



Manley

easy chair, at a glass-topped writing table, in an air-conditioned hall owned solely by the membership. I would have asked the agent to call the paddy wagon. That citizen would certainly be considered off the beam.

Not only that, we have our own pool tables, a shuffleboard set, comfortable chairs to relax in, couches to recline on, card tables and various table games. Best of all, our brothers show pride in their property by behaving soberly and in a responsible manner in our recreation room.

Misses Oldsters

I only wish that Brothers Oldin Banks and Scotty Ross were here to see the gains we have made. I call it "From the pine bench on Conception Street to the easy chair on S. Lawrence Street in 13 years of hard struggles."

All these gains come with wages four times what we received in 1938, and with officials proven to be more honest than our own government officials. I say thanks, fellows, for a job well done.

W. H. (Bill) Manley

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He's Expecting A Long Voyage

To the Editor:

Just a few lines for the LOG to let all my old shipmates know that I have signed life-long articles on the vessel of matrimony. The articles were signed Jan. 2 in Galveston, Texas. The skipper is the former Miss Dorothy Willis of Galveston.

Although I intend to continue shipping we expect to have a very prosperous and enjoyable voyage through life. Who knows, we may even have additional members in our crew some day?

Oh yes, could you send the LOG to me at my new address? Thank you.

Daniel C. Robinson

(Editor's Note: Congratulations! LOG is on its way.)

~ ~ ~

Red Cross Fails, Crew Fills Bill

To the Editor:

I wish to offer my heartfelt thanks to the crewmen and officers of the Madaket for their generous help to me on the occasion of my wife's death. The entire crew pitched in and donated money so that I could fly home for the funeral. All I can say is I have never sailed with a finer bunch of men.

I would like to say that when the chips were down and I needed help the American Red Cross failed to come through. When I applied for aid to their Yokohama office I was told that they were not there to help seamen. It's another illustration that as always, Seafarers have to, and do, help their own.

Max Byers

LETTERS

Wilmington Hotel Nice to Seamen

To the Editor:

We feel one good turn deserves another, so here's our pitch.

Whenever the brothers are in Wilmington, Calif., let them stop at the Wilmington Hotel on East "C" Street and cooperate with the owner, Lube Plant.

She has been cooperative and nice to two brother seamen and myself. I'm sure she'll continue to help us, as she has in the past.

Richard Abbey

Army Vet Finds Amazing Change

To the Editor:

Having just been discharged from the Army after being in service for a year and a half, I got the surprise of my life when I walked into the new headquarters building for the first time. For a minute I thought that I must be in the wrong place, as I had been out of touch with things in the Union and had no idea that such a beautiful place existed.

All you can say about it can be summed up in one word "phenomenal!" It is a real monument to the accomplishments of the SIU and I don't believe that there is any seamen's headquarters anywhere in the world quite like it. When you compare it with what we had before over on Stone Street and Beaver Street the difference is amazing.

Some of my old friends in the SIU will remember me as "Stacy." I've been with the Union since 1943 working in the steward's department, and sailed on the shuttle run aboard the Thomas Wolfe with Marty Breithoff, and Red Campbell among others. I got to know quite a number of the boys when I served as organizer on Cities Service, something I've been proud of ever since.

I was drafted into the Army after the Korean War broke out in September 1950 and was discharged just a couple of weeks ago because of a broken leg. I got it in a football game of all places and spent quite a few months in the hospital with it.

When I first got into the Army they put me with the heavy artillery. Then I was transferred to the Fort Bragg post band, because I was a professional musician before.



Cirignano, in uniform

fore I started sailing. After I suffered my injury I was transferred to special services and finally discharged late in January.

I met quite a few Seafarers while in the Army, and all of them seem to keep up that attachment to the SIU, even though they are in service. They are looking forward to getting out and getting back on those good SIU ships.

Incidentally, the only thing that I can see that's lacking in the new headquarters is a piano. But maybe I'm a little prejudiced in that direction because I've been a musician.

Louis N. Cirignano

Insurance Agents Deserved Help

To the Editor:

Here's one Seafarer who's all for any help we can give the insurance agents who are out on strike. I think the membership did the right thing by voting \$500 and then \$750 as they did at the last meeting. I know from personal experience what it is to be an insurance agent, not that I ever was in the business myself but I have a cousin who is.

The poor guy doesn't have a life he can call his own. He's running around day and night taking care of his customers and looking up prospects. If he has a bad month, that's just too bad for him, because the company he works for isn't any better than Prudential; they just don't pay him anything to speak of.

When I see him and tell him about the conditions and protection we have in the SIU he can hardly believe it. He says that the white collar guys should go out and get the same thing because if the sailors can get it, so can they. Maybe they will some day and if they do, they'll have the SIU to thank for part of it.

John Morrissey

~ ~ ~

Oceanstar Has Nice Trip Over

To the Editor:

Just a few lines to say hello to one and all back home. We're on the Oceanstar which belongs to Triton, out of Houston. We left the 19th of December for Pireaus, Greece, stopping at the Azores on the way for bunkers. After we got our bunkers we set sail for Oran for the rest of our stores. We arrived here in Pireaus January 19. Weather was pretty good on the way over.

We received the new agreement and copies of the LOG and have a question about Article 3, Section 4, "work at sea and men standing sea watches." The agreement states men standing sea watches shall be paid overtime for Sundays and holidays. It doesn't say anything about Saturday's watches. Do we get Saturday's overtime?

The stewards department on this ship is really fine, including a wonderful baker who just can't be beat. He is William Walker, our ship's delegate. Our other delegates are Allen Ellis for the engine department and Hugh Rough-ton for stewards.

The officers on the ship are a good bunch from the old man on down and things have been running smoothly. Best wishes to all.

J. A. (Speedy) Rusheed
Deck delegate

(Editor's Note: With the 40 hour week in effect, overtime has to be paid for Saturday's watches.)

~ ~ ~

Las Vegas Cap'n Gets High Praise

To the Editor:

We were out on a scheduled 52 day trip, on Isthmian's Las Vegas Victory, but due to the MEBA's tactics on the West Coast it turned into slightly less than a six month's voyage. However, we're happy to report that the master of this scow, Mark Sugilan, and the chief engineer, W. C. Dunn, a BME member, are tops that any one of us have ever sailed with. They are both thoroughly cooperative, congenial, and in our opinion, there are none better.

We would be most happy to meet either or both the captain and the chief engineer aboard any Isthmian ship or any of our SIU contracted vessels.

Crew, Las Vegas Victory

Draftee Seeking Mail From Pals

To the Editor:

Having just been drafted into the Army, January 9 to be exact, I am in Texas now for my basic training and will be here for the next 16 weeks. I would appreciate getting the LOG and some letters from former shipmates.

Since the LOG is the only way I can get in touch with Leon "Killer" Kane, Danny Kaim and Ben Pritiker, I would be thankful if you would print my address.

Pvt. Gene R. Sinclair
US 51146380
BAH A 10th Trng. Bn.
AAA RTC
Fort Bliss, Texas

~ ~ ~

Korea GI Craves Mail From Pals

To the Editor:

After being in the Army for a while over here in Korea I would like to hear from some of my old shipmates.

I've been sailing with the SIU since 1946 and made a lot of friends. Please say hello to all of my pals on the Delta Line, especially to Monk Kelly. Also, send my best regards to Moon Koons in the New Orleans hall.

Pvt. Paul Magro,
R.A. 14371816
E Co 14 Regt 25 Inf Div
APO 25, c/o PM
San Francisco

~ ~ ~

Bosun Speaks On Shipboard Duties

To the Editor:

I want to express my congratulations to Charles Hartman, whose letter appeared in the December 28 issue of the LOG. I think he has fully expressed the views and thoughts of every SIU member, especially those that remember the old days and conditions.

There is something else I would like to see appear permanently in the LOG; that is, a space or column devoted to nondenominational portrayals or sermons on religion. After all, the Lord is the one we have to thank for our health, happiness and all our gains. I am sure that all will agree with me on this.

I would like to comment on your recent letter of the week. I do not agree with some of Brother Santiago's opinions as to the crewmen's duties. The bosun especially should not be elsewhere when raising or securing gear. All hands possible should be used as per the agreement. I do agree, however, with his statement that there are some fellows that do not hold their own on board ship. I do believe, too, that cooperation and safety are most important points.

I wrote to the LOG before, on September 7, 1951, on the best way to get along as bosun. I have been sailing bosun for over five years and can remember when I got paid less than \$100 a month for the job. I know many oldtimers and members that will agree my letter is well spoken. What I said in my letter about cooperation of deck and bosun duties may help some of our brothers to get along and understand the best way to get work done aboard ship.

I hope to be sailing soon, and wish happy sailing and a Happy New Year to all my old shipmates and friends. Thanks for your cards.

Gordon Braxton

Graham's Skipper Called "The Best"

To the Editor:

Just a line or two to let all of the brothers know of the best skipper and chief mate sailing today. They are Captain H. T. Hallman and Mr. Bernard Alidor of the William A. Graham. If they're not the best, they'll do until the best get here. They are strictly good Joes. We have been on here since she was brought out of the boneyard four months ago and it only seems yesterday.

We are on our second trip now, having gone to good ole Norway last trip. We had two well-known brothers from the Gulf with us on that voyage. One of them was Percy Boyer, a very good pal and running mate of Moon Koon. He quit us in Houston, claiming it was too long a trip to India. But he wasn't fooling us. We know he wanted to get back to the Crescent City so he could be by his old pal Moon.

The other brother was going to stay on with us but he had an accident. He is Charlie (Whitey) Tan-



Overtime smiles wreath Curly Cottrell, (left) and Bill (Pollock) Kavitt after painting 2nd mate's room on Wm. A. Graham.

nehill who is a fine man and all-around union brother. Brother Tannehill was elected joint patrolman for Galveston for 1951, but he's got so much sea in his blood he gave it up before his time was up to go back to sea. He did a fine job while he was in Galveston and we lost a good patrolman when he started back to sea.

Car Crash

The accident happened when the mate gave the gang Wednesday and Friday off during Thanksgiving Week while in Houston. I was driving Tannehill and Curly Cottrell to New Orleans, and just as we were coming into Baton Rouge a sharp curve sneaked up on me and we turned over three times. It threw Curly and me out of the car and broke Tannehill's neck. My car was completely demolished but I was very lucky I didn't break my neck again as I did once before in 1948. We all want Tannehill to know we send our deepest sympathy and best wishes for a speedy recovery.

Another well known brother from Gulf on here with us is Brother Bill (Pollock) Kavitt. He is a fine shipmate to sail with.

Just a few words of praise to the staff of the LOG for the fine job they are doing in making our Union paper the best in the world. We went on record at the last shipboard meeting to give them a vote of thanks.

As you can see from the picture there is plenty of overtime on this ship. We have painted every room, passageway, head and shower on here with plenty of work to do yet.

Well enough for this trip. We're hoping for all of us to be home soon.

G. B. (Tex) Gillispe

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(Editor's Note: Seafarers on the Wm. Graham will be glad to learn that Tannehill has recovered from his injuries.)

On the Job

Continuing where we left off in the last issue, we will discuss some of the functions of lifeboat equipment, and handling of same. One of the objects which was mentioned in passing, but which plays a very important role, is the sea anchor. This is a cone-shaped canvas bag with openings at both ends. The larger end is fitted with a bridle formed by the bails, and swivel for attachment of the holding line. The tripping line, which is at least two fathoms longer than the holding line, is spliced into a loop in one of the bails near the smaller end.

The sea anchor has four important functions, which can best be recalled by remembering the word "hold." These functions are:

(1) **H... headed.** The sea anchor will keep the boat headed into the sea and wind when the holding line is secured to the bow. In utilizing the anchor, the holding line is fastened to its swivel. The anchor is placed in the water and the holding line paid out. Ideally, the anchor should rest in dead water at the time that the sea begins to lift the boat. Therefore, the amount of line paid out depends on the size of the seas.

(2) **O... oil.** When the seas are very heavy the sea anchor is used to spread oil. The cone-shaped storm oil container is inserted through the mouth of the sea anchor with the pointed end extending through the opening. The container is attached by two rings to the two lanyards provided at the apex of the sea anchor. When the cocks at both ends of the oil container are slightly open they will spread oil on the water. This is usually vegetable or animal oil. Since the anchor is to windward, the oil helps prevent the seas from breaking and spraying into the boat.

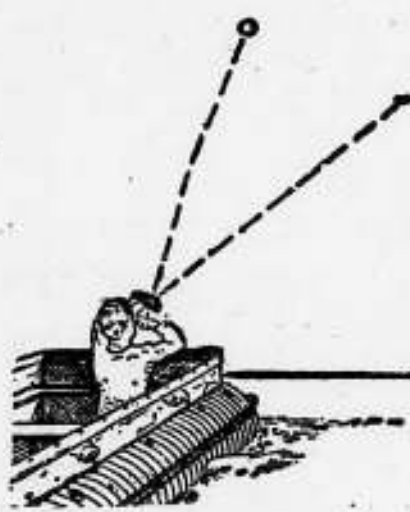
(3) **L... landing.** When making a landing on a beach where there are heavy swells or breakers, the sea anchor may be attached to bow or stern, depending on how the landing is to be made. Judicious use of the sea anchor, will prevent the boat from broaching and being swamped by broadside seas.

(4) **D... drifting.** The sea anchor keeps the boat from drifting rapidly by acting as a drag when secured anywhere to the boat.

Whether the sea anchor is attached to bow or stern, the point to remember is that the holding line is secured to that part of the boat which it is desired to keep into the wind or sea.

If there is no sea anchor available, an emergency substitute can be rigged up from other lifeboat equipment. A bucket, a provision tank full of water and properly bridled, several oars lashed together and weighted, or anything else that will serve as a drag, can fulfill the purpose.

The two signaling mirrors called for in the lifeboat supply list make possible a directed beam from the reflection of the sun. They are a simple refinement of the hand mirror that small boys like to annoy passersby with. One of the signaling mirrors has a small hole in its center. This is spotted on the sun and the second mirror held underneath it on a direct line with the sun's rays. Moving the second mirror back and forth gives off a bright flashing signal which is visible to search aircraft.



Use of Signaling Mirror

The mast and sail carried by a lifeboat must be kept in a canvas cover and have proper gear for rigging. Usually, lifeboats are equipped with square sails known as lugs. To set the sail, a yard attached to its head is hoisted by a halyard on the lee side of the mast. The halyard is fastened to a strop located about one-third the distance from the forward end of the yard. Stays are provided in the kit for setting up the mast.

Provisions carried by a lifeboat consist simply enough of hardtack or equivalent emergency ration in sealed containers, two pounds for each person. On passenger ships there is an additional ration of one pound of condensed milk. Of far greater importance, however, is the supply of drinking water which amounts to one quart per person. Water is carried in sealed cans which are specially treated inside to keep the water fresh. If the outside of the can is covered with a coating of petroleum jelly, the water in it will be good for an indefinite period of time, as much as eight to ten years.

THE LABOR ROUND-UP

Coal Safety Hearings—Representatives of two coal producers associations have opposed passage of a federal mine safety law in hearings before a senate labor subcommittee. The United Mine Workers is pressing strongly for such legislation in the light of the recent disaster in West Frankfort, Ill., which took 119 lives. The UMW says that present state inspection laws are inadequate and do not have the teeth needed for enforcement of safety provisions.

Brass Blocks AFL—The US Army in Japan has rejected an AFL request that Richard Deverall be admitted to that country as an AFL representative. Deverall has worked with unions in the Philippines and Thailand on behalf of the Free Trade Union Committee. The AFL feels that trade unions in Japan have been losing ground and need help to combat increasing government restraints and the growth of communist power. AFL officials are taking the matter up with General Ridgway's office in Tokyo.

Rail Dispute Still On—Recommendations of a Presidential emergency board for settlement of their two year dispute with the nation's railroads have been turned down by the Brotherhood of Locomotive Firemen. At stake in the dispute are wages, hours, and working rules covering some 52,000 union members. The recommendations include increases from 23½ cents to 38 cents an hour. Center of the dispute is on the 40 hour week provision and working rules.

We Ride Again—The 18 day old strike of streetcar and bus workers in Baltimore came to an end with an agreement for a 21 cent increase spread over a three year period. The strike began when the company offered the union four cents an hour as its "top offer."

Here 'n There—Building Service Workers in Manhattan office and loft buildings have accepted an increase of \$3 for a 40 hour week... CIO Textile Workers have rejected requests by several New England companies that they accept wage cuts up to 11½ cents an hour... Both AFL and CIO unions in Alcoa factories have postponed strike action pending Wage Stabilization Board recommendations on a new contract... Amalgamated Clothing Workers have increased hospitalization, surgical and disability benefits for 100,000 workers in cotton garment industries... AFL Paper Makers have added to the insurance strikers kitty with a \$500 donation.

MARITIME

A French court has fined two Cleveland companies \$500,000 as an outgrowth of a disastrous ship explosion in Brest almost four years ago. The blast, from a cargo of ammonium nitrate, which killed 22 and injured 400, paralleled a similar disaster in Texas City, Texas, a few months earlier... An enterprising New York department store had a new lingerie item on its counters a few days after Captain Carlsen of Flying Enterprise fame was feted upon his arrival in the city. "Calling all damsels who dare to be different" was the pitch for "shipwreck pajamas in a gay flour sack print..."

Four ILO agreements setting minimum working conditions for seamen have been approved by a US Senate subcommittee. They provide certain basic standards in food preparation and service, experience ratings for cooks, medical exams for all seamen and standards for able seaman certification... No injuries were reported when the US freighter Thomas Sim Lee hit a mine in the Elbe estuary en route to Hamburg. She proceeded to port under her own power... Two new Italian Line vessels are being built with prefabricated superstructures made elsewhere to speed up construction time. One superstructure is already well along, although the liner has progressed only as far as the keel in her hull construction.

Round-the-clock quarantine service for New York and other ports is again being urged on Congress, based on claims by major operators that turn-around time would be speeded for vessels arriving from foreign ports. The industry would absorb overtime expenses in the operation, since admittedly these would be minor compared to the costs of delay between 6 PM and 6 AM when USPHS inspections are not available... US Naval technicians were among observers on the experimental voyage of the Shell tanker Auris, the world's first merchant ship powered by a gas turbine. Successful performance of the turbine was reported on the maiden run.

A 30-year peak was reached by British shipyards during 1951, with 40 percent of all the world's new tonnage under construction in the yards of Great Britain and Northern Ireland. Though the US, as late as September, had been fifth, it finished a poor second for the year as a whole. American yards have a quarter of the work underway last year in the British Isles... The Cunarders Andria and Alsatia, inaugurating regular freighter sailings from England Feb. 14, both have captain's quarters in the ship's stack. The dummy stack also houses the pilot house, radio shack and an observation platform from which the old man can command a full view of the ship.

Houston, Texas, maintained its position during 1951 as the nation's second port for the third straight year. It again surpassed previous figures in total tonnage, foreign trade, dollar value of cargo and ship movements... Reports of a "floating mine" sighted near the mouth of Choctawhatchee Bay at Pensacola, Fla. have been unconfirmed. A Coast Guard warning was flashed to all ships in the Gulf area pending a search... A \$30,000,000 contract has been awarded by the Navy for conversion of two heavy cruisers into guided missile ships. Success has already been obtained in test firings of guided missiles from shipboard, according to Navy sources.

Traffic officials for one major line solved a bothersome problem—the freight tariff for transporting rhinoceroses—in the absence of a specific schedule, by posting it at the same rate as "elephants under six feet high." The tab will run \$1,726.50 for two of them on a 40-day junket from Singapore to New York... Seventy-three years of steamship service between Toronto, Queenston and Niagara-On-The-Lake has been suspended by Canada Steamship Lines. It was a 32-mile trip for the 1,850-passenger Cayuga, in recent years the only vessel on the run.

Company officials placed the blame for the death of one man and injury to eight more during a routine lifeboat drill aboard the liner Lurline dockside in Wilmington harbor to accidental shifting of a release lever which freed the boat from the cables, lowering it. The accident occurred when the boat was being lowered, and somewhere between C and D decks dropped away and smashed hull first into the harbor, caving in the steel bottom.

A ghost-like band of robbers appeared out of the jungle near Bogota, Colombia, boarded the Magdalena River steamer Napoleon and made away into the jungle again with \$300 stolen from the master... More substantial "ghosts" were apparently at work in the Mobile Bay Ship Channel. When a tug being towed from New Orleans sank in 10 feet of water the Coast Guard tied a flag to the wheelhouse protruding from the water and returned two days later to mark the spot with a buoy. The tug was gone, however, and the bay has been dragged for over three weeks now with no sign of the vessel.

Burly

Follow Burly Every Issue In The Seafarers Log



Back Pay Schedules Announced By Co's

(Continued from page 3) the larger shipping companies are handling their payments was reported in the last issue of the LOG. Additional information we have received since then is as follows:

Alcoa Steamship Company: Payment will begin when the entire retroactive payroll is made up. The order of payment will be the same as the order in which their ships paid off. Applications for payment should be made directly to the New York office, 17 Battery Place. Checks will be mailed out or paid in person.

Mississippi Shipping Co.: They expect to begin on March 1. Retroactive pay forms will be sent to the Union's halls to be filled out and signed by men and then mailed back to the company's main office, Hibernia Bank Building, New Orleans, La. Checks will be mailed out within 48 hours, exclusive of weekends. The company emphasizes that no payments will be made on personal applications, only through the mails, and no payments will be made until March 1.

South Atlantic SS Lines: The company has not yet set a date for payment, but will mail wage vouchers to each man's address, to be signed and returned. When the signed voucher is received a check will be mailed out. If the voucher comes back because of an incorrect address, the company will hold it for several months and then forward a list of unclaimed wages to the Union. For further information contact South Atlantic at the Savannah Bank Building, Savannah, Ga.

Actium Shipping, Kea SS Corp.: Payments will start at the end of next week. Vouchers will be mailed to last mailing address. Upon receipt of signed vouchers from the men involved a check will be forwarded.

Seatraders, Ocean Carriers, Zenith, American Merchant Marine Corp.: Most of their employees have been paid off already. Anyone who has money due should contact the office, 17 Battery Place.

Blackchester Lines: Men should make application to company office, 139 Broadway.

Dolphin SS Co.: Checks are now being prepared and will be mailed to seamen's homes. If the checks come back they will be sent to the men care of the Union.

Gulf Cargo Carriers, Tramp Cargo Carriers: Checks will be mailed out to the men's homes.

Liberty Navigation: Payment will be taken care of at the payoff as most of the men involved will be aboard. The Union will be notified if there is anyone else entitled to money.

National Navigation: Lists are already made up. Payment will be made at the payoff in most cases. Others should apply by mail or in person to the company at 11 Broadway, Room 1631.

Carras Agency: Payments are not ready yet. The new wage scale is being applied to all ships coming in. They will notify the Union when they are ready to start payments to men not on their ships and will mail checks to home addresses.

Omega Waterways Corp., Pacific Waterways Corp.: All men have been paid as far as they can tell. Anybody left should make application to their office (Boise Griffin) 90 Broad Street, New York.

Palmer Shipping Co.: All payments not disposed of at payoff will be ready at the end of February. Money can be picked up at office, 17 State Street, N. Y.

Mathiasen: They have been paying off on the ships that have come in recently. Other payments will

be handled by mailing checks to home addresses. For further information contact company at 7th and Chestnut Streets, Philadelphia, Pa.

Strathmore Shipping Co.: They have made all payments already. Shipenter Lines: Will be ready to pay at end of ship's current voyage. Anybody else should apply in writing to company at 19 Rector Street, N.Y.C.

Trojan SS Co.: Only money due is for those aboard. Men will be paid off at new scale.

Western Navigation Co.: They have taken care of payments already.

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.

NMU Continues Work To End 'Inequities'

(Continued from page 2) setting is contained in assurance to the NMU membership that any increase awarded to unlicensed personnel of any other union on the Atlantic and Gulf coasts (the SIU is the only other union involved) would open up the NMU contract "for an immediate wage review."

Contract Caused Shortages
An editorial in the same issue of the newspaper declared that the admitted inferiority of NMU contracts was responsible for that union's inability to man its ships. The editorial, discussing the negotiations with shipowners, declares: "The committee placed the cards on the table some weeks back by pointing out that many difficulties in recruiting top ratings for ships on all coasts could be traced to various inequities that crept into contracts completed in past years."

In other words, rated men returning to the industry preferred to sail with unions that gave them top conditions rather than sign on NMU ships inferior contract terms. In order to lay at rest any membership suspicions that the NMU might have overlooked something in its attempt to catch up, that union is assigning a committee of officials to supply its research department with the principle features of all other maritime contracts. The purpose would be to publish a study of all such contracts to show that the NMU is now on a par with the SIU in its contract benefits.

The NMU is also in the process of editing a consolidated agreement which it says will be ready

in about two months. This will include all the adjustments which the NMU has made so far as to catch up on the many inequities which heretofore existed in the NMU agreement.

Radios In All Lifeboats: CG Requirement

(Continued from page 5) stallation which would be a relatively inexpensive safeguard for valuable cargoes and for the lives of crewmembers.

Meanwhile, the SUP has released the names of the 14 deck department men who were lost in the sinking of the Pennsylvania. They are: Fred Krahn, carpenter; Lynn Pointexter, bosun; Henry Lems, DM; Lawrence W. Jeannin, DM; Donald R. Wilkins, DM; Lloyd D. Lignitz, AB; Pedro D.R. Magtullis, AB; Eino H. Haisanen, AB; Knut Gatwiller, AB; Gardar Johannsson, AB; Akira Iida, AB; Eugene J. Jacobsen, OS; Einar O. Nordness, OS; and Melvin D. Mullins, OS.

Quiz Answers

(1) Distance. Used for measurements in interstellar space, it is the distance light travels in a year at the rate of 186,273 miles per second.

(2) Heats more slowly and cools more slowly.

(3) Connie Mack, who piloted the Philadelphia Athletics through half a century (1901-50).

(4) Only four, all in the Truman administration. The office, created in 1947, has been held by James Forrestal, Louis Johnson, George Marshall and currently by Robert Lovett.

(5) Seven.

(6) China. The Boxers were a Chinese secret society who practiced a ritual posture known as boxing.

(7) 48. Four plus eight is 12, or one-fourth the number. 84 is 36 plus 48.

(8) False. If they did any at all, it is only in the minds of the audiences who watch the Gilbert & Sullivan operetta by that name.

(9) The label of the International Alliance of Theatrical Stage Employees (AFL) usually appears along with the "credits" in Hollywood flickers.

(10) No, because all husbands suffer from that fault, the Supreme Court of Michigan declared.

Third Group Of Trainees Pass AB Test

(Continued from page 3) greatest of any rating, FOW's have also been in tight supply over the past few months. Establishment of the engine room school waits upon arrangements now being made with SIU-contracted operators to use engine room facilities aboard their ships.

Entrants into the AB classes are being supplied by the Union with a food and lodging allowance during the course of their training. All candidates must have at least one year's sea time, and be at least 19 years of age. They have to be able to pass a physical examination and an eyesight test as well as a test for color blindness. Candidates with one year's sea time are entitled to "blue tickets" if they pass the exam. Three years' sea time is required for a "green ticket" AB.

WELFARE BENEFITS

REPORT NO. 21

By Robert Matthews, Asst. Secretary-Treasurer
Period covered by this report—Jan. 13-Jan. 26

Cash on hand	\$225,865.13
US Government Bonds	754,023.44
Estimated Accounts Receivable	150,000.00
Hospital Benefits Paid in Period	4,490.00
Total Hospital Benefits Paid Since July 1, 1950	115,692.00
Death Benefits Paid in Period	8,066.67
Death Benefits Paid Since July 1, 1950	181,733.33

USPHS HOSPITAL STATEN ISLAND, NEW YORK	
Vincent Assanto	\$15.00
Melvin Bafa	15.00
Joseph Bennett	15.00
Joseph Barron	30.00
Lawrence Bond	15.00
Thomas Caffrey	15.00
Sture Christiansson	30.00
Frank L. Craig	15.00
Joseph R. Cuelles	30.00
Ian Cummings	15.00
Charles DeRoule	15.00
Henry Foy	30.00
Joseph Farrell	30.00
Frederick E. Farrell	45.00
Roy M. Green	15.00
Hans R. Hansen	30.00
John T. Hawley	15.00
Rosco Hoby	15.00
Vailton E. Jordan	30.00
John W. Keenan	30.00
Charles Kerstens	15.00
Sylvester Kettunen	15.00
George Kitchen	30.00
Thomas Kustas	30.00
Robert Larsen	15.00
A. McGuigan	30.00
Perfecto Mangual	15.00
Clifford Middleton	15.00
Vic Milazzo	15.00
Alfred Mueller	30.00
Lawrence O'Connell	15.00
William Osmudsen	15.00
John Parra	30.00
Joseph Prindezis	30.00
William F. Quigley	15.00
James A. Ray	15.00
Juan Rivera	15.00
Sergio Rivera	15.00
Juan Rueda	15.00
J. P. Schuler	15.00
Ralph Sigler	15.00
Emerson Spaulding	30.00
Earl Spear	15.00
August Steinman	45.00
Albert Sylvester	15.00
Henry Woods	15.00
C. Tsambis	30.00

USPHS HOSPITAL GALVESTON, TEXAS	
Nolan Fontenot	30.00
J. H. Hammer	15.00
Charles Scherhans	45.00

USPHS HOSPITAL SAVANNAH, GA.	
Von R. Beverly	30.00
Carl D. Lowery	13.00
L. C. Miller	15.00
J. T. Moore	30.00
J. C. Musgrove	30.00
John C. Palmer	30.00
Domenico Lillo	30.00
Lorace Cowart	10.00

ST. AGNES HOSPITAL PHILADELPHIA, PA.	
Sam Foss	\$15.00

VETERANS HOSPITAL LONG BEACH, CALIF.	
E. L. Pritchard	\$30.00

SEASIDE GENERAL HOSPITAL WILMINGTON, CALIF.	
Mervin Shipley	\$15.00

HARBOR GENERAL HOSPITAL TORRANCE, CALIF.	
Julius E. Parks	\$15.00

USPHS HOSPITAL BALTIMORE, MD.	
Warner Allred	45.00
Thomas L. Ankerson	30.00
Roland R. Bell	45.00
Nelson W. Blades	30.00
Frank Blues	15.00
Pedro DeFranca	30.00
Donald Duvall	30.00
Harry Gerie	40.00
Theodore Halenda	30.00
Eugene R. Hall	15.00
Thomas J. Hoar	15.00
Charles I. Ingram	30.00
Anthony Korsak	15.00
Edwin Lieber	15.00
Earl McKendree	15.00
Lloyd Miller	30.00
Jack D. Morrison	30.00
Charles Payne	15.00
Julius Prochownik	15.00
George Schmidt	15.00
Leonard T. Spivey	60.00
John Stanley	30.00
William Wallace	55.00
Walter Warner	30.00
Wallace Wellersdick	30.00
Albert L. Willis	45.00
Fred Mertinke	85.00
James Troutner	30.00
John J. O'Connor	75.00

USPHS HOSPITAL MOBILE, ALABAMA	
R. H. Aldrich	30.00
Franklin T. Andrews	15.00
Tim Burke	30.00
J. H. Jones	30.00
Allen B. Lynn	15.00
C. Partello	30.00
W. H. Stokes	15.00
Harold Westphal	15.00

USPHS HOSPITAL BRIGHTON, MASS.	
R. P. Bownam	15.00
C. R. Collett	15.00
Edward A. Cooley	15.00
W. S. Connors	30.00
J. J. Kavanaugh	15.00
Anthony D. Loya	30.00
James Lewis	15.00
William J. McKeon	15.00
George Vouzloumis	15.00

USPHS HOSPITAL SAN FRANCISCO, CALIF.	
Gee Cheng	30.00
Carl E. Erickson	30.00
Sul Harb	30.00
Burley Nankivil	15.00
Charles Robertson	30.00
Peter Smith	30.00
Frank M. Stone	15.00

USPHS HOSPITAL SEATTLE, WASHINGTON	
Francis Gibbins	30.00
George Lecher	45.00

FIRLAND SANATORIUM SEATTLE, WASH.	
Emil Austad	\$60.00

USPHS HOSPITAL NORFOLK, VA.	
H. Alexanderian	15.00
Bernard B. Bartow	30.00
James H. Brandon	30.00
Albert Brickhouse	30.00

USPHS HOSPITAL NEW ORLEANS, LA.	
Vincente Arjona	\$15.00
Philip Bommarito	30.00
J. T. Bryant	30.00
Wilson O. Cara	30.00
James D. Cardell	30.00
Oliver Celestine	30.00
J. H. Chapelle	30.00
Stephen Conner	30.00
Rogelio Cruz	30.00
Martino DeSalvo	30.00
Arthur Fivek	15.00
Henry Gerdes	15.00
E. E. Gross	30.00
Clyde W. Kales	30.00
Leo H. Lang	30.00
Rene LeBlanc	15.00
Paul Malarkey	15.00
John Mayrbat	30.00
Sam McDonald	15.00
J. H. McElroy	30.00
Thomas McLees	45.00
Lawrence C. Melanson	30.00
M. V. Mobley	25.00
L. S. Osma	30.00
W. A. Perry	15.00
K. Raana	30.00
Claude A. Ray	30.00
Rasil Savojs	15.00
Foster B. Shedd	30.00
N. Stratton	15.00
Fred O. Summerlin	30.00
Lomie R. Tickle	30.00
Horace H. Tostet	15.00
P. E. Walsh	15.00
Louis A. Willis	30.00
A. J. Wotinger	30.00
Joseph W. Wread	15.00

USPHS HOSPITAL SAN JUAN, PUERTO RICO	
Robert Harris	15.00
Luige Iovino	85.00
Eugene G. Plahn	95.00

USPHS HOSPITAL CORAL GABLES, FLA.	
John J. Lawton	\$15.00

BAYONNE HOSPITAL BAYONNE, N. J.	
Raymond Frye	\$25.00

DEATH BENEFITS	
Melvin Brown	\$500.00
Joseph Mauer	2,500.00
Clarence Cons	2,500.00
Donald E. Sammon	2,500.00
Remie Doucette	86.67

Total	\$5,095.87
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Sea Chest Opens In New Hq

(Continued from page 3) store supplies like hair tonic, lotions, pipes, tobacco and tobacco products, shaving kits, candies, toothpaste and similar items.

Present planning calls for the Sea Chest to be open six days a week from 9 AM to 6 PM. On meeting nights the store will stay open later to accommodate Seafarers attending the membership meetings.

Suggestions as to the type of articles to be carried by the Union-operated slop chest will be welcomed.

... DIGEST of SHIPS' MEETINGS ...

SEACOMET (Colonial), Jan. 11—Chairman, Niel Harris; Secretary, Fred Brungner. A letter was sent to Robert Matthews on agreement clarification. Report sent to headquarters on men who missed ship. Recreation room to be left in a clean condition and all hands should carry their cups to the sink. Repair list drawn up.

WINFIELD S. STRATTON (Bull), Nov. 13—Chairman, R. Diaz; Secretary, William Forney. The ship's delegate is to see the captain about having the stewards department lockers painted. Members decided to rotate in cleaning the laundry and the recreation room. Urged that all cooperate in keeping both clean.

CAPE HORN (Mississippi), Nov. 5—Chairman, Leo Hamilton; Secretary, Frank L. Bartlett. Some disputed overtime. Suggestion made to make use of the shower curtains when taking a bath. All departments will take turns cleaning laundry.

ROBIN KIRK (Seas Shipping), Jan. 5—Chairman, Swanson; Secretary, Samsel. There was a discussion on the menus. Steward was told not to put two seconds on the same menu. Ship's delegate is to see the captain about washing

lockers and passage ways and mess halls. Cooperation asked in keeping washer clean.

DANIEL H. LOWNSDALE (Isthmian), Jan. 6—Chairman, P. Millican; Secretary, E. Salvador. Delegates reported everything in order. Ship's delegate read literature from headquarters on new contract gains on wage increase. Mr. chairman made a suggestion that the lifeboat be checked by ship's delegate. All hands were asked to cooperate with the messman in keeping the messhall and recreation hall clean.

MONROE (Bull), Jan. 13—Chairman, T. Smith; Secretary, James Maguire. Steward reported stalling by company on request for Hobart Mixer 200-A for galley. Steward's Utility states that the chief engineer is outspokenly anti-union and has made certain statements to that effect. Ship's delegate asked that the crew cooperate and abide by the agreement.

ALAMAR (Calmar), Jan. 13—Chairman, E. Hogge; Secretary, C. Yearwood. Letter from New York on the March of Dimes was read and agreed upon. A motion was made that no one should come to meals without a shirt of some kind on. A request was made by the chief steward that the crew cooperate in taking care of the gear in the mess room, such as cups, glasses, dishes, and so on.

STEEL VOYAGER (Isthmian), Dec. 2—Chairman, Joseph A. Heckl; Secretary, F. Quintayo. A motion was made that each crewmember donate a sum of fifty cents toward the ship's fund and reimburse the electrician out of it for the \$4.50 owed to him. The carpenter reported that the manually operated propeller in number 1 lifeboat is not in workable operation. The ship's delegate said he would speak to the captain about putting it into shape.

CANTIGNY (Cities Service), Jan. 7—Chairman, G. Galliano; Secretary, Antonia Gohcaives. Motion made and carried that each department delegate see to it that all members of their departments attend meetings. A clarification of the agreement was given to all new members. A suggestion was made that ship's delegate and steward's delegate see the steward about having a better grade of milk put on board.

CASIMIR PULASKI (Eastern), Dec. 29—Chairman, Joseph Garrello; Secretary, Paul E. Miller. The ship sailed short without a bosun from Norfolk to Copenhagen. The captain put an AB to act as bosun until ship arrives in Copenhagen. A motion was made and carried that one man from each department clean recreation and laundry room and that all brothers take on the responsibility of keeping the ship clean in port.

RICHARD UPJOHN (Waterman), Jan. 6—Chairman, J. Green; Secretary, C. Stringfellow. Delegates reported no beefs. Discussion on men not performing their proper duties. No one will be paid off until all beefs are settled. All crewmembers are to be sober at the pay off.

FELTORE (Ore), Dec. 14—Chairman, David R. Johnson; Secretary, G. Williams. Delegates reported all is well. The beef was brought to the attention of the crew about keeping the laundry clean. The settlement was that the sanitary man in each department take weekly turns cleaning it for the crew that uses it to clean up after themselves. Complaints of a man going in crew's lockers, but no one can put the finger on him so far.

WILLIAM A. GRAHAM (Waterman), Jan. 8—Chairman, Robert Foreman; Secretary, J. W. Rielly. Delegates reported no beefs. Motion made and carried to send vote of confidence to editing staff of the SIU LOG for their success in having the LOG reach this ship in every port of call.

OCEAN STAR (Triton), Jan. 13—Chairman, Abe Ellis; Secretary, J. McGoldrick. Motion made to draw a few rules and any member found guilty breaking these rules be fined fifty cents, and this money be donated to the March of Dimes at the payoff. Suggestion made not to put clothes that you are washing in showers to set.

DAVID JOHNSON (Mississippi), Dec. 22—Chairman, George Howard; Secretary, B. Blackman. The steward extended a welcome to the new crewmembers who joined the ship at Wilmington. He also stated that too much coffee was being wasted. The bosun was complimented on the nice job he did on the broken coffee pot. The steward asked that the recreation room be used for bull sessions and not the mess room.

ANNISTON VICTORY (South Atlantic), Jan. 6—Chairman, W. Brown; Secretary, L. Harris. Delegates reported everything in good standing. Motion made that no one shall be allowed to carry garbage from the pantry or galley except the steward's department. Motion made and carried that if anyone killed any rats during this voyage aboard ship they should be kept for proof so as ship could be fumigated.

MONROE (Bull), Dec. 23—Chairman, J. Oquendo, Jr.; Secretary, C. Labiosa. A letter was written to headquarters in New York giving the names of the two men who were in a fight. The fireman was hurt. A deck engineer is badly needed aboard the Monroe.

ALCOA PURITAN (Alcoa), Jan. 4—Chairman, R. Tuivelo; Secretary, Vernon

Hall. All repairs were taken care of at New Orleans. Suggestion made to check steam in all showers as water is too hot. Water tight doors should be fixed on main deck. All hands were asked to bring soap and soap powder boxes out of the laundry after using.

DEL SUD (Mississippi Shipping Co.), Dec. 23—Chairman, Tom Gould; Secretary, L. Brown. \$38 was donated to the ship's fund. Motion made and carried that the ship's delegate contact the editor of the LOG and request that at least 24 copies of the LOG be sent aboard. Motion made to start a baseball fund. Discussion on the new pay scale and benefits and all agreed that the SIU is still and always will be the best in maritime industry.

ANNISTON CITY (Isthmian), Dec. 16—Chairman, Steve Kopuk; Secretary, W. Fogarty. Chairman read in full the new gains in contract effective Nov. 1. Suggestion that ship's delegate see the chief mate in regard to putting the ship's hospital in an orderly condition. Motion made and seconded that a contribution for seamen's friends society be filed and discussed on the voyage home.

ROBIN MOWBRAY (Robin), Dec. 22—Chairman, Slick Storey; Secretary, Jack Ross. Delegates reported no beefs. An aerial is to be installed for the crew radio. \$1 to be collected from each man and money to be taken up on first draw, homeward bound. Money is to be used for the benefit of the crew.

JAMES K. WALKER (Bloomfield), Dec. 26—Chairman, A. C. Flynn; Secretary, H. Krohn. Motion made to prefer charges against a member for deserting ship without notifying the master or the steward. The engineer and deck departments will take care of the laundry and the stewards department will take care of the recreation room. There will not be any performing allowed and severe penalties will be initiated for refraction of this rule.

JUSTO AROSEMENA (Mississippi), Jan. 15—Chairman, C. W. Doggett; Secretary, J. Arnold. Talk made on repairs made necessary due to long period of idleness while ship lay in boneyard. Delegate reports such repairs are being made satisfactorily and with as much haste as possible. Chief cook reported on the non-cooperative attitude of skipper concerning the ordering of stores in California and unwillingness to have laundry done there. Electric iron to be left with chief cook when not in use for safe keeping.

HEYWOOD BROWN (Victory Carriers), Jan. 4—Chairman, Frank Vincent; Secretary, L. Marlin. Motion made that a proper gangway watch be maintained at all times in foreign ports and that no unauthorized persons be allowed aboard. Deck engineer offered to make any mechanical repairs necessary for the benefit of the crew.

CITY OF ALMA (Waterman), Dec. 23—Chairman, J. Morten; Secretary, Smoky Grabenauer. Delegates reported no beefs. Discussion on galley clock. Motion made to order new one on arrival in States. Discussion on laundry which is to be kept clean by all hands.

EVELYN (Bull), Jan. 19—Chairman, A. Anderson; Secretary, E. Dacey. A suggestion was made that all crewmembers who haven't put their name on the list for the March of Dimes do so right away. A general suggestion was made that each watch keep messhall clean. Ship's fund was read and accepted.

JOHN LIND (Isthmian), Jan. 1—Chairman, W. Reid; Secretary, E. Telen. Motion made to order new toasters in addition to a juice extractor. Fresh eggs for the next voyage are needed.

AMBERSTAR (Triton), Jan. 4—Chairman, Pete Sorano; Secretary, Thomas J. Espilite. Motion made to notify chief engineer to fix drains and showers on starboard side. Motion made to send ship's delegate to captain for clarification of ship's articles that were signed by the crew. Discussion on the condition of the ship. It was stressed that the galley and the ship in general was filthy before the present crew boarded her.

ANN MARIE (Bull), Dec. 8—Chairman, J. Higgins; Secretary, F. Johnson. Ship's fund exhausted, as money was used for a new radio purchased for the crew messroom. Suggestion that library be changed. Steward and his department were given a vote of thanks for the fine food they have prepared.

JOHN B. WATERMAN (Waterman), Jan. 3—Chairman, Frank P. Volto; Secretary, Edward Leahy. Motion made by member to have catwalk erected over deck cargo before sailing. Suggestion made to have all members contribute donation towards the ship's fund. Motion made to have the patrolman increase percentage of fresh vegetables and fruit on both ends of the voyage in order to eliminate subsequent shortage.

WALKER D. HINES (Alcoa), Jan. 6—Chairman, John Thompson; Secretary, Robert D. Niedemeyer. The patrolman will straighten out the first assistant engineer about overtime and other matters concerning the engine room. The steward with the help of the delegates will check all mattresses and springs on the ship. The quarters and the passageways will be sougeed before entering port.

MADAKET (Waterman), Dec. 17—Chairman, Max Byers; Secretary, Alfonso Strunk. \$13.70 reported in ship's fund. Men voted unanimously to pay a dollar

into the fund to be used for Xmas extras. Discussion on sheets which are too short for bunks. Steward is willing to cooperate by issuing an extra sheet to cover exposed part of the bunk.

ALCOA PENNANT (Alcoa), Jan. 6—Chairman, Tommie Tucker; Secretary, Glenn A. Lanier. Delegates reported no beefs. Suggestion made to stay out of the mess hall with shorts. Chairman says mess boy has improved but is still lacking in keeping mess room clean. There was a discussion on fans.

STEEL KING (Isthmian), Jan. 23—Chairman, J. Hoggie; Secretary, Frederick Off. Delegates reported everything okay. The ship's delegate asked all member to help the permits in teaching them what the SIU stands for and to help them out in their work. There was a talk on the SIU and what it has done in the last few years for the membership.

AMES VICTORY (Victory Carriers), Jan. 9—Chairman, F. Moyer; Secretary, A. Batcho. Ship's delegate says milk is being wasted. The gear ruined by seas is to be checked. Request for new locks on doors in toilets. Literature on the March of Dimes was read to the crew and a donation was agreed upon.

PURPLESTAR (Triton), Jan. 6—Chairman, Oneal Sikes; Secretary, Frank C. Connon. Motion made and carried to buy a new iron from the ship's fund and the money to be replaced by each member of the crew at the payoff. A very good talk was given by Steven Barry to the SIU brothers about the Union and what it means to all men now going to sea. A point was made for each member to look over the old issues of the SEAFARERS LOG and see just what the Union has gained for the men going to sea. Repair lists are to be made up and sent in to the Union and the company. The port holes are broken and have been put on the list for the last three trips. Bunks are broken and the lockers need fixing.

MARINA (Bull), Jan. 6—Chairman, Johnson; Secretary, J. Hunsucker. Delegates reported no beefs. Drains need to be fixed in the passageways as they are stopped up at present. Members want a new kind of soap powder of the next trip. Side springs for bunks being ordered by the steward.

ROSARIO (Bull), Jan. 6—Chairman, Fred Serrahn; Secretary, P. Lafarre. The water tastes bad. The chairman says there is a very good baker on board and asks the steward to make something else besides cakes and pies.

QUARTETTE (Carras), Jan. 13—Chairman, W. J. Smith; Secretary, P. Pentress. All book members stressed to new members the reading the new 1952 SEAFARERS LOG, up-to-date literature and organization material and pamphlets from headquarters in the ship's library and on the bulletin board. A vote of thanks was extended to the steward's department for a job well done. Men leaving ship were asked to make sure that their footie is left in clean and ship-shape condition.

NEVA WEST (Bloomfield), Nov. 25—Chairman, Buselowski; Secretary, Paschal. Suggestion made for the radio speaker to be moved away from the 12-4 bulkhead. All hands were asked to close watertight doors if seas start coming over before passageways get flooded. New men were asked to read all SIU pamphlets aboard the ship, also advised to read the agreement before jumping at conclusions.

BINGHAMTON VICTORY (Bull), Dec. 23—Chairman, V. J. Stefanick; Secretary, C. Backman. A discussion was held on the proper way to conduct a meeting, shipping rules, union constitution, the organization and history of Seafarers. Questions were asked on these subjects to test the knowledge of both new and old members.

CHOCTAW (Waterman), Dec. 23—Chairman, G. Frank; Secretary, L. Pepper. A vote of thanks was given to the negotiating committee for the benefits the Seafarers have gained in the new contracts with the steamship companies.

STEEL ADMIRAL (Isthmian), Jan. 5—Chairman, J. Crawley; Secretary, C. Horvath. Men complaining about the food. Drains should be opened in the deck department showers. Motion made that the steward's patrolman be notified of the lack of stores for the full voyage.

MARTIN MCCARVER (Waterman), Jan. 6—Chairman, L. Viner; Secretary, T. Beams. Discussion on India shore crews. Discussed sending a letter in appreciation of the new LOG.

EVELYN (Bull), Jan. 6—Chairman, Henson; Secretary, E. Dacey. Motion made to have wiper donate \$10 to the LOG for missing ship in New York. The ship's delegate explained the "March of Dimes" and asked the crew to put their names on the chart and the amount they wish to give. Collection to be made at the next draw.

JOHN S. MOSBY (Eastern), Jan. 13—Chairman, E. Gibbs; Secretary, C. Jones. The crew wishes to thank the negotiating committee for bringing the scale of wages up to the cost of living. A stationary can opener should be installed in the messhall.

BENTS FORT (Cities Service), Dec. 23—Chairman, Dan Beard; Secretary, Allison Hebert. Meeting called to elect a new ship's delegate. Beef on no fresh fruit drinks with meals. Discussion on keeping messhall chairs and tables clean. Dec. 26—Chairman, B. Shuler; Secretary,

Allison Hebert. Treasurers report, \$73. Motion made for each member to donate \$1 to the March of Dimes. Motion made and carried to give the SIU officials a vote of thanks for the great work achieved this year and hope that the new year bring as great a success.

LAS VEGAS VICTORY (Isthmian), Jan. 4—Chairman, Joe Spina; Secretary, Monroe C. Gaddy. Ship's delegate reported everything shipshape. Suggested that the patrolman contact company officials in regard to getting new fans and windsoops aboard this ship and also having all fresh water tanks thoroughly cleaned and cemented.

Dec. 21—Chairman, Joe Spina; Secretary, Monroe C. Gaddy. Ship's delegate saw the captain about opening the slopchest, but no dice until south of Long Beach. Considerable conversation about beef between chief and the cook, however, all was squared away to everyone's satisfaction.

PUERTO RICO (Bull), Jan. 27—Chairman, Thurston Lewis; Secretary, Jim Murphy. Quite a bit of discussion on whether donations to the ship's fund are voluntary or obligatory. It was pointed out that Chester Jancowicz needs \$15 more to finish ship model for the hall. Chief steward reported that he is now responsible for all ordering of food and supplies. Any beefs on these items should be called to his attention.

ROBIN LOCKSLEY (Seas Shipping), Dec. 23—Chairman, T. Tobiasen; Secretary, W. Pepper. The captain told the men to paint their own footies on weekends and put in for overtime. Men on watch told where coffee and sugar could be found; also men in the engine department told about having coffee for the men relieving them.

ALCOA PATRIOT (Alcoa), Jan. 25—Chairman, Jack Cosso; Secretary, N. Sedgeway. Motion made that logs be sent to the Port of Spain, Trinidad, so that the crew could be informed on Union literature and educational programs. All hands agree that the standard of meat in Trinidad is not good.

KATHRYN (Bull), Jan. 11—Chairman, John O'Rourke; Secretary, S. Welton. Delegates reported no beefs. One crewmember was asked to leave by the chief mate because of his age. Wipers and deck department have agreed to sweep out the wash room daily, taking turns weekly.

COE VICTORY (Victory Carriers), Jan. 8—Chairman, E. Bell; Secretary, L. Brown. Rooms of the unlicensed personnel need sougeeing and painting. Lockers in steward's department need repairs. There was a suggestion that all hands donate enough money to buy a new washing machine.

BRADFORD ISLAND (Cities Service), Jan. 12—Chairman, H. Gordon; Secretary, J. Lelinski. Treasurer reported \$39.17 in the ship's fund. \$52.50 donated to the March of Dimes. Donations to be collected at payoff.

FRENCH CREEK (Cities Service), Jan. 25—Chairman, S. Holden; Secretary, J. Thompson. Delegates reported no beefs. Suggestion that everybody pay up dues and assessments. \$47.00 in the ship's fund. Suggestion that more coffee and more cups be left out at night.

ELIZABETH (Bull), Jan. 26—Chairman, H. Robinson; Secretary, B. Toner. The ship's delegate read a letter that was forwarded to the New York hall about the refrigerator, also the correspondence concerning the March of Dimes.

THOMAS J. RUSK (Alcoa), Jan. 20—Chairman, W. McCarthy; Secretary, S. Solski. Delegates reported all well. All members should get to know their jobs. A vote of thanks was extended to the chief cook and steward department for the crew's dinner. Motion made that all alien work permits be allowed to make one trip only. This was discussed and the membership agreed that it was best for the benefit of the Union.

E. A. BURNETT (Isthmian), Dec. 17—Chairman, G. Registo; Secretary, J. Nolde. Motion made and carried to move washing machine up amidship. Members decided to make up a list of the things needed in the slopchest on the way back and turn it over to the next gang.

Jan. 14—Chairman, H. Taylor; Secretary, G. Registo. Motion made and carried for a committee of three to get together with the port purser to see if a better variety could be obtained for the slopchest. All men who failed to go in watch in France will be reported to the patrolman.

Puzzle Answer

U	N	I	O	N	L	O	G	B	A	R
S	E	R	V	E	A	R	A	R	I	O
S	W	E	A	R	D	E	S	H	I	M
L	L	O	Y	D	S	A	B	E	D	
S	E	A	S	O	E	L	I	E	D	S
A	N	N	T	U	R	R	E	T		
L	E	D	G	E	R	H	A	I	N	A
R	E	S	H	O	D	E	G	O		
B	O	N	U	S	O	N	A	V	E	R
A	L	A	N	S	I	E	R	R	A	
K	I	T	T	E	N	S	A	N	D	E
E	V	A	G	U	T	T	E	A	S	E
R	E	L	G	G	S	E	N	S	E	

PERSONALS

Tony Cornman
Your wife is anxious trying to get news of your whereabouts. Write 3119 Baldwin St., Los Angeles 31, Calif.

Samuel Torina
Get in touch with your sister Betty, at 2666 Philip, Detroit 15, Mich.

Joseph Lee
Your help is being sought in connection with accident to Herman Uriarte on Tuskegee Victory. Write E. E. Emmons, Jr., 1095 Market St., San Francisco.

J. "Smokey" Seviour
Contact Mrs. T. C. Ballard at 606 Conti St., Mobile, regarding your insurance.

Francis Farley
Write your brother Hubert at 48th St., Union City, N. J.

Frank Rakas, Jr.
Get in touch with your mother as soon as possible. Write Pennsylvania Hotel, 250 Water St., Brownsville, Pa.

William R. Parks, Jr.
Contact Mr. Lee at 313 W. 28th St., concerning your mother's illness.

Riley Carey
Write Frank Reeves at SIU-SUP New York Hall, 675 4th Ave., Brooklyn 32.

Viggo Holton
Your sister in Brooklyn wants you to contact her. Write S. Sorenson, 5718 Ft. Hamilton P'way.

William Edward Kain
Your brother is now sailing, and is trying to get together with you. Contact him via Seaman's Church Institute, 25 South St., NYC.

NOTICES

The following men have been classified 2A by their draft boards: James Vincent Vitale, until July 21, 1952; Leo Emanuel Linam, until July 22, 1952; Peter Moreni, until July 16, 1952, and Charles John Hilbert, until July 24, 1952.

James Carr Phelan
James Leo Bain
You have been classified 1A by your local draft board and board of appeal.

Marcus S. Johnson
Pick up your discharge from the SS Alice Brown at the Welfare Office in Headquarters.

Andy A. Gowder
Your discharges and papers are being held for you in New Orleans.

FIRST ANNUAL

seafarers art contest

*open to all members of the SIU
first, second, and third prizes in all
four classes*

1. oils
2. drawings
3. water colors
4. miscellaneous



*all entries
must be received by*

**THE ART EDITOR
SEAFARERS LOG**

675 Fourth Avenue
Brooklyn 32, N. Y.

by
MAY 10, 1952

A panel of professional artists will judge the entries . . . No limit on the number of entries that may be submitted . . . Entries should be sent by registered mail where possible . . . Include return address on back of all entries . . . All entries will be returned.