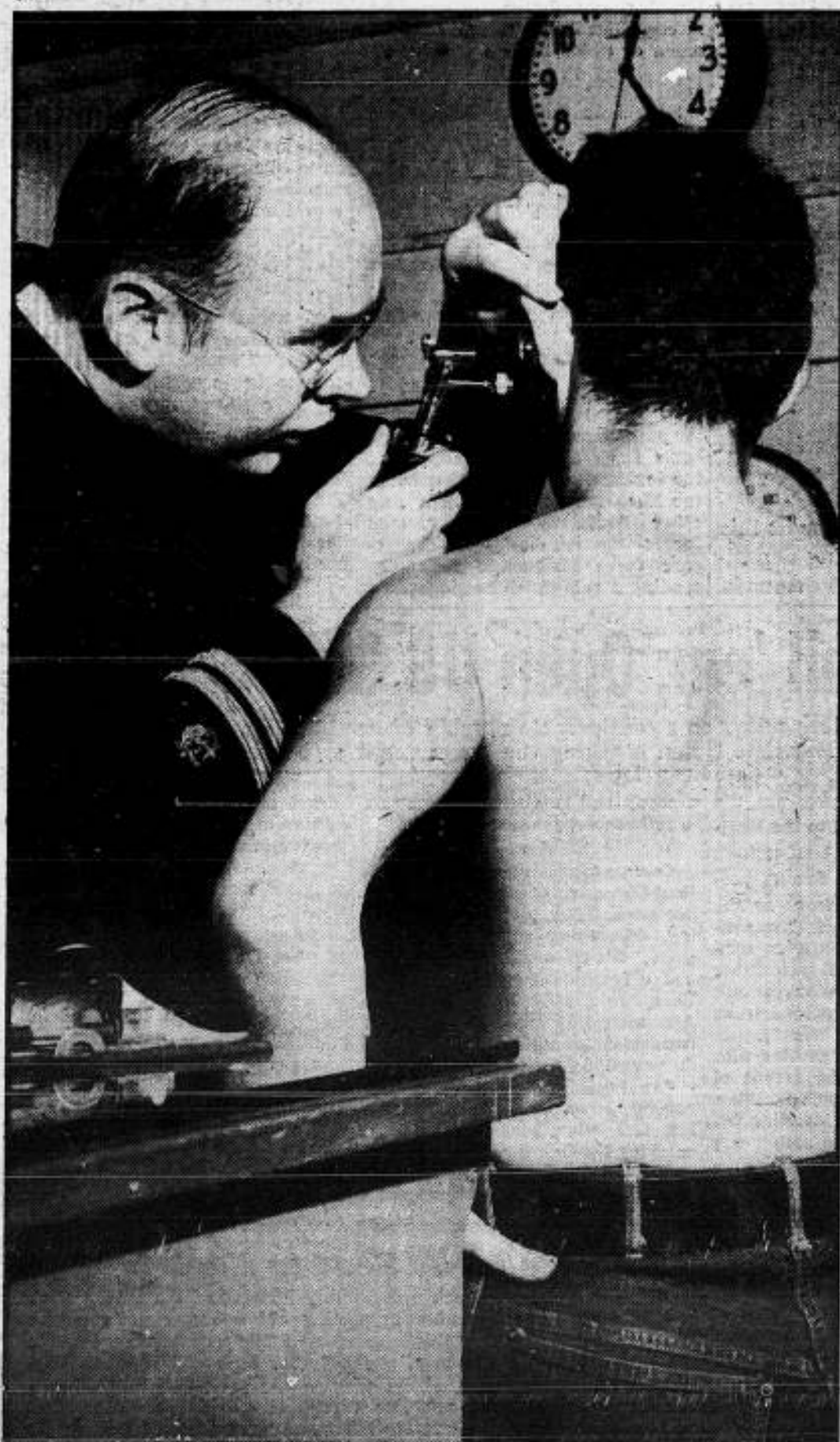


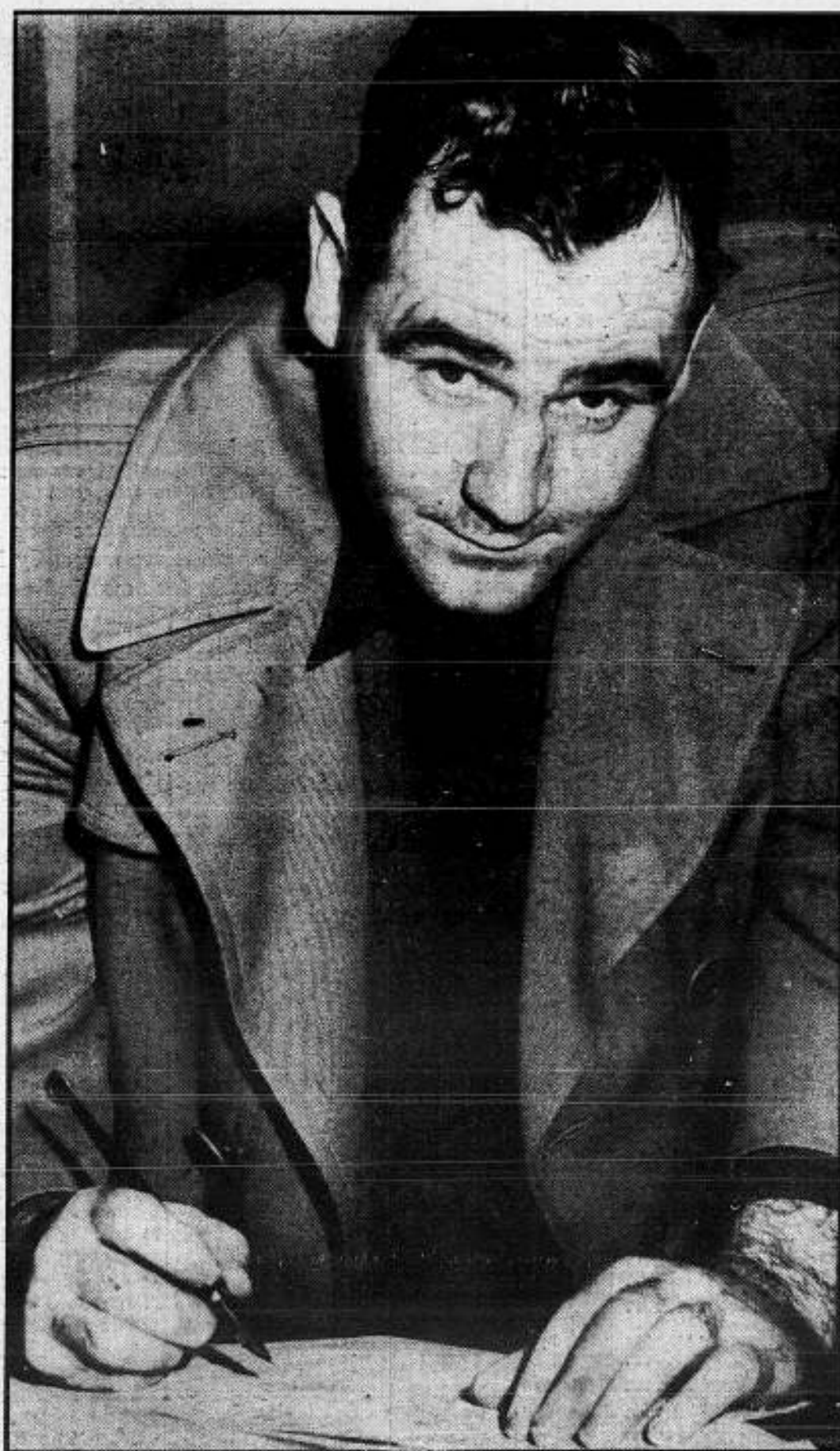


WSB GIVES OKAY ON PAY INCREASE

—Story on Page 3



Ears Have It. Moving down the line, step by step closer to getting his AB ticket, OS Benjamin Fischman stands by as USPHS medico, Dr. James Shortal, peeps into his ears during physical check-up. Fischman is one of the first seamen to complete course of instruction at new SIU Training School. (Story on Page 3.)



Back Pay Bonanza. Clearing way to getting lump sum in retroactive wages due him since Nov. 1 under new SIU contract, Seafarer Vincent Meehan signs for it at Seatrain office. Money due for time aboard Seatrain Georgia, represents difference in old and new rate just approved. (Story on Page 3.)

Govt Sets Draft-Discharge Policy Exemptions Based On Skill, Rating, Five Years Seaside Adherence To Board's Rules Among Needs For Discharge

A guide for seamen on how to secure draft deferments has been issued by the National Shipping Authority. The guide, prepared by Selective Service, contains a complete explanation of the steps to be taken by a Seafarer if he is to avoid being drafted into the army.

One of the more important points for Seafarers to keep in mind are that he should keep his local draft board informed at all times of his employment, his whereabouts, his mailing address and all other matters dealing with his occupation. While it is up to the individual local draft board to decide whether or not to draft a seaman, his chances for exemption will be considerably reduced unless he gives the board this kind of information.

Seafarers should remember that, in dealing with a draft board, they will be dealing with people who have no sea background. It is necessary for the Seafarer to explain his work thoroughly to the board, to list his occupation, ratings, duties, the training that he had to go through to hold that job, and so on. In this way board members will acquire an understanding of the importance of the seaman's work to the nation's defense.

Must Stay at Sea

Deferred seamen are usually placed in Class II-A. This is not a permanent category and is good only so long as the seaman is doing vital work in the eyes of the draft board.

The amount of time for which a local draft board will defer a seaman varies considerably. It will seldom run more than a year at most, and sometimes is as little as three months. Consequently it is very important for the Seafarer to keep in constant touch with his draft board even after he has received a II-a classification so that he can secure renewal of that rating.

Should a seaman be placed in Class I-A, he can appeal the classification by writing to his local board. This must be done within ten days of receiving notice of classification if the seaman is in the US. If outside of the country he has 60 days in which to file appeal. An appeal automatically goes to an appeal board, which will issue a classification. If the appeal board again classifies the seaman as I-A, he has no other recourse, except if there is a dissenting vote on the appeal board. In that case he can appeal to the president through his

Skilled seamen in the armed forces of the United States can apply for release from the Army, under a procedure which has been recently released by the Maritime Administration. The procedure approximates what the SIU has been fighting for the past several months.

Now that this formal procedure has been issued, the SIU is concentrating its efforts on securing a blanket procedure for draft deferment, one which would apply equally throughout the country. At present it is up to the individual draft board to decide whether or not it wants to exempt a skilled seaman.

In order to be eligible for release from the Army a seaman has to have a rating and furnish a record of five year's past seagoing service. Other information sought from the seaman is his union affiliation, if any.

The seaman has to supply this information to his commanding officer, plus statement of intent to go to sea upon discharge, or face recall to service. His request will then be processed through channels to Army Headquarters in Washington and then be screened through the Coast Guard and the union of which he is a member.

Goes to Washington

Should it then be determined that he is a skilled seaman who is needed by the industry, the request for a discharge will be forwarded to the Adjutant General of the Army.

If the seaman's discharge is granted, it is up to him to report to the Union hiring hall immediately and keep his draft board and the National Shipping Authority fully informed of his employment record at all times.

SIU members in the Army who have written headquarters asking for assistance in securing their release have been sent copies of the instruction form distributed by the Maritime Administration. Any other Seafarers in the armed forces who are interested can secure these instruction forms by sending a request to headquarters.

Union Votes \$750 More To Ins. Strikers

An additional \$750 boost to striking agents of the multi-million dollar Prudential Insurance Company has been voted by the membership. The headquarters meeting of January 16 unanimously approved a second contribution over and above the \$500 voted the strikers one month ago, in line with the SIU's standing policy of giving a helping hand to other unions in their strike battles.

The strikers, members of the AFL Insurance Agents Union, have been pounding the bricks in 33 states since they went out on December 1. Thus far, the immensely wealthy insurance company has refused to budge on union demands. Instead it has allocated millions of dollars to a national advertising campaign designed to persuade the public to pay insurance premiums by mail, and to split up the strikers by implying that most of them have gone back to work.

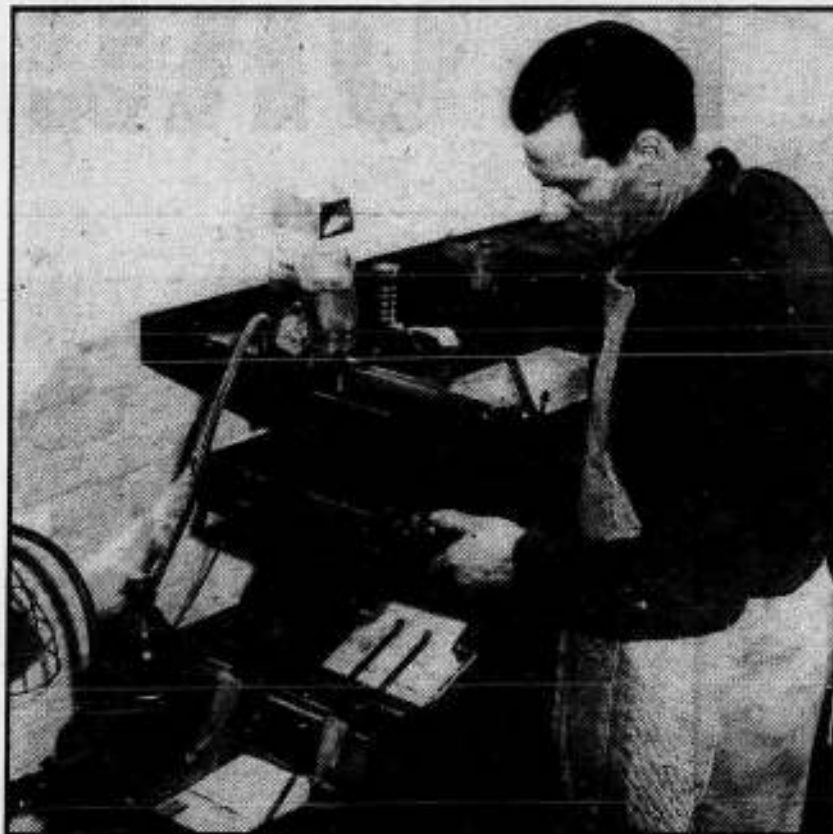
Actually, despite the company's well-publicized threats to cancel policies if policyholders let their payments lapse, an insurance union spokesman said that the insurance agents have learned of several such cases in which death benefits were paid by the company. He ridiculed company statements on the "back to work" movement, saying, "Why they claimed that 5,000 agents have gone back to work in New York State. There's only 3,500 agents in the whole state to begin with."

Other Unions Help

Other AFL unions are coming to the aid of the strikers. In New Jersey where the home office of the company is located, representatives of more than one million AFL trade unionists in the northern part of the state are making

(Continued on page 23)

Crews Begin Huddles On 1952 Pact Ideas



Contract suggestion forms for SIU ships crews are run off on offset press by Frank Bose, headquarters employee.

Seafarers throughout the world were deep in thought this week. Crews of all SIU ships are currently holding department meetings on proposals for new 1952 contract demands. The sessions got underway after the SIU mailed out three copies of the existing contract, plus suggestion forms to every SIU ship.

Arrangements have been made in headquarters to handle the suggestion forms when they are mailed back. A file has been set up for easy access by the negotiating committee, so that the committee can study the suggestions and formulate 1952 contract demands on that basis.

Suggestions Sought

The contracts and suggestion forms were sent out by air-mail with a covering letter to all ships' delegates pointing out that the Headquarters Negotiating Committee will be able to improve the present agreement after it receives sound and practical suggestions as to shipboard improvements, changes in working rules and all other matters which fall within the scope of the agreement. Each ship received copies of the agreement which applies to that particular vessel, be it freighter, tanker or special, such as the sand-boats.

The present contract expires on September 30, 1952, but negotiations get underway sixty days before that on July 30. With the help of the suggestion forms the Union will be able to enter into negotiations fully prepared on all points where the contract needs improvement.

Can't Sail 'em; Open US Schools: NMU

Faced with sailing delays on a considerable number of its ships due to the lack of rated men, the National Maritime Union is asking the government to reopen the World War II training set-up.

Termining its plea a program, the NMU seeks to abandon to the Maritime Administration the union's job of supplying men for its contracted vessels. The move by the NMU has brought general opposition from most of the nation's maritime unions who well remember the War Shipping Administration's attempts to hamstring maritime unions during World War II. At that time the NMU cooperated with the government to the extent of throwing open its branch facilities to the Recruiting and Manning Office of the WSA. The action was part of the then communist-dominated NMU's policy of forsaking its role as a union to do all possible to help the Russian war effort.

The SIU, which has not had any of its ships delayed, termed the NMU move a "buck passing, do-nothing" act typical of that union.

The SIU has already taken steps to furnish additional trained men for the merchant fleet should any greater demand for manpower develop. The SIU training school, now in operation will turn out qualified men for all departments within a short time.

Under the NMU's proposals, the union would take no action itself to meet the need, but would leave it to the government to embark on

a costly and cumbersome program to train merchant seamen.

No Surprise

Commenting on the NMU's position, Secretary-Treasurer Paul Hall declared: "The NMU's buck-passing, do-nothing action is no surprise. It's the sort of thing they've had a reputation for a long time. They would rather let the Maritime Administration assume their job of furnishing men than step out and do something for their members."

"As usual just as it was with contract conditions, the draft problem and other issues, the SIU is carrying the ball for all seamen."

The SIU program, he pointed out, will not cost the government a

nickel and has been set up at a minimum cost to the Union with maximum speed and efficiency for the men. Further, under the SIU program, men already in the industry will receive the training.

He said that the NMU's attitude of "Let Uncle Sam Do It" means the union has abandoned one of its primary functions to the government. The Maritime Administration would be training hundreds and perhaps thousands of seamen at the government's expense and once the schools are open, bureaucratic job holders would be reluctant to close the schools and lose their jobs, whether the men trained were needed or not.

Three LOGs Sent to Each Ship

Thanks to the staunch membership backing of the LOG, which has helped immeasurably in putting out a better and newsier paper, beginning with this issue three LOGs will be air-mailed to every SIU-contracted ship, one copy for each of the three shipboard departments.

The membership's response to the new LOG has been most gratifying. With their full support it is now possible to increase the air-mail distribution of LOGs to all SIU ships round the world. Seafarers who do not receive any LOGs when their ship touches port should notify Headquarters as soon as possible. No effort is being spared to get these air-mail copies to the correct port in advance, so that members can be kept fully up to date on the Union's activities.

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Pay Rise, Vacations Approved

Ready Back Pay; Vacation \$ Held Off For US Ruling

Approval by the Wage Stabilization Board of the latest SIU contract has put the new wage scale and the 40-hour week in effect as of November 1. The approval was announced in a letter sent the SIU on January 10th and received on January 14th.

The WSB also gave its okay to the vacation plan, but payment of vacation money is waiting on legal review by the Department of Justice.

Back Pay Story

The method of handling retroactive payment by several of the major steamship companies is listed in the adjoining story. Additional information on this score will be published in the next issue of the LOG.

In most instances, the steamship companies have indicated that it will take several weeks before they will have their retroactive pay setup working smoothly. Seafarers are urged to be patient, as there will be delays in many cases before they can collect the money.

The decision means that all Seafarers paying off from now on will collect wages on the basis of the new scale and the 40-hour week at sea. In addition, retroactive money will be due from many of the shipping companies from those Seafarers who signed on for trips after November 1, 1951. A few of the companies have been paying the increase all along, but the majority of operators were running their ships on the basis of the old wage scale pending the arrival of official word from Washington.

The new wage rate represents a 6.2 percent increase on the basis of wages in effect on January 1, 1950. It is in addition to a 6.38 percent increase won in October 1950. In dollars and cents, the increase means a monthly base scale of \$262.89 for AB's as against \$248.41. The overtime rate has been increased to \$1.29 for men earning less than \$277.30 per month. The overtime rate for men above that figure is now \$1.63 hourly.

Vacation Clearance

While the wage and hours part of the contract is now fully in effect, and the vacation plan has been approved, the Union is holding up on the latter because it wants full assurance that the operation of the vacation plan is 100 percent legal. Consequently, the Department of Justice has been requested to issue an opinion as to the legality of the vacation pay procedure. The Union is taking

this precaution because, in the past, some vacation plans which have some resemblance to this one have run into legal difficulties.

Since there is no other plan exactly like the SIU's, either in this industry or any other, there is no legal precedent to go by in judging it. Clearing the details of the plan with the Department of Justice could save a lot of potential headaches later on and assure the uninterrupted functioning of the vacation payments once they get under way.

In the interim, the Union has made all the necessary preparations for payment of the money. Forms have been printed and sent (Continued on page 22)

SIU Cannery Seek Tuna Aid In Washington

With the livelihood of 20,000 workers at stake, the SIU affiliated Cannery Workers Union has taken its fight on imported tuna to Washington. President James Waugh of the union is currently in the nation's capitol campaigning for tariff increases which would protect American workers from the growing flood of imported tuna.

A bill has already passed the House of Representatives imposing a three cents a pound tariff on duty-free fresh and frozen tuna. The Senate Finance Committee is scheduled to begin hearings on

this measure shortly. Also being sought is an increase in existing duty on brine-packed tuna along with other types of canned tuna. A hearing on this score will be held by the US



Waugh

Tariff Commission on January 29.

Waugh said that unless the situation is remedied, AFL fishermen and cannery workers in California will be in desperate trouble. "Over 300 tuna fishing vessels and thousands of cannery workers in Southern California are now idle" he said. He indicated that failure to take action would put the American tuna industry on the rocks.

Tuna Flood

The Cannery Workers president pointed out that imports of foreign tuna had risen from 2,983 tons in 1946 to 50,000 tons in 1951, all of it duty free. Brine packed tuna, which is subject to small duties has also flooded the country, with more than 20 times as much coming in last year than in 1946.

In response to the Cannery Workers appeal for support, the SIU has communicated with the Tariff Commission and members of the Senate Finance Committee asking them to support the above-listed proposals so as to save the jobs of American workers.



A section of the first training school class that is now taking the Coast Guard examination is shown preparing to lower away a lifeboat from the deck of the Puerto Rico during the course of lifeboat exercises at the Bull Line docks near SIU headquarters.

1st AB Trainees Sit For Exams; 3rd Class Forms

With two classes completing the course of instruction and a third starting this Monday, the SIU deck training school is well under way as a going operation. Members of the first class are already going through their Coast Guard examinations, while the second class made their applications for the AB ticket yesterday at the Coast Guard.

Since the Coast Guard procedure takes several days, from application, through physical examination and the actual taking of the two exams, the second class of ten men will be starting through the Coast Guard procedure before the first group will have completed the two examinations for lifeboat and AB. Within a couple of weeks, however, the school will be able to turn out graduates on an assembly-line basis at the rate of 10 to 12 men weekly.

Taking into account the food and lodging allowance which the Union is granting the men during their course of training, the Union estimates it will cost about \$50 per man to turn out an AB.

Some of the men in the first group ran into snags on the physical examination or lacked the papers, and on other qualifications required before they would be permitted to take exam. Arrange-

ments are being made therefore, to clear all entrants to the classes when the course starts.

Basic Requirements

The basic requirements for an AB certificate are that the applicant shall be at least 19 years of age, pass a vision test with a minimum of 20/20 vision in one eye and 20/40 vision in the other, with or without glasses, and be able to read at least 20/40 with one eye and 20/70 in the other without glasses if the applicant wears them.

He must also pass a color vision test. One year's sea time, based on 12 calendar months of 30 days, is the minimum time required.

Under the present Coast Guard setup, the men first have to make application for their tickets at which time they enter their discharges showing that they meet the minimum requirements as to sea time. They also have to show their seamen's papers. Then they go to the United States Public Health (Continued on page 22)

'Govt Fouled Up Ship Manning,' SIU Tells Washington Meeting

Washington—The US Maritime Administration was raked over the coals by the SIU for its foul-up of the manpower problem at a recent conference of AFL sea unions and government officials. The conference was called to discuss the critical shortage of skilled seamen.

The SIU representatives, International Vice-Presidents Paul Hall and Morris Weisberger, contended

that the Maritime Administration had not made realistic ship allocations under GAA charter, and had failed to give adequate consideration to the SIU's manpower surplus.

Ask Blanket Deferment

Representatives of Selective Service who also attended the conference, held here on January 21, were told that a blanket deferment should be granted to all rated seamen. In addition the SIU proposed that all skilled Seafarers now in the armed forces should be released immediately.

In revealing the Union's position, Hall said, "the Maritime Administration screams of shortages while we sit on a surplus of rated men. If the Maritime Administration means business, let it find the obvious solution to its problems.

"They have a shortage of men. We have a surplus. It is the Maritime Administration's obvious and clear-cut responsibility to get these men on ships where they are badly needed."

The conference, called by Admiral E. L. Cochrane, maritime ad-

ministrator, was for the purpose of finding ways and means of solving a shortage of ratings on certain GAA ships which had held up a considerable number of such ships in recent weeks. However, the SIU delegation pointed out that since the start of the Korean war, the SIU has a record of manning virtually every one of its ships on time with a full complement of seamen.

"In fact," Hall said, "we are at a loss to understand why we were ever even called to the conference. We have had no manpower problems and are well prepared to meet all future needs.

"If GAA vessels assigned to operators under contract to other maritime unions are held up, while we have ample manpower to man all our ships on time, then the only conclusion we can arrive at is that the Maritime Administration is muzzling the man-power problem on general agency ships."

Training Program

The Union further emphasized that it had brought many members out of retirement and is currently (Continued on page 22)

Latest US Ship Allocation Bypasses SIU Manning Pool

Another set of ship allocations out of the government reserve fleet has brought seven ships to companies under contract to the SIU. The seven were out of a total of 40 released by the Maritime Administration, once again not in proportion to the SIU's ability to man additional vessels.

With this allocation, there are now a total of 508 ships operating under the terms of the National Shipping Authority's GAA charter. Of this total 116 ships are being manned by Seafarers with the remainder going to other Unions. This is just slightly better than 20 percent of the total number of ships involved.

For some time now the Union has contended that the allocations to date have not been distributed fairly, and that the SIU is not re-

ceiving a just proportion of the boneyard fleet as these ships are being released and crewed up.

Of the most recent 40 ship allocation total, 25 were distributed on January 16 and the other 15 on January 19. One ship each went to Alcoa, Eastern, Mississippi, South Atlantic and Waterman on January 16. The Bull Line and Alcoa got the two ships allocated the SIU on the 19th.

An interesting feature of these allocations is that there are several C-1 types included. Recent allocations have been Liberties exclusively.

Canadian SIU Building New Hall At Falls

Excavation work is already underway on a brand new home for Canadian District SIU Seafarers sailing on the Great Lakes. The new headquarters is being constructed in Thorold, Ontario, just east of the Welland Canal near Niagara Falls.

The new building, which will cost approximately \$100,000, will feature a 200 bed hostel, a cafeteria, bowling alleys, recreation rooms, a library and an outdoor baseball diamond. Modern dispatching facilities and a school for training seamen are included in the plans for the hall.

The hall is located just north of the town adjacent to the twin locks of the Welland Canal, one of the heaviest-traveled waterways in North America. It is another step in the Canadian District's announced plan for new halls in all its ports.

One attraction of the hall's location is that it will make it possible for Lakes seamen to walk off their ships right into the hall itself.

Considerable delay was encountered by the Canadian SIU in building the hall because of legal blocks thrown up by the town council. As a result, the Canadian District had to go to court to secure title for the land and a building permit.

MM&P Rejects Bid For Moscow Parley

The Masters, Mates and Pilots, AFL have notified Moscow that they will be glad to attend a maritime conference there—provided Stalin and Co. are no longer running the show. Captain Charles F. May, president of the union, replied in this manner to an invitation from the left-wing World Federation of Trade Unions to attend an "economic world conference" in Moscow in the spring.

The MM&P president wrote that it would be a good idea to compare conditions of seamen in the western democracies with those existing in communist countries. However, he charged that under Soviet auspices, such a conference could only be used as a propaganda attack on the US.



Dispatcher Marty Breithoff looks puzzled as he tries to figure out who's who of the Rocafort twins. In case you're wondering, it's Carlos Fernando on the left, Fernando Carlos on the right. Both sail on the cruise ship Puerto Rico.

Rocafort Twins Find It Confusin', Amusin'

When the purser of the Bull Line ship Puerto Rico hands out the draws to crewmembers these days, he is doubly careful when the name "Rocafort" comes up. For he has to make sure that the right Rocafort gets the money, otherwise his accounts will be slightly scrambled.

The Puerto Rico's purser is not the only one who is confused. The two Rocafort twins, Carlos Fernando and Fernando Carlos have been confusing people for years because of their strong resemblance to each other. And sometimes when the occasion arises, they will stand in for each other without anyone being the wiser. The fact that they work together on the same ship in the same department doesn't help matters any.

However, the two Seafarers, 46 years of age, demolished that old adage about twins always doing the same things together. Carlos has been working on ships since 1927 and has been an SIU member for more than ten years. Fernando was in business up until a few years ago when he came into the Union in 1947. Carlos' son is also with the SIU, sailing in the stewards department.

Both men are currently working in the Puerto Rico's stewards department, Carlos as crew cook and Fernando as second pantryman.

Pranksters

The brothers like to play pranks on people by posing as each other. Sometimes though, the joke backfires, such as the time that somebody tried to collect money from Carlos that Fernando owed him, or the other occasion when Carlos got

a headquarters official riled up because he thought that Fernando had quit the SS Puerto Rico.

Actually the two brothers features are not identical when seen close together, and they are somewhat different in height and weight. The resemblance is close enough, however, to puzzle Fernando's wife who sometimes can't tell her husband from her brother-in-law.

It may make for difficulties for other people, but as far as the brothers are concerned, they plan to sail together from now on in. After being together for quite a while they would miss out on a lot of fun if they separated now.

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.

The Lady Wins Some New Admirers



New Mexico's Senator Dennis Chavez (2nd from left) inspects the carved figurehead of the Port 'O Call bar during a tour of SIU headquarters. Accompanying the Senator are (left to right), Patrick Connolly, executive vice-pres., Int'l Longshoremen's Assn.; SIU Secretary-Treasurer Paul Hall and Senator Chavez' son.

SIU NEWSLETTER from WASHINGTON

The Second Session of the 82nd Congress, already nearly three weeks old, should be a short one, possibly quitting early in July in time for the Democratic and Republican conventions. This is a "presidential year" when Congressional partisan spirit runs high, with politicians striving for high stakes.

Because of this and the prospect of early adjournment, those interested in pushing maritime legislation in this current Congress will have to hurry along.

The NSA has allocated over 512 Gov't-owned vessels to American steamship operators to aid in the international movement of goods. The privately-owned American merchant fleet has not been able to take care of these total needs.

The 512 Government ships now in operation employ in the neighborhood of 20,000 officers and seamen. Forty-eight American steamship companies have been appointed by NSA to handle the actual operation of this vast Government-owned fleet.

Revenues derived from NSA operations are expected to exceed expenditures of NSA by 99 million dollars within the next year.

The present period continues to be one of substantial preparation and progress towards our goal of readiness for defense of the nation. Unfortunately, although defense production has been steadily expanded and the productive capacity of our defense and supporting industries has been broadened, too little attention is being paid to shipbuilding—and the part played by ships in total war.

Admiral E. L. Cochrane, Maritime Administrator, will forcefully bring this to the attention of the Congress within the next few weeks. He and his crew will be called before the House Appropriations Committee to give an accounting of their stewardship in relation to the American merchant marine. At this meeting, Admiral Cochrane will take occasion to urge the continuation of a shipbuilding program to replace the merchant ships constructed en masse in this country during World War II.

A direct freight shipping service between Seville, Spain, and the Great Lakes ports of Canada and the United States has been started by the Fabre Line (French). This new service was inaugurated by the cargo vessels Kollbryn and the Cygnus.

It is understood this is the first direct service ever made from Spain to Great Lakes ports, previous shipments having been transhipped at Montreal, Canada.

The territory of Guam is looking for a merchant fleet that will make this American possession its home port in the Far Western Pacific.

Ships under Guam registry would be in a similar category with those under Panamanian registry, with only the master required to be an American citizen.

Legislation authorizing the Isbrandtsen Company, Inc., of New York, to purchase a Government-owned Victory-type vessel, to replace the Flying Enterprise, which sank off the English coast recently, has been introduced in Congress. With the feeling still running high in favor of Isbrandtsen, Congress may be in a mood to pass the bill.

However, the importance of this particular legislation lies in the possibility that it might crack the Government's ship sales policy. The many thousands of vessels built during World War II by this country were available for sale under the Ship Sales Act of 1946. But, this particular Act is no longer effective, with the ship sales authority having terminated on January 15, 1951.

It is expected that some elements in the maritime industry will oppose the Isbrandtsen ship bill on the ground that it would tend to break the ship sales formula, and open up the whole law once again.

Government regulations as to "deductible spaces" on vessels were developed many years ago at a time when seagoing vessels were propelled by sails and paddle wheels. As a result, the Navy Department believes that the continued application of these antiquated measurement rules will subordinate modern trends and achievements in naval architecture and marine engineering to the archaic measurement requirements of the early days.

Navy officials say that the large high speed diesel tankers under construction provide an appropriate example of the effect of these rules on ship design. Greater cargo carrying capacity, more economical propulsion, and an improved all-around design, they contend, would be achieved if the machinery space in the stern was smaller and the cargo oil tanks shifted farther aft.

American flag steamship operators holding subsidy contracts with the Government see hope for fulfillment of those contracts in the fiscal year beginning July 1, 1952, on the basis of the budget sent to Congress by President Truman earlier this week.

The budget would provide a total of 1,650 subsidized voyages during the year as compared to the present figure of 1,522 for last year, of which latter figure 307 are earmarked for those companies who, on July 1, 1951, had no subsidy agreements with the Government.

The 1953 budget also estimates a total of \$140,000,000 for ship construction during the year beginning July 1, 1952, but this money already has been obligated by the Maritime Administration on the existing shipbuilding program, with no new vessels included. It is expected that President Truman, later this year, will ask Congress for a supplemental appropriation to cover a new building program.

Your SIU Washington Reporter

SIU In Canada Seeks 40-Hour Week In Fleet

With six 40-hour work week agreements under its belt, the SIU's Canadian District has opened negotiations with its operators to extend the 40-hour week throughout Canada's maritime.

Also on the agenda for the negotiators is a union demand for a \$50 a month across the board wage increase for all departments and ratings.

In its negotiations with the shipowners, the Canadian District can point to the successful operation of a 40-hour week on ships of the A&G District as well as on the West Coast of the United States.

Improvement Shown

Full support has been pledged to the Canadian SIU by the Trades and Labor Congress of Canada and by the American Federation of Labor in this fight to secure for Canadian seaman what is already enjoyed by American Seafarers and the bulk of shoreside workers in industry.



Banks

In presenting its claim for the 40-hour week, Hal Banks, head of the Canadian District, pointed out that there has been a vast improvement in Canada's shipping since the SIU took over from the now defunct Communist-dominated Canadian Seamen's Union. Public confidence in the industry has been regained both in Canada and elsewhere so that shipowners have been able to pile up tremendous profits in the past year. The shipowners themselves have complimented the union for dispatching more competent and more reliable men than they were able to obtain under the chaotic conditions which existed when the CSU dominated Canadian seamen.

The six companies that have already signed the 40-hour week agreement did so only after the Canadian SIU threatened a strike call on their ships. At first the operators claimed that the 40-hour week would not work and that they could not afford it. But since the new arrangement has gone into effect, these companies are operating just as successfully as they had been before.



Meeting at SIU headquarters for first time since Korean encounter, Tom McCaffery (center) greets Sabestino Pires (right). McCaffery's cousin Bill Brown of the Navy (left) is in same ward with him at St. Albans.

Korea Vet On Mend, Hopes To Ship Again

The long arm of coincidence took a husky whack at retired Seafarer Thomas E. McCaffery the other day during his first visit to SIU headquarters since being knocked out of action by an enemy bullet in Korea.

It was another link in a chain of circumstances that had McCaffery, a PFC, meet with a former shipmate in a Korean port on the Greeley Victory before moving up to the front. Their second chance meeting in the Brooklyn hall found McCaffery walking with a set of leg supports because of a thigh wound.

He and Sabestino Pires, second cook, had been together on the Alcoa Pegasus shuttling cargo to Korea before McCaffery reenlisted.

By chance, they met later in the UN battleground area when McCaffery spied several SIU ships in the harbor, and thought perhaps he might run across someone he knew. The first gangway he tried was the Greeley's, leading him right to Pires and, he recalled, the first good meal he had downed in several months.

Hospitalized Here

While attached to a tank outfit, McCaffery was wounded in October, 1951. He was moved from a field hospital near Seoul to Tokyo for further treatment, and then to St. Albans Hospital near his home in Long Island.

He expects to spend several months there before his release.

Does he look on Pires as some sort of "jinx"?

"Hell, no. It was just one of

those things. We met and then I got hit. So what?" he asserted. "We met today too and look at me. I'm on my way to getting better and Sabestino and I are laughing over the whole thing."

Just to prove it, they'll try and ship out together again one day if the situation works out that way, he added. "I like the chow Sabestino cooks up and I'm looking forward to more of the same when I get out of the Army."

20 Years Ago An AB Rating Cost Plenty

Men attending the SIU training school now operating in New York don't know how lucky they are, in the eyes of Seafarer Adrianus Remijn. A veteran of 20 years at sea, Remijn had to pay through

the nose and attend school for a long period in his native Holland before he could sail.

"When I started going to sea out of Amsterdam 20 years ago," he said, "I had to attend a training ship school for one full year, and had to pay the equivalent of \$600 for the course."

After completing the course of instruction, he went to sea as a deckboy which was the lowest possible entry rating. He had to sail one year in this category before he could go for his lifeboat ticket.

"Provided a man was in good standing with the company, he could go for the lifeboat ticket. After I got my ticket I was promoted to ordinary seaman. I sailed three more years as OS before I was eligible to go through the examination for AB."

Seafarers Lucky

Considering the large sums of money and considerable amount of time Remijn had to put in to get his AB ticket, he is understandably enthusiastic about the SIU's training school setup. "These fellows may not know it, but they are getting a wonderful break. They are getting the instruction free."

As far as Remijn knows, the school he attended is still in operation in his native country, and seamen still have to pay plenty to get a rating, even though things may

Abandon Search For 45-Man Crew Of Pennsylvania

All hope for survivors of the SUP-contracted Pennsylvania was abandoned as the Coast Guard gave up its search for the 45 or 46 missing crewmembers, 14 of them members of the SIU's Sailors Union of the Pacific. The Pennsylvania disappeared without trace in the storm-tossed waters of the North Pacific after sending out an SOS on January 9.

The Pennsylvania was caught in the first of a series of severe storms which have raked the west coast, while she was 700 miles northwest of Seattle. She reported that she suffered a 14-foot crack in the hull as a result of the storm's pounding. The last word from the ship's radio was that she was down by the head and out of control in seas as high as 40 feet, whipped by 50 mile an hour winds and torrential rain.

It is known that crewmembers abandoned ship and attempted to launch lifeboats. What happened after that is not clear. Search ships in the vicinity, planes and Coast Guard cutters were unable to find any trace of the ship or its crew until several days later, when the Coast Guard found two overturned lifeboats in the area. Other ships spotted debris which apparently came from the ill-fated vessel.

The Pennsylvania was a States Line ship and was manned on deck by a full complement of SUP members. She was a Victory-type ship rated at 7,800 tons.

Meanwhile, in New York, hear-

ings are going ahead in Coast Guard headquarters on the sinking of the Isbrandtsen ship, Flying Enterprise. The chief engineer, George Brown, told the hearing that in his opinion the fatal list of the Enterprise could only have been caused by a shift in the cargo of pig iron. Other crewmembers testifying at the hearing criticized the manner in which the cargo had been stowed, as well as questioning Captain Carlsen's 24-hour delay in seeking aid after the ship first cracked. They also declared that the ship could have turned back to an English port and possibly averted disaster.

Tanker Fleet Largest, But Building Lags

With a grand total of 457 oil wagons, the US privately-owned tanker fleet is easily the largest afloat. However, construction in this country is lagging far behind others who are busily engaged in modernizing their tanker supply.

As of January 1, 1952, the US tanker fleet tonnage was 6,806,286 deadweight tons. This was nine more ships and 133,000 tons more than on the same date last year. Included among the additions to the fleet were two 30,000 ton super-tankers of the type that is becoming increasingly popular in new construction.

The problem facing the American tanker fleet, similar to that facing dry cargo ships, is one of growing old together. Of the tanker total under the US flag, 356 were built during World War II and will become obsolete all at once.

Coasters in Lead

Most US tankers operate in the intercoastal and coastwise trade, some 4,000,000 tons in all being active in this type of trade. An interesting trend noted here, is that while the tonnage in the foreign trade has not changed much, the US has shifted from a net exporter to a net importer of oil.

'51 LOG In An Attractive Package



Seafarer John Waterbury, OS, scans back numbers of the LOG in the newly-issued bound volume for the year 1951. Volumes are available to Seafarers at SIU headquarters or by sending check at the cost price of \$4.00 each.



Remijn



Twenty years ago Seafarer Adrianus Remijn had to pay his way through this class in seamanship before he could sail. The seamen's schools in Holland were run by private firms.

Truman-Cold to Ship Bill Features

Indications of rough going for the SIU-supported long-range shipping bill were contained in President Truman's budget message to Congress. The president expressed opposition to any legislation which would provide benefits to operators in the form of increased tax concessions, and asked Congress to reduce existing concessions.

One of the features of the long-range bill as of now calls for an increase in such tax concessions in the form of larger depreciation allowances. At present a five percent yearly depreciation is allowed, while the new bill would double that figure. It would also extend the benefits of tax deferred funds to non-subsidized lines.

Passed by Senate

The bill succeeded of passage in the Senate last year and is now pending in the House of Representatives. President Truman's expressed opposition to certain of its features is likely to bring several attempts to amend it.

The SIU, together with other maritime interests, is supporting the long-range bill in its present form, as a means of strengthening and maintaining the American merchant marine in normal times as well as in crisis.

Reviewing Subsidies

The president's budget message also stated that the Federal Maritime Board is reviewing the existing subsidy program with an eye toward improving the procedures for determining subsidy rates. He estimated that subsidy payments for the fiscal year 1952 (July 1, 1952 to June 30, 1953) would total \$60 million.

In his statement on the tax

concessions, the president declared, "While I strongly favor all assistance necessary to maintain an adequate merchant marine, I again recommend to the Congress the immediate reduction of present unwarranted tax benefits for the shipping industry as an initial step toward the elimination of this hidden form of subsidy. Such tax provisions generally fail to distribute the assistance where it

is most needed and where it will produce the best results."

On the other hand, the president indicated his sympathy for an increase in the present government ship construction program, indicating that the Maritime Administration "may have to undertake additional construction in future years" over and above the 35 Mariner class vessels now authorized by Congress.

Seafarer-Hero Of WW II To Resume Seagoing Life

Seafarer Gustav Alm, who won the merchant marine distinguished Service Medal during World War II, is going back to sea. Alm, a carpenter, had been shoreside for two years because of his wife's illness.

A veteran seaman, Alm won justified fame during the war, for saving the lives of four crewmembers of the SIU Angelina, of the Bull Line. His extraordinary feat of strength in keeping four men from slipping off an overturned lifeboat for over 12 hours won wide attention.

The full story of Alm's exploits was written up in the SIU booklet, "The Seafarers in World War II."

The Angelina was torpedoed in the middle of an Atlantic storm, and 43 seamen crowded into a single lifeboat which was soon capsized in the heavy seas. A handful of half-frozen survivors clinging to the overturned lifeboat were kept from slipping off into the water time and again by Alm despite the heavy seas.

Alm

When the rescue ship Bury came, Alm caught the line thrown from her and made it fast to the lifeboat. Then he caught five more lines and tied them around the chest of his shipmates and himself so that all could be pulled aboard the rescue vessel. When he was hauled up he passed out completely.

Now that his wife is well again, Alm intends to resume Seafaring as a regular occupation.

New Maritime Nations Pose Threat To US

With several non-maritime nations going into shipping, in a big way, foreign competition has been steadily increasing in post-war years. The National Federation of American shipping reports that 14 countries who had no shipping at all in pre-war days now have more than two million tons active or under construction.

These countries had a total of 1,636,500 deadweight tons of ocean-going ships, with another 434,000 tons under construction as of July 1, 1951. This is far more than the total tonnage on order for American shippers.

Included among the countries—which have acquired merchant fleets since World War II are Columbia, Costa Rica, Guatemala, Iceland, Ecuador, Iran, Ireland, Israel, Korea, Liberia, Pakistan, Syria and Indonesia. Even Switzerland has a fleet totaling 112,000 deadweight tons and has another 46,500 tons under construction.

A large part of the shipping of these new maritime nations is of comparatively recent construction and as such is more modern than American shipping.

Tied Lines

When the rescue ship Bury came, Alm caught the line thrown from her and made it fast to the lifeboat. Then he caught five more lines and tied them around the chest of his shipmates and himself so that all could be pulled aboard the rescue vessel. When he was hauled up he passed out completely.

Now that his wife is well again, Alm intends to resume Seafaring as a regular occupation.

Top of the News

THE PRELIMS WILL BE TOUGH—General Eisenhower's announcement that he will "accept a draft" from the GOP as their presidential candidate has really set the political pot a-boiling. The strange aspect of the situation is that the fight for the nomination is expected to be much more colorful and a lot tougher than the elections themselves. Almost everybody is agreed that once nominated the general would have little trouble romping home in front by several lengths. Getting the nomination is another story again. Senator Taft, who figured to have the nomination sowed up this time after 12 years of trying, is sure to put up a bitter struggle at the Republican convention. Right now he holds a distinct edge over the Eisenhower forces as to number of delegates pledged to him. Primaries coming up in several states should provide a clue as to Eisenhower's real strength among the GOP rank and file.

BET HIS MOTHER-IN-LAW DID IT—The importance of a single vote is fully impressed by now on Richard C. Lee of New Haven. The luckless Lee ran against William C. Celentano for mayor and lost by exactly two votes out of a total of more than 68,000 cast. A Superior Court judge, after examining disputed returns, declared Celentano the winner by 34,287 to 34,285. A shift of one vote to Lee would have thrown it into a tie and two votes would have given him the election.

THERE'LL BE SOME CHANGES MADE—With Libya becoming an independent country and Egypt dueling with the British, the rest of North Africa is not far behind. Natives of Tunisia, where Allied troops won a memorable victory over the Germans during the last war, are putting the pressure on France to grant them independence. The government of Tunisia is appealing to the United Nations Security Council to force France to make some concessions toward local rule. The problem is further complicated by the fact that 300,000 Europeans are permanent residents of Tunisia. Similar troubles are stirring in French Morocco where the United States is building several huge air bases. As a matter of fact, the only quiet place in North Africa is Algeria, and that is because that section is considered a part of France and has full representation in the French parliament.

A ROSE-COLORED OUTLOOK—Five of the world's leading economists have predicted that the world has seen the end of major depressions. In a report to the UN Economic & Social Council the five men did not rule out the possibility of recessions but said that these would be temporary. The "full employment" policies of practically all countries, as well as national economic planning, were cited as reasons for this view. The men admitted, however, that a serious recession could take place throughout the world if the US suddenly cut back its rearmament program without substituting anything for it.

BROADWAY ISN'T BROAD ENOUGH—New York's most famous thoroughfare, Broadway, is about to succumb to the traffic jam. Plans are afoot to make the Gay White Way a one way street between Times Square and Central Park, along with Seventh and Eighth Avenues, the other main stems in New York's entertainment district. The plan is an extension of a traffic system that has been tried out on New York's lesser known north and south avenues. Even with this change a good many visitors are likely to find that the Broadway section is easy to get into, but a little difficult to navigate out of, after an evening at one of the many bistros that dot the area.

DC MAY GET THE VOTE YET—The more than 600,000 residents of the nation's capital and surrounding territory in the District of Columbia have a chance to become reasonably full-fledged citizens of the United States this year. The US Senate is considering a "home rule" bill which will give Washingtonians the right to govern themselves via an elected city council. Up until now, Congress has legislated for the city, and Washington has suffered accordingly, since Congressmen have been known to be notoriously indifferent to the needs of people who do not vote in Congressional elections. The bill does not give capital city residents the right to vote in Presidential elections.

ANY GOING MY WAY?—Although the government is dispensing billions of dollars in defense contracts on all sides, unlike wartime, there isn't much basic change in the industrial pattern. Most defense contracts are going to the highly-industrialized states despite the talk about dispersal of plants as a protective step against atomic warfare. New York State leads the pack with \$6.2 billions in arms orders. Second is California with \$5 billions, mostly in aircraft. Next in line are the industrial states of Michigan, Ohio, Pennsylvania, Indiana, Illinois and New Jersey. Of course, these figures are for direct armaments orders. The arms plants themselves have to get materials from other areas of the country, which spreads the money around quite a bit.

QUEEN BEE'S A COMMISSAR—Soviet bees, who like all others have flown the traditional beeline to the nearest flower, are now being trained to obey the dictates of agricultural experts. Word from the Moscow Minister of Agriculture is that from now on the bees will fly to plants which the government wants pollinated on a large scale. Supposedly, the bees have been trained to do so by being first fed syrup flavored from the type of clover that the government wants pollinated. US authorities expressed scepticism, pointing out that similar experiments had worked well in laboratories here, but as soon as the bees got out in the open, they went their own sweet way. But, of course, US bees didn't have to worry about deportation to Siberia.

BUT THERE'S NO OVERTIME—All members of the armed forces from GIs up to generals would get an across the board 10 percent wage increase under a bill that has been passed by the House of Representatives and will probably go through the Senate shortly. With all that, Seafarers in the Army are agreed that the military will have to go a long way to come up to SIU conditions.

Eric the Red Was Joe's Boy

History books will never be the same as long as the Russians have a printing press available. Latest in the increasing list of newly-discovered Russian-made talents—invention of the telephone and wireless are but a few—is seamanship. According to the Soviet navy newspaper "Red Fleet," the ancient Norsemen who sailed the Arctic and invaded Russia didn't know anything about ships—at least not until the Tsar's compatriots taught them. The ninth century Norse invaders really were sailing on ships of Russian design, claimed the Communist publication. The newly-found historical "fact" therefore necessitates revision of present textbooks, it noted.

It Looks Pretty Good to Them



All eyes, delegation from Display Fixture and Smoking Pipe Workers, Local 21825, AFL, admires a feature of the new SIU hall. Included in the group are Sal Prezioso, manager (2nd from right, front), Miss Cummings of union office staff (3rd from right), and President Herman Silverman (4th from right).



Coming home to new apartment redecorated for happier occasions, "Whitey" Oglesby faces four-month stay in bed with leg injuries.

Injury on Ship Dampens Seafarer's Housewarming

The New Year started off pretty poorly for Seafarer Charles Oglesby, and it doesn't look as if it will get much better for quite a while. Oglesby, an AB, spent eight days at sea on the Eugenie (Carras)

bedded down without necessary medical aid following a 25-foot shipboard fall which landed him flat on his two feet.

Now with his left foot wrapped in a plaster cast and his right, though exposed, not in much better shape, he's been prescribed a four-month stint flat on his back before he can really get on his feet.

Christmas Day on the Eugenie as she plowed from Casablanca and the Azores was a merry one for the crew and particularly for Oglesby, whose heavy blonde chock of hair naturally has won him the nickname "Whitey" from his shipmates.

He was heading for home in Brooklyn and a new three-room apartment which he had redecorated from the floor up for his wife, Helen, and himself after two years of make-shift housing arrangements.

Two days after the Yuletide, however, on December 27,

"Whitey" was painting the big ventilator aft of the bridge when rough seas took hold of the Eugenie, a Liberty. The ship's violent roll sent him sprawling down some 25 feet and luckily, if you could call it that, landed him squarely on his two feet.

Crew Helped Out

Medical provisions being what they are aboard a freighter, the crew and officers administered to him as best they could.

Arriving in Baltimore finally, Oglesby was hustled off to the marine hospital for treatment and a day later, his left foot sporting a plaster cast, left for New York.

Sailing with the SIU since 1945, Oglesby has made a good many friends and shipmates over the years. He noted that the fellows on the Eugenie got a big kick out of his lugging a model sailboat all the way home from the Azores after picking it up at a native shop. The trim little sail craft was dutifully christened the "Helen," after his wife, and stands next to his bedside where he can think of the pleasanter moments of his ill-fated voyage.

Unwary Ships Still Fall Prey To Treacherous Goodwin Sands

One of Davy Jones chief assistants, the Goodwin Sands, claimed another victim last week. The French steamer "Agen" was the latest to be added to the countless hundreds of vessels that have been swallowed by the treacherous quicksands ever since the days that ships began to beat their way through the Straits of Dover.

Seafarers who have ridden ships to North German ports or to London should be familiar with this notorious graveyard of ships. The sands lie about 5½ miles off the east coast of Kent between Deal and Ramsgate just at the point where the English Channel merges with the North Sea, narrowing down the neck of the passage. Treacherous enough in themselves, the sands hazard is made worse by the well-known stormy channel weather and the wide spread between ebb and flood tide in that section of the seas, which is more than 15 feet.

The sands themselves are about 10 miles in length lying in a north-east to southeast direction. At the southern end they are split into two forks, North Goodwin and South Goodwin with deep water known as Trinity Bay between. North of the sands is the Downs which is a secure anchorage area when winds blow from the east or southeast, as the sands serve as a protective breakwater.

No Lighthouse

At ebb tide, portions of the sands are very firm. Golf and cricket games have been played upon them. But when the tide begins to come in, the sands begin to soften and crumble. Within an hour or two, the once firm and hospitable looking sands are under 15 feet of water.

Although the sands have long

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.



Latest victim of the Goodwin Sands, the French steamer Agen, lies aground after being broken in two during English Channel storm.

been recognized as a tremendous navigational hazard, attempts to establish a lighthouse in the area have thus far been unsuccessful. There are at least four lightships stationed around the sands, and numerous buoys, South Sands Head light being the first one a ship picks up on the way to the North Sea. But the lightships have to grapple with the problem of anchoring themselves securely in the powerful cross currents that infest this part of the channel. The sands themselves have a tendency to shift position with every ebb and flow of the tide.

One of the worst of a long string of disasters on the sands took place in the year 1703. Thirteen ships of the British Navy, anchored in the Downs were either blown onto the sands or driven ashore by a hurricane. The whole fleet was completely wrecked with the loss of 1,200 lives.

Like every long established British institution, the Goodwin Sands are surrounded by a goodly share of legend and history intertwined. The sands were originally supposed to have been a fertile island,

part of the estate of the Earl of Godwin and on some old maps they are so noted. One story has it that after the conquest of England by the Normans in 1066 AD, the property passed into the hands of an English churchman. He devoted funds appropriated for maintenance of the seawall to the construction of Tenderton steeple, with the inevitable result that the seawall fell into disrepair and the island was submerged in a storm during the year 1099. English schoolchildren still recite a poem to that effect.

Actually, less romantic geologic surveys indicate that the sands were that way long before that. For all we know, they might have wrecked some of Julius Caesar's galleys when he invaded Britain.

In the old days, the sands served a useful purpose for smuggling Jamaica rum between England and France. French smugglers used to leave the liquor at the sands in casks submerged in water, where their English partners would pick it up later.

Today Goodwin Sands are just another navigational nuisance.

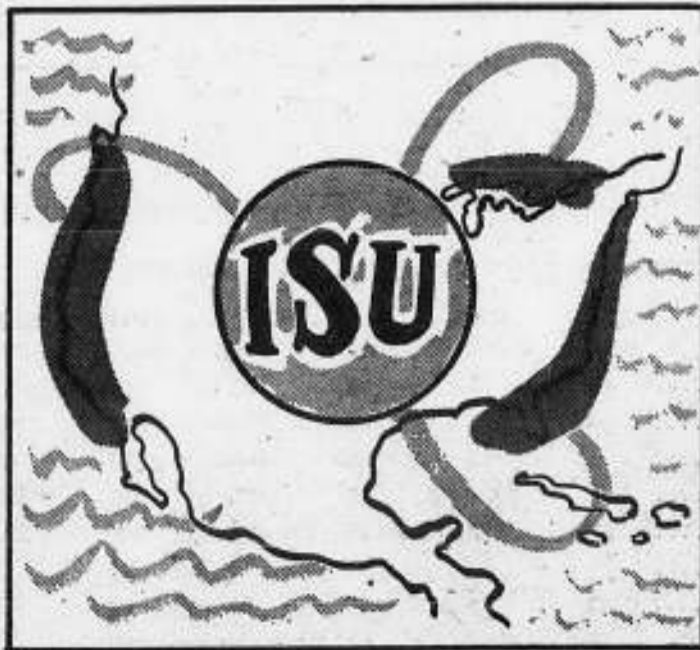
Cartoon History Of The SIU

Birth of A New Union

No. 3



The Sailors Union of the Pacific emerged from unification of the Coast Seamen's Union and the Steamshipmen's Union. In 1892 the SUP began organizing all US seamen under one banner, the National Seamen's Union. The first national convention laid plans for this ambitious and far-reaching program.



The Union which was created by the convention and the organizing drive was called the International Seamen's Union. It had three geographical affiliates; Atlantic and Gulf, Pacific, and Great Lakes. In turn, each affiliate was divided into craft unions for engine, deck and stewards.



With Andrew Furuseth as president the ISU began making progress. In 1912, Lakes seamen struck with saltwater union support. In 1915 the first national maritime strike took place, bringing about passage of the 1915 Seamen's Act. For the first time, seamen could begin living as human beings.

PORT REPORTS.....

New Orleans:

9 Would-Be Governors Make for Hot Primary

With shipping running good, and plenty of brothers on the beach to take care of all jobs, we have no beefs and no problems to speak of in New Orleans. However there has been quite a bit of excitement in this town as the state really got down to the business of electing a governor. There were no less than nine candidates to choose from which gave everybody an opportunity to find someone he thought he liked.

As far as the shipping is concerned, we had five payoffs and sign-ons with our usual big bunch of in-transits, 19 of them stopping by this time. Two of our sign-ons were boneyard jobs that we crewed up; the Henry L. Meeks (Mississippi), and the Robert E. Clarkson (Bloomfield). We expect to crew up two more ships before the next report; the Michael Moran for Mississippi and the Nathaniel Crosby for Bloomfield.

Our other sign-ons were the Alcoa Pointer and Alcoa Pioneer; and the Cape Horn (Mississippi). Payoffs were the Cape Horn, Del Campo, and Del Alba for Mississippi and the Pointer and Pioneer for Alcoa. The heavy load of in-transits included Alcoa's Runner, Polarus, Cavalier, Patriot and Corsair; the Steel Scientist and Steel Architect (Isthmian); the Cape Horn; the Seatrains Louisiana, New Jersey and Georgia; Beauregard, Kyska, Monarch of the Seas, Warrior and Morning Light (Waterman); Ocean "C" (Ocean Trans.); Sea Comet (Orion), and Catahoula (Nat'l Navigation).

Del Mar Stranded

The poor old Del Mar is still in its run of bad luck. Just as she was due to take a crew on in Galveston to bring her over here for the rest of the men and set sail for South America, the AFL Machinists went on strike. That left the ship high and dry in the Galveston dry dock until the strike is settled.

One of the brothers who is among the many here sweating it out for a ship is Lamar Palmer, who has been a member of the SIU since 1944. He has taken part in all the beefs since then and is proud of the growth of the Union. A once familiar face in



Palmer

New Orleans, Lamar had been absent from this port for a couple of years, making his home port Baltimore. He echoed the enthusiasm of the membership about the proposed new hall in Baltimore. Being thoroughly familiar with operations in this port, and having toured the new headquarters in Brooklyn, he expressed the opinion that everything has been achieved in the way of conveniences, comfort, recreation, access to all departments and beauty.

Brother Lamar feels that acquisition of a hall in Baltimore is in keeping with the Union's advancement which is by far the best in the industry. He voiced the opinion that the vacation and welfare plans emphasize the fact that the expression "Best in Maritime" is no idle boast.

Political Whirligig

Getting back to politics here's a rundown of the nine candidates for governor:

Hale Boggs, at present a Congressman who was supported by

Senator Russell Long and Mayor Morrison of New Orleans; Lieut. Governor William J. Dodd of Oakdale; Lucille May Grace of Plaquemine, first woman ever to run for Governor; Judge Robert F. Kennon of Minden, independent candidate; State Senator Dudley J. LeBlanc, former owner of Hadacol; Cliff Liles of Lake Charles; sergeant-at-arms of the state House of Representatives who advocated legalized gambling; James L. McLemore of Alexandria, independent candidate with the support of New Orleans newspapers; Kermit A. Parker of New Orleans, first Negro candidate in a Democratic primary in this state; Carlos G. Spaht of Baton Rouge, supported by the present governor, Earl Long, uncle of Senator Russell Long.

The majority of the talk was that Spaht and Boggs would be in the two top slots. There was something of an upset, however, as Kennon, an independent candidate, came in a close second behind Spaht with Boggs back in third place. The run-off between Spaht and Kennon will be on February 19. Kennon has picked up support from five losing candidates including Boggs, McLemore, Lieut. Governor Dodd, LeBlanc and May Grace. Mayor Morrison is also supporting Kennon.

We are looking forward to a hot and heavy campaign between now and February 19.

Lindsey J. Williams
New Orleans Port Agent

⚓ ⚓ ⚓

Philadelphia:

Coastwise Checkers Strike Seeks Parity

We have had a sudden spurt in shipping out of this port which on the whole has been doing very well in the past few months. The ships keep going out on coal runs and any rated men who are in a hurry are sure to ship out from here without any time wasted.

Most of the oldtimers in this port that came back from the holidays have drifted out, except for Reds Healy and Jimmy the Beefer, who are still holding forth true to form.

Checkers Strike

We now have a picket line around Pennsylvania Piers Inc., put up by the coastwise local of checkers. These men are getting 45 cents less per hour than the checkers in the deep sea local. They are asking for parity on wages and being that it is a legitimate strike we aim to follow through in good union fashion.

A. S. Cardullo
Philadelphia Port Agent

San Francisco:

Rain, Rain and More Rain Fouling Up Port

We haven't had too much in the way of ships here in the past two weeks but enough coming by to keep things on an even keel. In a way it's a good thing that there wasn't a big demand for men, as the weather has been so bad here that a lot of men haven't been able to get up to the hall.

The whole state of California has been hit hard by heavy rains and snow for the last couple of weeks. There have been several small hurricanes which have isolated some sections of the state for days at a time. Men living in the central part of the state, and the northern end, just haven't been able to get to us.

Heads Up Crew

We had one ship pay off here, the Clarksburg Victory (Mississippi). It is always a pleasure to pay off this ship as she has a head-up crew and pays off about every two months with never a beef on her. The entire gang has nothing but good words for the skipper, Captain Evenson. He has been running off this coast for some time now and always gets praise from the men who ship with him.

There are quite a few Yokohama lovers on this scow, and as a result their payoffs were pretty low from a monetary standpoint. But there must be something about that town because the men keep making those trips on her.

Our in-transits the last couple of weeks included, the Steel Apprentice and Clearwater Victory (Isthmian); Calmar (Calmar Line); Raphael Semmes, Bienville and Jean Lafitte (Waterman).

None On Pennsylvania

As far as we can determine there were no SIU members on the ill-fated Pennsylvania, which was lost recently with all hands. There is no hope held out for survivors as the weather around the area that they disappeared in has been so bad that they would have hardly been able to survive even if they had been able to launch the lifeboats and get away from the vessel. From last reports the Coast Guard has found two capsized lifeboats which are believed to have come from her.

The membership was glad to learn that applications for vacation money are on their way and will be passed on to them. As soon as the final approval on the plan comes through, all will be in readiness for them to collect their dough. The entire membership is advised to have all their discharges in order when they

make application for vacation money.

Outlook Only Fair

Our shipping prospects for the next couple of weeks are not too exciting, but rated men such as AB's and FOW's are still scarce and won't have to wait long for a ship.

The San Francisco branch extends their sympathy to the family of John Graham Harris, who died recently in Long Beach. Harris, known better as "Pop" Harris, has been shipping out of the west coast for some time, and is well known to the west coast membership.

H. J. Fischer
West Coast Representative

⚓ ⚓ ⚓

Galveston:

In-Transit Load Helps Brighten Job Picture

We're still doing well on the shipping end here with enough stuff showing up in port to keep the boys happy. We had three payoffs and an equal number of sign ons with a nice load of 19 in-transits to take replacements from us.

Shipyards workers in this port are currently fighting out a beef with Todd Shipyards Corporation. About 1,500 of them have gone on strike here in conjunction with the walkout in Mobile. The AFL Metal Trades Council is handling the strike, with the basic demand being a 12 percent pay increase for all hands.

No sooner did the men set up their picket lines than the corporation began running ads for yard workers—what they expect to do with them is a puzzle, although strikebreaking is always a possibility.

From the looks of things right now, I don't think they will have much luck with their recruiting program.

Getting back to the shipping story, our payoffs and sign ons were the George Gipp (Waterman); Simmogs Victory (Bull); and E. W. Scripps (Isthmian). In-transits included three Seatrains, the New York, Louisiana and Texas; The French Creek, Bradford Isle and Council Grove (Cities Service); Warrior, and William Richardson (Waterman); Cape Horn (Mississippi); Knute Rockne (Alcoa); W. E. Downing and Petrolite (Mathiason); Catahoula (National Navigation); Lucille Bloomfield and Ann Butler (Bloomfield); and the Joseph Meek.

Keith Alsop
Galveston Port Agent

Baltimore:

Transit Walkout Solid As Bosses Won't Budge

The ships are really moving in and out of this port, but the busses and street cars are standing still. It's now the eighth day of the transit strike, as of this writing, and there seems to be no relief in sight as the company is refusing to make an honest effort to negotiate a settlement with the transit union.

As it is, it is much harder to get to the Baltimore hall than it is to ship out of here. We have shipped 352 men from this port in the past two weeks, with 22 ships paying off here and 18 ships signing on. Transit strike or not, all the boys have come back here from their holiday reunions and as a result we have registered over 400 men, so that we had no trouble supplying men for all those ships including replacements for the 13 ships in transit here.

Company Denounced

According to the local newspapers, the governor of this state has laced it into the Baltimore Transit Company for not making an honest effort to settle the transit strike. He is quoted as saying that the company is trying to use the strike to unload its business on the city or the state at a profit to the directors. The Union repeatedly attempted to meet with the company in an effort to settle this strike. From where we are sitting it appears the strike is 100 percent effective with not a bus rolling or a streetcar rattling in our city of Baltimore.

O'Connor Bows Out

We also see in the local scandal sheets that our esteemed Senator O'Connor has decided not to run for reelection as Senator from Maryland. He claims that he won't run because he doesn't see eye to eye with the administration. It appears that the real reason is that he doesn't have too good a chance of winning if he should run. The Democratic Party at the present moment is in a chaotic condition in this state and unless some person acceptable to all factions of the party is nominated it is very likely that the Senator's job in 1952 would go to the Republicans.

Wandering around the SIU hall here we chanced to meet Donald Campbell who has been an active member of our union since 1943. Donald, who holds all ratings in



Campbell

the engine room department, spoke enthusiastically about the tremendous gains of this Union since he became a member. He reminisced about the improvements in wages and living conditions, the gains made by organizing and the latest boon for seamen in our Welfare and Vacation Plans.

Brother Campbell has seen the new building in New York and feels that it is a monument to all the struggles, strikes and organizing actions that our Union has participated in. He says that the building shows we are at last reaping the benefits of all our past efforts, and is anxiously awaiting the day when all major ports of this Union have similar facilities.

He concludes by saying that it is a privilege and pleasure to belong to this Union of ours, and asks all hands to join in keeping this Union the militant organization it has always been.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD									
Shipping from January 2 to January 16									
PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED	
Boston	40	13	14	67	17	14	11	42	
New York	306	229	167	702	217	186	144	547	
Philadelphia	75	48	42	165	74	63	44	181	
Baltimore	207	137	81	425	156	117	92	365	
Norfolk	223	182	159	564	156	122	123	401	
Savannah	24	20	26	70	24	18	17	59	
Tampa	21	14	16	51	19	11	12	42	
Mobile	75	49	61	185	40	48	37	125	
New Orleans	95	73	55	223	90	78	56	224	
Galveston	64	51	44	159	68	68	66	202	
West Coast	41	44	51	136	58	44	41	143	
TOTALS	1,171	860	716	2,747	919	769	643	2,331	

IN THE WAKE

The islands of Juan Fernandez are famous for two widely separated items: lobsters and Robinson Crusoe. Located about 500 miles west of Valparaiso, Chile, the islands abound in the much-prized seafood delicacy, which is caught and shipped to the mainland where it brings fancy prices. Daniel Defoe's shipwrecked mariner hero never actually inhabited the islands, but the man who probably inspired the tale must have.

Counting all the ins and outs, the state of Louisiana has 7,721 miles of tidal shore line. The actual coastline is 397 miles, but it is 20 times that figure when taking all the indentations into account. . . . A breaker, a water keg in a ship's boat, is an alteration of the Spanish word barrica, for cask. Many sea-terms stem from the Spanish because of the early seafaring tradition of Iberian folk.

The shore phrase "since Hector was a pup . . ."—referring to time long past, has its parallel in sealore. "Since Adam was an oakum-boy," means the same thing. It comes from the shipyards where it was a boy's job to keep the caulkers supplied with oakum and other items.

Aloof, from the Dutch to loef, to windward or nearer to the wind, is seldom heard today at sea. Ashore, aloof means indifferent or distant in manner. . . . The seaport city of Barcelona in Spain probably got its name from that language's derivation of barca, meaning boat. . . . Similarly, a barcarole, a boating song of Venetian gondoliers, stems from the same root. The most famous of these was immortalized as Hoffman's Barcarole by Offenbach.

Longshoremen, also called stevedores (as are many of the companies engaged in this work), are likewise indebted to Spain for their name. Early sailors probably brought the word back home with them. Spanish cargo handlers were called estivadotes, from the verb estivar, to pack or stow. . . . When we say farewell to someone,

using "So long," some authorities believe, we are using the seamen's garbled version of the East Indian greeting salaam, meaning peace be with you.

Tarpaulins, used as hatch coverings or the like to keep out water or simply protect what's underneath, are derived from the old English word palyoun, or canopy (today it's pavilion). They used to be tarred, hence the word. Today these canvas coverings are treated with a water-proofing solution.

Sea superstitions, many dating back to ancient times, concerned many common items. A bit of salt in a sailor's pocket was said to bring him good luck, yet when salt spilled it was looked on as an omen of bad times to come. . . . Even sneezing had its good and bad aspects. When someone sneezed on the port side of the ship at the time of getting underway, it was regarded with much foreboding. If it happened on the starboard side, it was supposed to assure a good voyage.

A good weather indicator at sea, barring use of a barometer or other instruments, is offered by the habits of sea-birds. Moderate winds and fair weather can usually be expected when they are far out to seaward. The opposite is well illustrated by the old seamen's verse:

When sea-birds fly to land,
A storm is sure at hand.
Storms can also be expected, it is said, when porpoises and whales spout about ships at sea.

Traditional rivalries between deepwater seamen and coastal sailors find expression in many old jests. The deepwater man called his coastal counterpart a "dog-barking navigator," from the supposition that he found the ship's position by recognizing the barks of the dogs along shore. . . . Yachtsmen and amateur sailors fared no better. They were called soft-water men by the professional seaman, who often commented that "anyone who would go to sea for pleasure would go to hell for a vacation!"

THE INQUIRING SEAFARER

Question: Why have you served as ship's delegate?

Julio Bernard, bosun: I took the job the last time on the Milton H. Smith because someone has to talk to the captain when beefs come up. I wanted to cooperate with my shipmates in every way. The job is an advisory one but the delegate can help a great deal when problems come up.



William Frank, oiler: I was delegate on the Alcoa Puritan because the crew needed somebody to represent them and I felt it was my duty to speak for them. I'm always ready to take the job if the crew wants me to. It's easy to handle because usually the men cooperate and you get things done.



Marcelino Santiago, bosun: I took the job to see to it that all the Union contract terms are lived up to as well as to help keep the men up to Union standards. Most of the time the men cooperate so that beefs are kept at a minimum and everybody gets equal treatment.



Ernesto Erazo, AB: You always have problems on a ship with over-time and other beefs and I felt that by serving as a delegate I helped keep peace and harmony. If you get help from your shipmates it is easy to handle the job to everybody's satisfaction.



Charles Bush, bosun: I've been delegate on several ships including the Steel Worker and Steel Apprentice in order to help maintain Union conditions. The fellows felt that because I've been in the Union a long time I was better qualified to serve. I knew the contract better than most of the men and could act accordingly.

Eric Sommer, AB: I served as delegate on the Kathryn because I was one of the oldest Union men in the crew. There were a lot of new men aboard who didn't have too much information on the contract and the Union. I liked the job very much because I got cooperation.



MEET THE SEAFARER



FRED SCHOENBORN, carpenter

That mysterious lure, "the call of the sea," may not come early in life, but when it does it hits hard. Fred Schoenborn was 40 before he heard it, but once he decided to go into the Seafaring life he took the plunge wholeheartedly.

A cabinet maker by trade here for twenty years, Schoenborn was bitten by the sea bug at the end of 1945 when the War Shipping Administration appealed for men to man ships and bring the soldiers home from European battlefields. Before long he was in the thick of the Isthmian organizing campaign and played a role in the successful organization of that company by the SIU.

Schoenborn, who is 46 years old, was born in Dresden, Germany, but grew up in the seaport town of Hamburg, where he first developed an interest in ships and sailing. At 15 he was apprenticed to a carpenter to learn a trade. For four years he passed through the careful course of instruction given under the supervision of the local Board of Trade and the Cabinet Makers Guild.

Hard Grind

Apprenticeship in those days was all work and no pay. After working hours, the apprentice swept the floors and ran errands for the cabinetmaker. "Still it was an improvement over the old system where the apprentice worked ten to 12 hours a day, seven days a week," he said. "And the training they gave you was very thorough."

At the close of his apprenticeship he passed the theoretical and practical examination which qualified him as a journeyman carpenter. Shortly afterwards, in 1925, he came to the United States, and settled here.

He worked for many years in furniture factories as an architectural woodworker, constructing the pilot models for the factory from the designer's drawings. Subsequently he worked for the Museum of Science and Industry in

Radio City, building exhibits for the Museum and for the New York World's Fair which took place in 1939 and 1940.

Amateur Sailor

All the while, the idea of going to sea was not forgotten. Schoenborn spent his vacations at the shore, trying his hand as an amateur sailor. When the War Shipping Administration issued its appeal he decided to fulfill his lifelong ambition.

As a good union man (he was a member of the Carpenters Union here for many years) Schoenborn first shipped out as an NMU organizer on the William Whipple of the Isthmian line. But as he put it, "I soon found out which union had something to offer." He signed an SIU pledge card as did most of the other men on the ship. "When the ship returned to port it voted overwhelmingly for the SIU in a Labor Board election."

As a result, Schoenborn got an Isthmian organizer's book from the SIU and sailed 'round the world on several other Isthmian ships helping to sign up their crews until the company was finally organized.

"There is a big opportunity," he said, "when the Union conducts an organizing campaign for our permitman to do organizational work and get the benefit, because many Union men have gotten their books that way organizing Isthmian and other big companies."

Since that time Schoenborn has "sailed all over" on ships of various SIU-contracted companies, including Waterman and the Robin Line. His last ship was the Yorkmar, one of Calmar's ore boats. He has also been active in many of the beefs of shoreside unions that were aided by the SIU.

A citizen of the United States since 1931, Schoenborn is unmarried. He makes his home in Auburndale, L. I., and has his parents, whom he brought over from Germany just four years ago, living with him. "They are very happy to be here," he said, "and spend their days looking forward to their 'sailor boy' coming home between trips."

The Seafarers Puzzle

- | | | | |
|-----------------------------------|-----------------------------|----------------------------------|------------------------------|
| ACROSS | DOWN | 20. Shifts course of ship | 37. The British — |
| 1. The Baltic or Red | 1. Spread, as sails | 21. — seaman | 40. Cargo |
| 4. Ship's complement | 2. Period of time | 22. It's headed by Adm. Fletcher | 42. Lyric poem |
| 8. School exam | 3. It has a fluke | 24. Wading bird | 43. Firebug's delight |
| 12. Sea bird | 4. Poker counter | 26. Dodge | 45. Suave politeness |
| 13. Healthy | 5. Rapid currents of water | 29. On | 46. Russian name |
| 14. As far as | 6. High note | 30. Flat bell | 48. River flowing into Seine |
| 15. Pert. to short-range strategy | 7. Greeting at new SIU hall | 33. Newspaper men | 51. Kind of money |
| 17. Sea color | 8. Of a tube | 34. Goods sunk at sea | 52. New: Prefix |
| 18. Cope of "Good" | 9. Join up | | 53. Acquire |
| 19. They hold anchors | 10. Astonish | | |
| 21. Soon | 11. Digits | | |
| 27. Shallow places | 12. Islands east of Fiji | | |
| 25. Boat without an engine | | | |
| 27. Flightless bird | | | |
| 28. Towboat | | | |
| 31. A Roman 55 | | | |
| 32. Mr. Harriman's middle name | | | |
| 35. River flowing into Adriatic | | | |
| 36. Center of a hurricane | | | |
| 38. Fuss | | | |
| 39. Room on a liner | | | |
| 41. Holy City of Islam | | | |
| 44. Longshoremen's group | | | |
| 45. Long black scarf | | | |
| 47. Place to anchor | | | |
| 49. Exchange premium | | | |
| 50. Sing Sing's city | | | |
| 54. Heavy string | | | |
| 55. Rivers, in Spain | | | |
| 56. Born | | | |
| 57. Elm or maple | | | |
| 58. In right mind | | | |
| 59. Obtained | | | |

Puzzle Answers on Page 23.

TEN YEARS AGO

A Japanese offensive began on Bataan with 200,000 troops. . . . US troops began garrisoning bases in Northern Ireland. . . . Inter-American talks of Western Hemisphere nations opened in Rio. . . . After being pushed back by the British, Rommel's North Afrika Korps was reinforced and started its own counter-offensive. Donald Nelson was named "czar" of the US arms program, led production setup.

AFL pledged its members would speed arms production, but asked a voice in the planning operation. . . . The Navy prepared to take over the former French luxury liner Normandie as a troopship, the Lafayette. . . . British commandos made a lightning raid on the coast of Nazi-held Norway. . . . Director Lewis B. Hershey of the Selective Service System issued a memorandum urging continued deferment of seamen as long as they maintained sea-going jobs.

Fifty-seven SIU men went down with the City of Atlanta (Savannah) and Venore (Ore) as enemy U-boats concentrated their furies along the Atlantic coast. . . . Favored 1-7 over Buddy Baer in a heavy-

weight championship bout, Joe Louis kayoed Baer in the first round and announced plans to enter the Army. . . . Baseball's Babe Ruth ill from a nervous condition following an auto crack-up. . . . Hollywood actress Carole Lombard died.

President Roosevelt urged a mammoth war production program, calling for 60,000 new planes and 45,000 tanks. . . . Japan invaded the Dutch East Indies. . . . A new War Labor Board, headed by William H. Davis, contained equal labor, public and employer representation. . . . Intercoastal steamship service was suspended and some 40 affected ships placed on more "essential" runs.

Average weekly pay of seamen ran below \$27.25, according to the US Labor Department, which listed earnings in 27 major American industries. . . . British guns dropped five Italian naval vessels to the bottom. . . . Sabotage was suspected in a fire on a 43rd Street pier in New York. . . . Georgia labor law was held unconstitutional by the US Supreme Court for violating anti-slavery amendment.

SEAFARERS LOG

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The Sea's Still Boss

In our conceit over our immense technical and scientific accomplishments, we tend to lose sight of the fact that nature is still all-powerful. Just when man thinks he has tamed the seas with big ships, powerful engines and advanced construction techniques, along comes a storm which shows him who's really boss.

When the winds and waves begin acting up, the biggest and strongest vessel is a mere chip on the waters. Water driven by the winds is a near-irresistible force and there is no ship now, nor will there ever be one, that can prove itself wholly immune to that powerful combination.

In the last few weeks there have been two exceptionally severe storms, one in the Atlantic off northern and western Europe, the other in the North Pacific off the coast of Canada. In these as in other storms in the past, ships have been sunk, run aground, or severely damaged with heavy loss of life.

Ordinarily, not too much attention is paid to these nautical disasters. But this time, the decision of Captain Kurt Carlsen to ride with his stricken ship, the Flying Enterprise, attracted public attention to the risks and perils of the sea. For those who jumped the Enterprise it was no less dangerous. They risked being crushed by the vessel or swept away in the churning seas. The fact that all but one survived is a tribute to the efficiency, skill and bravery of the seafaring men who rescued them. Unfortunately, the 45 crewmen of the freighter Pennsylvania had a different fate in store. They were swallowed up by the Pacific, becoming further additions to the long list of maritime casualties.

As long as ships ride the seas, there will be a certain percentage of casualties—sacrifices to the all-powerful waters. Those who sit secure and comfortable in heated houses ashore while the wind howls and the rain beats down should give a thought to the perils that beset the seaman on his storm-tossed ship, exposed to the fury of winds and water.



Setting 'Em Straight

The sorry spectacle of a government agency becoming hopelessly entangled in problems of its own devising is by now a familiar one. Unfortunately the Maritime Administration has proven itself no exception to this melancholy practice. From somewhere within the labyrinth of files and offices, orders have been issued forth in the last several months assigning ships to this or that steamship company with fine disregard of the realities of labor supply. Suddenly one morning around Christmas time, the Maritime Administration woke up with a start to find a nasty problem under its Christmas tree, namely, an unbalance in the distribution of ships so that the SIU had more men than ships and the NMU had ships which it could not possibly man on time.

Letters were hurriedly dispatched to the SIU and other maritime unions to come quick to Washington and "let's have a conference about this thing." SIU representatives attended and wasted no time setting the record straight. The Maritime Administration and other government bigwigs were informed that the SIU was doing very nicely when it came to manning ships given to it; that it could handle as many ships as it was asked to take, and that it has already taken steps to assure a steady supply of skilled ratings for the industry. In short, the SIU pointed out that it had no manpower problems and threw the whole matter back in the lap of the Maritime Administration. The SIU can only hope the MA takes the obvious steps needed to correct this situation.



Gummed Up Geography

We note a recent news item from West Virginia reporting a "witchhunt" on kids' chewing gum machines because bubble gum distributors included a bonus with each one in the form of a miniature geography lesson. It seems one of the countries covered in these innocuous Chamber of Commerce spiels was the USSR.

Well, then and there, "public-minded, responsible" elements in Wheeling, West Virginia, started to track this thing down. After all, they were against Communism, even though it meant stopping the kiddies from learning there was such a place as Stalin's "workers' paradise."

We wonder if the town fathers of Wheeling haven't gone a bit afield in their yearning to expose the Reds.

If the Russians rewrite history, will Wheeling do a similar job on geography?

LETTER of the WEEK

SIU Yule Visits Cheer Hospital

To the Editor:

I arrived here at the USPHS Hospital, Staten Island, about a week ago suffering from injuries sustained aboard ship. After a day or so I had become acquainted with my ward-mates and settled down for the stay.

It being on the verge of Christmas, everyone around appeared very busy making preparations for the yuletide. Each ward had a tree and the patients who were fit enough were up and around trimming them. I might say in passing one that one of these was none other than brother James Ray, and he did a swell job.

On the whole, the place had all the appearance for the holiday time, what with relatives and friends of many patients around. I also wish at this time to extend on behalf of many SIU brothers our gratitude for the many gifts given us by various organizations, particularly the Seamen's Church Institute.

Spending Christmas in a hospital is very depressing, especially for the unfortunate seaman who has neither friends nor relatives to visit him. Throughout the holiday season visitors came through at all hours of the day and night. Of course, patients can get passes to go home if they have one, but many others must stay until they get well and "fit for duty" before going back to home on the briny.

Farrell

Personally I consider this a wonderful measure of progress to dwell upon and especially when one is shut in away from his friends because of sickness. What a feeling of independence to realize that when we are discharged from here we'll be able to have a few bucks in our pockets!

Please convey to all our brothers our best wishes for the new year and thank the officials for their diligent efforts in securing these benefits we now enjoy. I also wish to express my grateful appreciation to the crew of the Seatrain Georgia for their Yuletide greeting card and reciprocate the same for their kindness.

Thus, it certainly was a pleasant surprise when a representative from SIU headquarters walked into our ward and passed around our extra-Christmas benefits of \$25 per man. And we proudly made it known to all and sundry.

I could see the dour faces of our brothers from other marine unions. It was almost worth being here just to see the reflection and the reaction of others on that occasion. The wonderful story attached to this is the fact that there was no line of demarcation and that all members received like treatment, whether oldtimers or newcomers to the Union.

Personally I consider this a wonderful measure of progress to dwell upon and especially when one is shut in away from his friends because of sickness. What a feeling of independence to realize that when we are discharged from here we'll be able to have a few bucks in our pockets!

Please convey to all our brothers our best wishes for the new year and thank the officials for their diligent efforts in securing these benefits we now enjoy. I also wish to express my grateful appreciation to the crew of the Seatrain Georgia for their Yuletide greeting card and reciprocate the same for their kindness.

Paddy Farrell

'Still In Business'



As I See It

by PAUL HALL



YOU'D NEVER KNOW IT from reading the daily newspapers but there is an epic struggle going on, the outcome of which should be of vital importance to every member of the organized labor movement. For almost two months now—since December 1, 1951—15,000 insurance agents of the Prudential Life Insurance Company have been waging a militant strike for a union contract.

These lads, all of whom are members of the Insurance Agents International Union, AFL, have been having a tough go, as the record of the past two months shows. Perhaps the most inspiring thing about this struggle is the fact that it is being fought by people of the so-called white collar group, a group which has frequently been criticized for lacking the gumption to unite themselves under a trade union banner for the purpose of decent wages and working conditions.

The AFL Insurance Agents has established that they have that gumption, which is a prime essential for any kind of victory on the economic front. What makes their turn on the bricks even more inspiring is the fact that these people are pitted against one of the most powerful financial institutions in the country, an institution which is one of the remaining hold-outs against trade unionism within its own organization.

The AFL Insurance Agents are not only bucking Prudential, they are, in effect, fighting the entire multi-billion dollar insurance industry. A victory for the agents undoubtedly will set the pattern for the rest of the insurance field—the Metropolitan Life Insurance Company, the John Hancock and the other big boys in the field, all of whom are well aware of the fact that their long standing anti-union position is at stake.

For those of us in the seafaring field who have come up the hard way, who have had to fight out on the bricks to lay the groundwork for the benefits we now enjoy, the insurance agents have earned our respect and admiration. A victory for these people will, of course, be

a victory for all working men and women. On this score they rate the support of all organized labor.



BACK IN MID-1950, WHEN hostilities in Korea broke out, the SIU foresaw the need for a program that would insure an adequate supply of manpower to man the American flag vessels that would be so sorely needed in transporting supplies to the military and to our allies all over the globe.

As a result, your Union spent considerable time and effort in developing a program to make sure that this manpower would be forthcoming. The Union has been successful in carrying out this program and has been able to man its ships fully and on time. Other unions have been unable to equal this performance. At the conference called early this week by the Maritime Administration to discuss the critical shortage for skilled seamen that exists elsewhere in the industry, government officials acknowledged the SIU's ability to meet its manpower requirements.

Your Union representatives made it clear at this conference that we are unable to understand why we had even been called to the conference. The problem that exists is not ours. The shortage of manpower does not exist in our organization. It is up to the administration to resolve the matter by developing a formula for allocations of GAA ships that would utilize the manpower which we have made available.



THE SIU'S TRAINING school program, whose first deck department class completed its curriculum this week, is another way in which we have tempted to meet the need for skilled rated men. This school will provide additional qualified seafaring personnel for United States flag ships and it will also provide our membership with the opportunity to increase, not only their own skills, but their earning power as well. It is our sincere hope that all hands will avail themselves of this opportunity for upgrading.

Photo Highlights

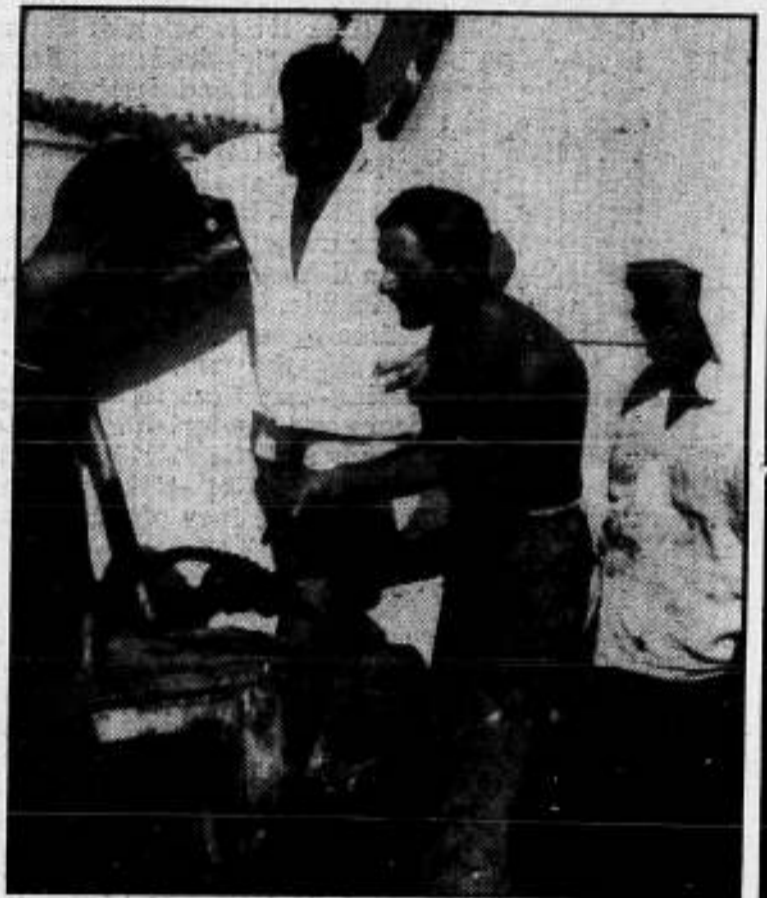
(Contributions from Seafarer-cameramen record life of SIU members at work and play.)



On the spot during first day of rescue operations, Seafarers on the Warhawk eye the dangerously listing freighter Flying Enterprise, which later sank in the stormy Atlantic.



All dressed up to celebrate Japanese New Year, two Yokohama belles are squired by Seafarers Mario Figueroa (l.) and Luis A. Ramirez.



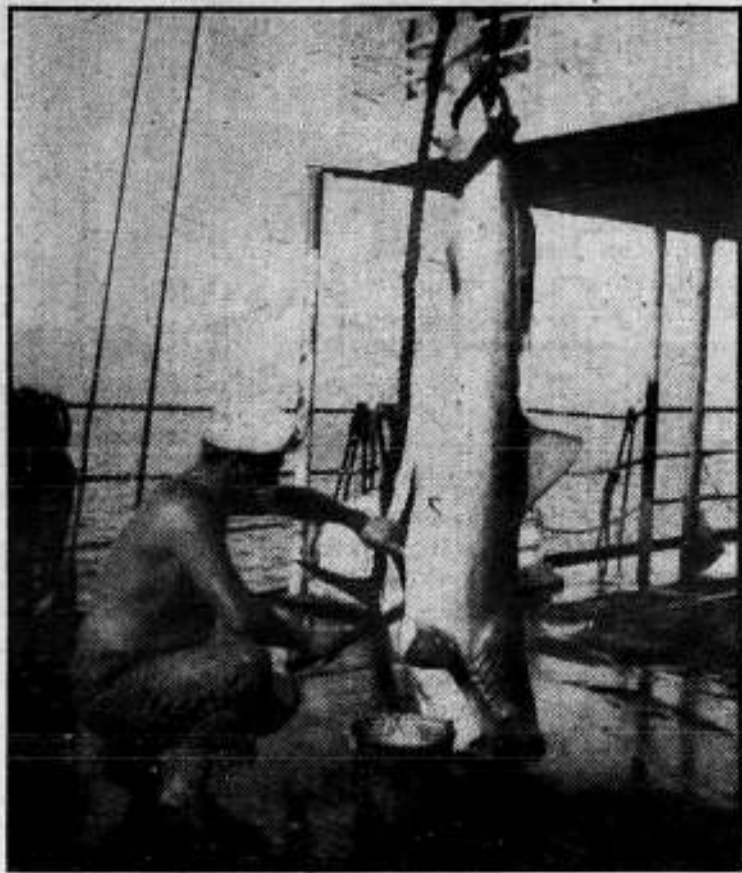
Taking on professor's chores, Bosun Mike Rossi holds class in practical seamanship aboard SS Anniston City somewhere in the tropics.



Answering SOS from Enterprise, Warhawk crew mans lifeboat in attempt to pick up survivors. Rough seas caused the boat to swamp but, despite dunking, all hands got back to the ship. Southland, another SIU vessel on scene, saved 15 persons off Enterprise.



Part of merchant fleet lifeline to Korea, SIU members on Massillon Victory turn to unloading war-damaged English tanks bound for Japan.

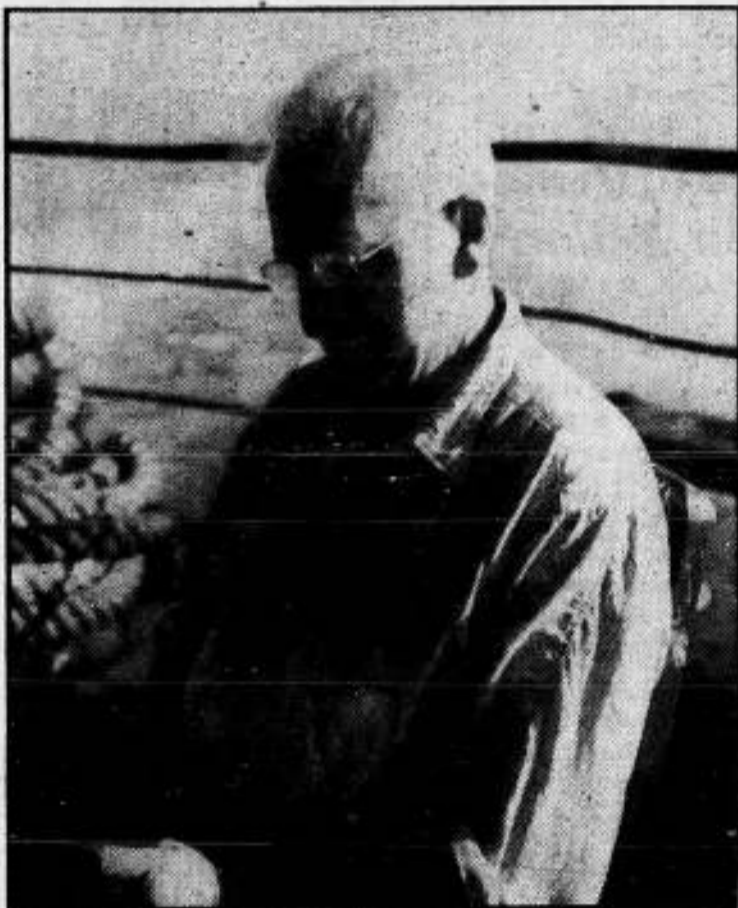


Utilizing off-hours while Steel Apprentice was anchored in Straits of Malacca, AB John Bilko guts fisherman's prize—9-foot shark.

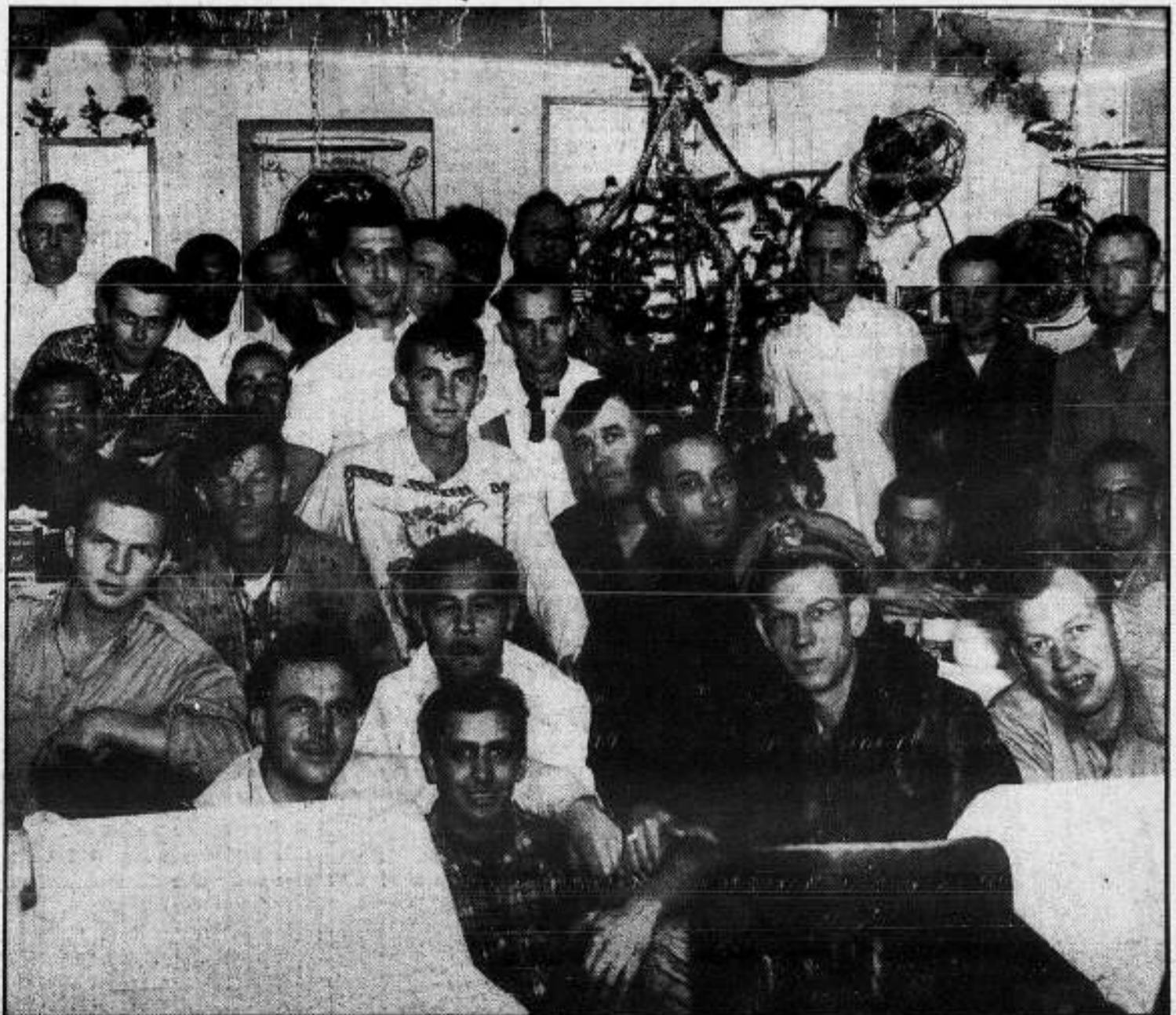
A merchant seaman pauses outside Yokohama nightspot to show papers to an MP. Well anchored in Japan, US occupation forces keep tabs on servicemen and civilians alike. Stockpile for supplies to the UN Korean front, Japan is but stepping stone to the war zone, should unauthorized persons escape notice.



Solemnly observing last rites for deceased crew-member William Surrick, Seafarers aboard tanker Abiqua hold flag-draped pallet outboard before traditional burial at sea somewhere off the Virgin Islands. The Abiqua is one the many SIU manned floating oil wagons which carries oil cargo from Venezuelan fields to US ports.



Still clinging to old-fashioned method, James Stoddard, steward's utility, rolls his own smoke during coffeetime on Seatrain Savannah.



All members of crew not on watch turn out for a merry Yuletide celebration aboard the SS Yaka, at sea on Korea shuttle run. Gaily-decked tree and other holiday trimmings helped make Christmas away from home and loved ones a festive occasion for all concerned until the wee hours.



Down from home in Danbury, Conn, with dad Arthur Ohler, wiper, Arthur Jr. and Bill watch shuffleboard contest at Brooklyn hall.

HERE'S HOW, Brother!

There's a right way and a wrong way to conduct yourself on board ship. The right way means smooth sailing, less beefs and a more pleasant trip for all hands. It also means a stronger Union and more protection for you. You don't have to read Emily Post to learn how. The following material, adapted from the booklet of the same name issued by the SIU Educational Department, will keep you abreast of the code of etiquette to be followed on all SIU ships.

Injury To One Is Injury To All

You have been dispatched to a ship from an SIU hall, and from now on you and your shipmates represent the Union. Whether old-timer or newcomer you all have a common bond—the SIU contract. It's up to you to protect the agreement, and in so doing, help yourself.

A good Union man is a good seaman who does his job the best he can. The oldtimer should acquaint the new men with their shipboard duties and educate them in Union principles.



The good seaman is neat and clean. He takes a few minutes to keep his gear in shape and the foc'sle orderly. He cleans his boots and oilskins and hangs oily, dirty gear outside the foc'sle.

The same goes for the messroom. It's the men's club room and should be treated as such. Dirty cups belong in the sink, butts in the ash trays, and uneaten food in the refrigerator. If you throw junk and food around you invite roaches, flies and other nuisances. Remember, a messboy is a crew-member just like you.

~ ~ ~

Don't Throw Your Weight Around

Foc'sle bullies are out of style. They no longer rate on ship. Respect your shipmates' opinions. If you disagree, discuss your differences, don't make a muscle. Save your scrapping for the dock if you have to. You can always find someone ashore to accommodate you.



Examine the ship thoroughly when you come aboard. If some-



thing is wrong, notify the Union hall immediately. Don't count on promises that things will be straightened out "after she sails." You can save yourself headaches later.

You should check on the following items: Whether proper requisitions have been made, what's in the slopchest, the condition of the foc'sles, bedding, etc. If possible get a patrolman to come aboard and see that things are shipshape.

~ ~ ~

Know What You Have Coming

Study your agreement thoroughly. Remember that overtime is to keep you from overwork not to make you rich. An overtime hog is a pain to the crew. Help see to it that all hands share overtime as equally as possible.

To avoid beefs on overtime, keep an accurate record of your work, with date, hour, nature of the work and by whom ordered. Keep a separate sheet for disputed overtime. Have the sheets checked by your delegate and presented to department heads for signing. For your own protection, hang on to these sheets until payoff.



You put down what you think is overtime and let the Union be the interpreter of the contract. If the ship's officers think differently, the issue can be settled at payoff.

Remember, you do the work that the officers order you to, even if they say it isn't overtime. Put it down on your "disputed" sheet and settle at the payoff.

Should the officers do work normally performed by the crew, notify your delegate. The entire crew may collect overtime in certain of these cases. Here again, the final decision will be made at the payoff. If the officers are buckos, it's no use trying to settle all beefs aboard ship. Save them for your shoreside officials.

~ ~ ~

Remember—They Keep A Record

Taking time off without permission or performing aboard ship is a bad habit. If you are logged, the Coast Guard starts a record on you, and your share of the work falls on your shipmates. If you can't arrange for extra time with

shipmates and with the skipper's OK, then limit yourself to actual liberty. You'll save money and protect the Union's reputation.

What you do ashore is up to your conscience and the authorities. Pay attention to military regulations in military zones. You can get fouled up if you don't.

~ ~ ~

Etiquette For The Gassed-Up

Aboard ship the government, ship's officers and above all, shipmates, have a brake on you. If you wallow aboard listing badly, hit your bunk and stay there. If your shipmate is groggy help him to his foc'sle. Sleep it off instead of making an ass of yourself and the crew.



Take good care of ship's gear. The Union is constantly fighting for more and better of the same, whether cups and saucers or washing machines. Good gear is a necessity, a comfort and protection for your life. The next crew is entitled to inherit a well-kept ship.

~ ~ ~

Make Her Ship Shape

Homeward bound is the time to get all affairs in order. Overtime should be rechecked and written up so it can be easily understood at the payoff. Union books should be checked and a list made so that the patrolman can get Union business through in a hurry and attend to the beefs. A list of beefs, complaints, logs and other controversial items should be made so that these matters can be attended to.



Your ship may be in port several days before paying off. During this period you are still on articles and under the orders of ship's

officers. You must carry out your duties until paid off and given a discharge. Failure to do so means you can be logged as if you were on the high seas.

Remember, everyone growls when coming aboard a dirty ship. Turn your ship over to the next crew in good condition. Keep sober at the payoff and don't rush off to shore without settling remaining beefs.

Always carry your Union book and have it available for the boarding patrolman. Pay current dues and assessments in port of payoffs. Remember, the SIU is an International Union and every port is your home port.

~ ~ ~

SIU Democracy In Action

After you have paid off and gotten your fill of shoreside amusement go down to the Union hall and register for a job. Your hall maintains a rotary shipping list, which means democratic distribution of all jobs. Each man takes his turn.

When you register, you get a dated shipping card. Then when the jobs come up, you can throw in for any of them along with all Union brothers on the beach. The man with the oldest card has first crack at the job. If he doesn't take it, the man with the next oldest card gets a chance.



This means that the men out of work longest get first chance at the jobs. It's job democracy and prevents backdoor shipping, crimping or discrimination.

Remember you belong to a fine Union that will guarantee you the best conditions in the industry—if you support it and live up to its principles. Be proud of your Union and conduct yourself in a manner that the Union can be proud of you.



Tanker's Growth: Old Windjammer To Super-Super

Shipping experts predict that by 1953 the American-flag tanker fleet will comprise half our total merchant marine. The tanker fleet is growing in total tonnage as well as in the size of individual ships.

During World War II, the T-2 tanker was considered a huge ship far advanced in speed, size and carrying capacity over most pre-war carriers. Measuring 528 feet over all, the T-2 has a 68 foot beam and a 15 knot speed. Its capacity is 138,335 barrels of liquid cargo.

Post-war "super tankers" built for Esso, the Texas Company and other operators here and abroad measure about 625 feet over all and carry some 240,000 barrels at a speed of from 16 to 17 knots. The only supertanker manned by SIU men is the Olympic Games, owned by US Petroleum Carriers.

But even these giant ships will be greatly exceeded in size by tankers now being planned by National Bulk Carriers. Still in the blueprint stage, these contemplated ships would measure 50,000 deadweight tons compared to the 27,700 deadweight tons of the average "supertanker."

As tank ship design nears the point where even the term "super" will be outdated and a new phrase will have to be found to describe the new giants of the sea, it is interesting to look back on the history of tankers as a distinct type of ocean carrier.

China can probably claim credit for having originated the tanker, for there are pretty clear indications that the Chinese built some junks, even with expansion tanks, to carry fuel cargoes hundreds of years ago!

Oil transportation from the United States began in 1861 when the brig Elizabeth Watts was chartered by a Philadelphia firm to carry a cargo of oil in barrels from Philadelphia to London. This was oil from the newly developed fields in Pennsylvania.

Windjammer Tankers

Numerous cargoes followed this one, most of them being sent aboard old windjammers that had outlived their usefulness for other trades and whose owners were willing to take a chance carrying this new and, what was considered then, a highly dangerous cargo. So old and decrepit were these first petroleum freighters that 58 of them were lost on the North Atlantic in just four months of 1882!

A step toward evolution of a tank ship came about in 1863 when a windjammer named the Ramsey was altered to carry oil by having

tanks built in the lower holds. She carried barrel oil in the 'tween decks.

Still further development was made in 1869 when the Charles, also a sailing ship, had 59 iron tanks constructed in the holds for oil, each tank having to be filled and emptied separately from the others. Similar conversions followed with other sailing ships and by 1870 there was a large fleet of windjammers carrying both bulk and barrel oil from the Pennsylvania oil fields, via Philadelphia, to England, France, Belgium and other European destinations.

The oil trade became prosperous, and in 1872 the Red Star Line built the SS Vaderland as a combination oil and passenger ship, although there is no record of this vessel having loaded oil and the assumption now is that the authorities prevented her from carrying passengers with such a volatile freight.

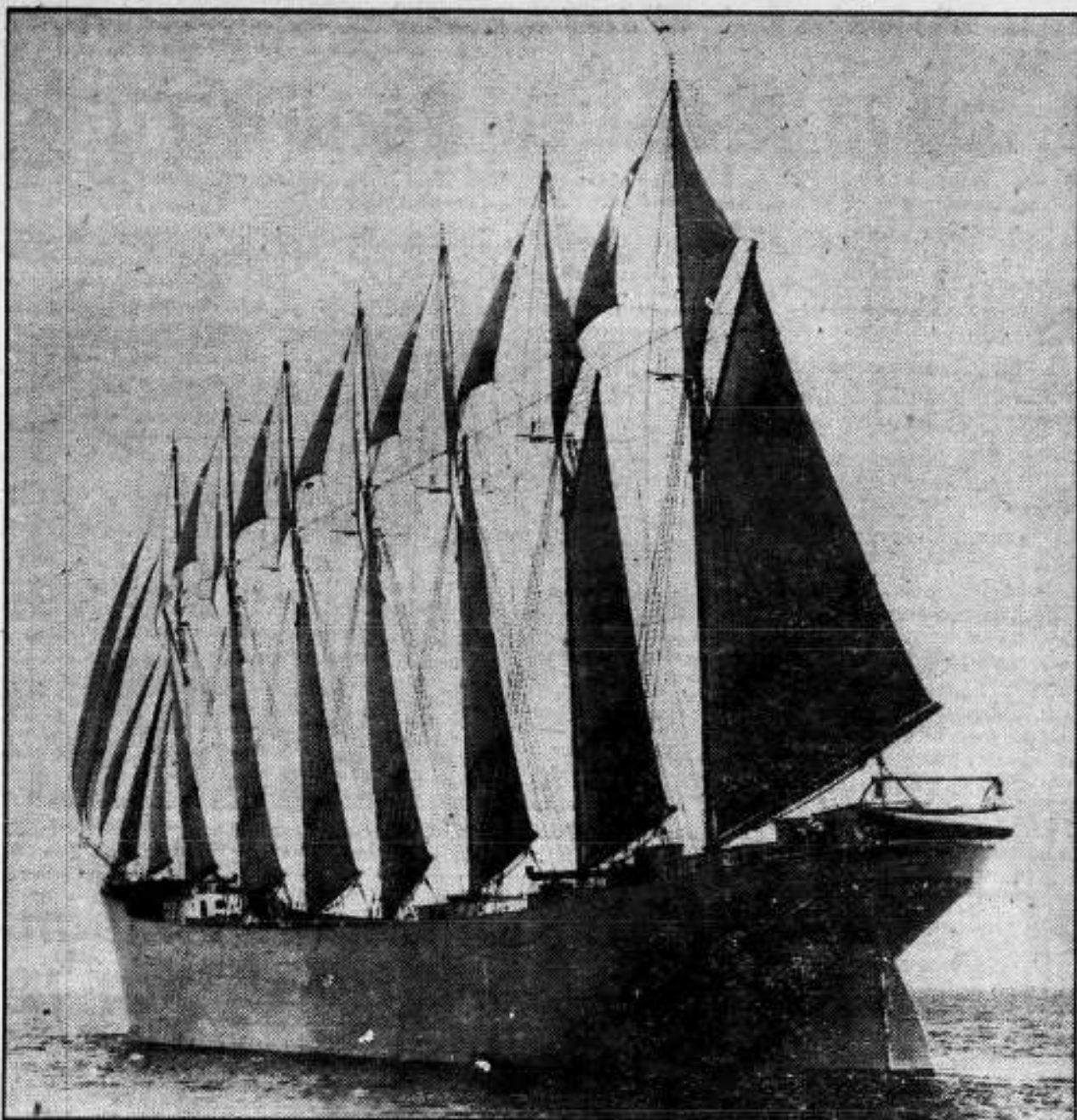
Another advance in design was marked by construction of the iron steamer Zoroaster in 1878 for the petroleum trade on the Caspian Sea. This ship was distinctively a tanker, having eight cylindrical tanks built independently of the hull. Capacity was 240 tons. Several other vessels of this type were built for the run from the oil fields by the Caspian Sea up the Volga River and through the Marinsky canal to the Baltic. As the canal was only 28 feet wide, these tankers were necessarily narrow and had a limited capacity. Like most early steam tankers, engines and boilers were amidships. Auxiliary sail was usually carried.

Over the years, there were new designs and various improvements, all tending toward the tankship as we know it today. In 1882, for instance, a ship called the Armeniak was built having its tank bulkheads on the present-day longitudinal, fore-and-aft plan, with transverse partitions.

First Real Tanker

Most historians, however, credit the S.S. Gluckauf, built in England in 1886 by the firm of Armstrong and Mitchell, as having been the granddaddy (or grandmother, if you prefer) of the modern oil carrier because the Gluckauf was the first ship to carry oil in tanks that were a part of the ship's hull.

This 300 foot ship, which was



Only seven-master ever built, the Thomas S. Lawson was converted into an oil carrier in the early 1900's. In 1907 she was wrecked on the Scilly Isles off southern England. (Peabody Marine Museum)

a coal burner like many early tankers, had all its tanks of equal length, each with a separate expansion tank. It featured watertight rivets, vapor pipes for each tank, machinery spaces aft, navigation bridge amidships and other points of design common to present-day oil carriers.

The first sailing of this ship, it is interesting to note, was delayed when the makers of barrels and tin cans believed she would revolutionize oil transportation and would put them out of jobs. As a result, they prevailed upon coal handlers not to bunker the ship. But progress could not be denied and the Gluckauf escaped the boycott by sailing to Halifax for bunkers. On subsequent trips she bunkered in Europe for the round-trip.

Many interesting tankers were built in the earlier days of oil carrying, with most of them seeing a long and useful career. The Union Oil Company of California, for instance, built the three mast barkentine Fullerton, which sailed

the Pacific for 20 years with oil. Standard Oil built some big tanker schooners and barges, towed by tugs or behind self-propelled tankers, some of them journeying to far ports in this unusual fashion. One of these was a 360 footer with five masts and auxiliary sails which sailed for many years under the anonymous name of "Number 94."

Tow Work, Too

Quite a few of the early tankers had towing machines aft. In 1907 the twin screw, 476 foot tanker Iroquois was built at Belfast, Maine, and the same yard constructed for her the six-mast barge Navahoe, a 450 footer with a capacity for 10,000 tons of oil. This steam tanker and her engineless tow made many voyages across the Atlantic.

A famous American tanker was the seven masted schooner Thomas W. Lawson, largest schooner ever built and the only seven master ever to sail the seas. Launched at Quincy, Mass., in 1902, this 375 footer was a coastwise collier for a short time until she was sold for conversion into a tanker. On a voyage from Philadelphia to England with a cargo of oil in 1907 she was blown ashore and wrecked on the rocky Scilly Isles off the southern tip of England, only three of her crew surviving the wreck.

One of the earliest American bulk tankers was the 239 foot steamer Maverick, built for Standard Oil in 1890. She carried 500,000 gallons of oil between Philadelphia and New England ports.

As tankers increased in size, designers had to cope with many new problems of construction. Not all of these problems were solved immediately, for a number of big tankers cracked at sea, were wrecked, or mysteriously disappeared. In 1914, the world's largest tanker, the Oklahoma, disappeared at sea; in 1920 the tanker Mielerio broke in two, and in 1920 also the tanker Cubabist went missing to become another mystery of the deep.

Since the war, some T-2 tankers

developed deck and hull cracks and were made subject to a Coast Guard order directing all T-2s to be specially strapped at the points of seeming weakness.

"Super tankers" are designed for the far-east trade to the oil fields of the Persian Gulf, all of them having a draft which assures transit of the Suez canal. These "supers" carry the equivalent of 1,200 railway tank cars or about ten train loads of oil! While the 30,000 ton supertanker carries about twice as much cargo as the T-2, the operating cost is relatively the same, for fuel consumption is not so much greater and the "super tanker" carries only eight more in crew than does the T-2.

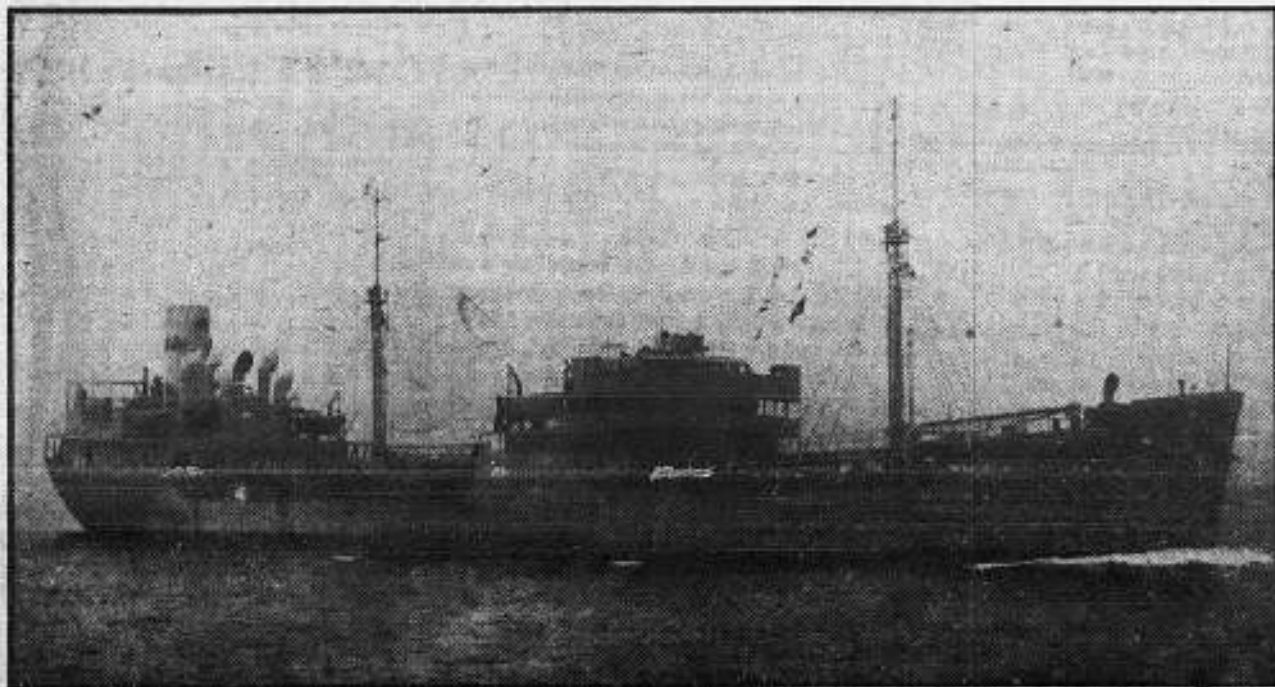
The SS Ohio has a power plant typical of the supertanker with two water tube boilers working at 600 pounds pressure; steam turbines developing 13,750 h.p. (more than double the horse power of a T-2), and a 22 foot propeller pushing the ship along, fully loaded at about 16½ knots.

Phenomenal Growth

The steady growth of the American-flag tanker fleet is evidenced by the fact that in 1914 we had 80 such ships; in 1918, the number had increased to 170; and by the end of World War II there were 907 tankers under the American flag!

There is certain to be heavy employment of tankers for years to come. As the United States converts more from coal to oil for fuel, finds new by-product uses for petroleum, enlarges its industrial output with machinery dependent on oil for operation, and boosts its use of gasoline, a huge fleet of tankers must be used to bring this precious fuel to the States from overseas. American fields no longer can begin to meet domestic consumption, which is zooming upward year by year.

The oil tanker, whatever its future development may be, has a vital role to play in the welfare and security of the nation.



One of the many T-2's built during World War II, this tanker, the Sinclair H-C, was turned out in the record breaking time of 100 days from keel laying to delivery.

San Angelo Victory's Crewmen Nip Ship Blaze In Record Time

(The account below was sent in by a crewmember of the San Angelo Victory, which has since called at Dunkerque, France, and is due in New York late in January—Ed.)

The crew of the San Angelo Victory (Seatrade, Del.) has been highly commended by the third mate, who was in charge at the time, for their action during the fire which raged for six hours aboard the vessel in Bremerhaven. The speedy turnout and wholehearted cooperation displayed by the few men aboard had all available hoses in the area directed at the heart of the fire within five minutes of the alarm. Though the crewmembers aboard were few in number and could not have quelled the blaze, they did check it until local shore fire fighting equipment could come to their relief.



Aftermath of six-hour fire aboard San Angelo Victory finds crewmen looking into hold to survey damage caused by blaze.

During the first two hours, the ship took a considerable list to port, due to the great amount of water being pumped in by as many as fifty hoses at one time. However, the engineers righted her as soon as they could. At around one AM, holds number two and three were flooded to number one tween deck, so the fire was attacked by burning several holes in the main deck and approaching it from there.

Fire Guard

By two AM, it was all over, but a skeleton crew of firemen stood by with hoses ready day and night for several days. During this time, all cargo was removed from these two holds to safeguard against any new outbreaks of fire.

There were reports that an incendiary bomb was found in one of the holds and that sabotage was suspected, although details of this have not been disclosed.

As a result of the fire, all power lines on the fore deck were burnt out and new permanent lines were run to the windlass, masthead and range lights. The crew was told that these were all the repairs necessary so far until she reaches New York.

It is very apparent to us all on board, if only to the eye, that the section where the fire was most intense has been contorted, if not weakened. The section I refer to is in the starboard deck and hull section between number two and three holds, and has three or four ridges and furrows, some three or four inches high or deep.

A special meeting was called in this regard and it was decided that we draw up a letter expressing our view on the matter and that several copies be made and presented to the authorities concerned.

J. W. Grant

Soccer No Laugh, Though Some Get Kicks Out Of It

All over the world millions of people weekly crowd into huge sports arenas to watch their favorite pastime—soccer—in action.

Last year, the largest soccer palace in the world, the Stadio de Maraca, was built in Rio de Janeiro at a cost of over \$15,000,000. This beautiful work of modern architecture is set amidst the lovely background of Rio's mountains. It has 140,000 seats with standing room for another 42,000. The stands and playing field are separated by a nine-foot moat, and subterranean exits are furnished through into which players and referee may scurry.

Soccer is played on a field 120 yards long by 75 wide. There are two teams of 11 men who try to kick or head a 27-inch, 14-ounce ball into the enemy's goal cage. Play is in two halves of 45 minutes. It is a game of continuous play with no time outs. If a player is hurt or removed from the game, his team continues without him. Tackling, tripping and slugging are fouls, subject to penalties ranging from free kicks (at the ball, that is) for the opposing team to removal of the offending player from the game.

Gambling is the life of soccer. Though a few countries, including Brazil, France and Canada, forbid gambling, almost everywhere else

there is a weekly flutter at the "pools." Last year nine million "punters," as those who wager on the game are called, "invested" almost 200 million dollars on the outcome of these contests in bets that averaged about 50 cents each. In Italy, two million persons risk \$500,000 weekly on the games. A miner recently picked 12 winners for a \$125,000 bonanza, without ever having seen a game.

Real World Series

Every four years, 76 nations belonging to the International Federation of Football Associations boot it out for the silver Jules Rimet cup, symbol of the world championship.

In the "world series" held in Brazil last summer, Brazil and England were odds-on choices as finalists but the US, unanimous choice for the consolation prize, beat the British 1-0. Chile later booted the US out of the play.

In the finals, Brazil, the top heavy favorite, lost to its tiny neighbor Uruguay before a crowd of 200,000, many of whom waited around the stadium two and three days before just to get in.

Unfortunately for the Brazilians, their team lost by what some say was bad luck and what others insist was better playing. In any event, thousands really took it to heart and the next day flags throughout Brazil were at half mast.

Fred Carranza Irizar

'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.

Did You Know . . .

That we never see the other side of the moon? That's because the moon rotates on its axis only once during its 27-day trip around the earth, keeping the same face towards us at all times. It makes us wonder what the back of its head looks like.

~ ~ ~

That there are at least 48 known waterfalls that are higher than Niagara? The honeymoon spot has a fall of only 167 feet, while there are two waterfalls in Venezuela that are at least 2,000 feet high. Niagara's reputation comes not from its height, but from the tremendous volume of water that passes over the falls daily.

~ ~ ~

That the ancient Incas of Peru built huge buildings without cement? A great many such buildings, which were constructed out of blocks of stone fitted together, are still standing in the ancient Peruvian capital of Cuzco. Nobody has yet figured out what makes the buildings hold up.

~ ~ ~

That it wouldn't do you much good to build a house on Falcon Island? This tiny island in the Friendly group in the South Pacific disappears and reappears at irregular intervals. The island is the top of an underwater volcano and shows up everytime there is an eruption.

That for a while during the war seamen were not allowed gasoline rations for their cars? It wasn't until January 12, 1945, that the Office of Price Administration got around to allowing seamen three gallons of gas for each five work days of service at sea, up to a maximum of 30 gallons.

~ ~ ~

That the best seller book lists for the past few weeks have been topped by three salty books? The "Caine Mutiny" and "The Cruel Sea" are fiction stories about navy ships during the war, while "The Sea Around Us" is a study of the seven seas and how they affect our lives.

~ ~ ~

That your shoe size is seven even though your feet measure nine inches from heel to toe? Blame the confusion on King Edward II of England. In the year 1324, Edward made a decree that three barley corns taken from the center of the ear, and placed end to end, equalled one inch. Contemporary shoemakers discovered after a while that the longest feet they were asked to fit measured 39 barley corns. From this they deduced that if three barley corns were one inch, 39 of them equalled 13 inches, and therefore the largest shoe size should be 13. Even today, in most retail stores, it still is.

Crimp Hall To New Hall —A Far Cry, Says Louie

We seamen have come a long way since the days of the Shipping Board. Our beautiful building in Brooklyn with all its conveniences, and our various halls in other ports, set me thinking of the old Shipping Board crimp halls and their inconveniences.

Who among the oldtimers can forget the way shipping was done in New York when old Joe Hogan and old man Daly handled it? Remember in New Orleans when old man Markey and Mr. Pozzi did the shipping, or even "Bald-headed" John in Philadelphia and his way of shipping?

They all had rotary shipping in their own manner. They shipped only those they wanted to regardless of how long a guy was on the beach, and a little gift usually made you eligible for the first job out. Old Joe in New York shipped from his own boarding house and Johnnie the Greek in New Orleans, who also had a seaman's boarding house, used to relieve old man Markey from time to time. These birds controlled the shipping in their ports, and if you didn't stand in, you had a long wait for a job.

Then of course we had the Shipping Board ships, which in many cases were first World War ships operated by various companies for the Shipping Board, with their big foc'sles, crummy messrooms, bathing out of a bucket, unsafe working conditions, and about the lousiest food that money could buy.

Blue Coffee

On these ships one could enjoy drinking blue coffee, eating cold grub, and being told that the food was going to be cut each trip.

Only on these ships did you see guys buying food ashore, and storing it in their lockers, and under their bunks. Of course the piece de resistance was the wages, where an AB was paid the magnificent sum of \$62.50 a month, and a mess-boy \$40 a month. Of course, this was the shipping board's big selling point, as most private companies only paid an AB \$55 a month. All in all, the good old USSB, as it was called, was a great operator. In those days the run was what

counted, and guys would go out of their way to grab something going to Havre and Antwerp, or Germany, which were the favorite ports. The shipping masters, knowing all this, could demand and get the gifts that they wanted for these jobs. After all, these poor guys had to make a living, and after all a seaman was nothing but a "whiskey-soaked bum" anyway.

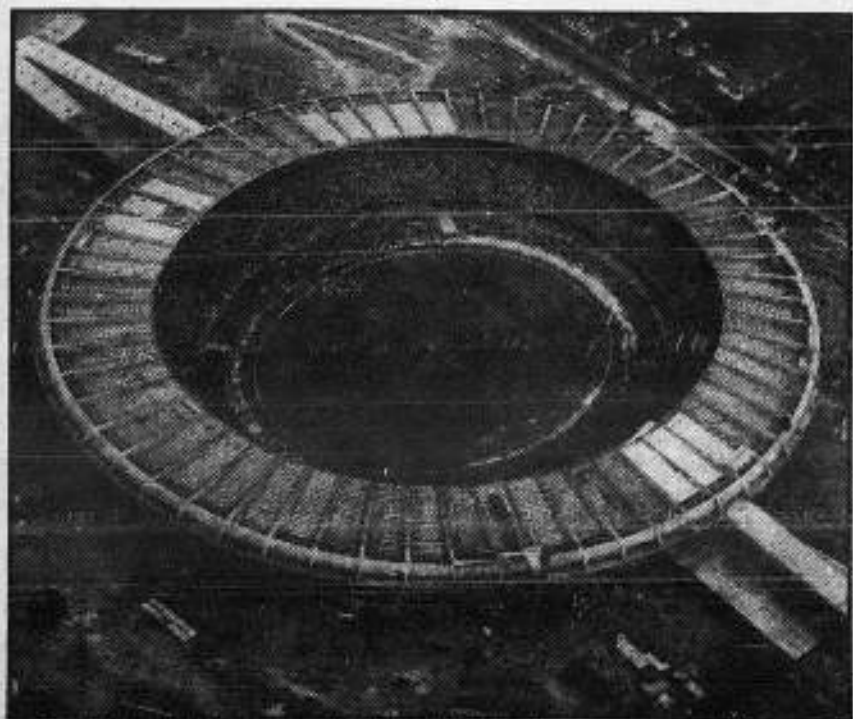
Because of the tales these guys spread about seamen, most people figured a seaman was nothing more than what was told to them—one word: dirt. But considering the conditions seamen worked under in those days, it's a wonder they weren't called more names. What else could a guy do those days when he didn't have enough money to stay ashore more than a few days, and since he had such a miserable existence during the trip, he had only one thing to think about, to get rid of his dough.

Louis Goffin

Can't I Ship Too?



Proud dad Charles Morrison, steward, shows off Larry, 2 1/2, at the Brooklyn hall. Morrison just made it back from France for the holidays on the Winfield Stratton.



Aerial photo of mammoth Rio stadium shows near-capacity crowd of 200,000 watching progress of soccer game. Players dot the field.

Seafarer's Safari Solves High Meat Cost Problem



Paul, aboard the Transatlantic, framed by the antlers of the solution to the Oakley family's butcher bills.

Families of Seafarers plagued by rising meat costs ashore may expect a mass shipping out movement to northern hunting grounds after the menfolk read this.

It seems Paul Oakley, steward on the Transatlantic on a run to Belgium last fall, paused during a stopover for paper cargo at Newfoundland to do some shooting and wound up bringing home several hundred pounds of edible meat-stuffs plus a huge moosehead earmarked for the taxidermist.

Oakley (aptly named for this tale), who has sailed with the SIU for six years, has done quite a bit of hunting around his home territory near Scranton, Pa., and while on a Waterman run from Japan back in 1947 bagged an eight-point, 196-pound buck in Washington state. This was the largest game he had dropped up until the present travelogue.

While awaiting loading of cargo in Newfoundland this past September, he and fellow crewmember Edward Fields, DM, moved inland to Botwood where Oakley sought the aid of townfolk to do some hunting. Legalizing his expedition by obtaining a hunting license, he set out with a local guide. Finding moose tracks, the Seafarer safari which, by this time had left Fields elsewhere for some quiet fishing, traced the animal until they caught up with him in the open near a roadway.

Shot 'm daid

Nine shots later, a 1,200-pound, 17-point bull moose had been peppered and demilitarized with 30-30 shot in his vital parts and was proclaimed a prize for the Pennsylvania huntsman. The toughest part of the whole operation was lugging the weighty carcass the 350 yards back to an auto after spending most of the remaining daylight butchering, skinning and decapitating it. But this was accomplished without incident.

Back at the ship, which then headed south for payoff in the New York area, Oakley managed to squeeze the several odd hundred pounds of edible meat into the ship's chill box and notified his folks of the bonanza awaiting them upon his arrival. Getting past the customs with a \$12 tab for duty, Oakley dispatched the meat to his home via a pickup truck which had come down to take it back. Moose steak has been a recurrent item on the family menu ever since.

It's better than venison, he claims, though no samples were

proffered to the LOG staff as corroborating evidence of this statement. The moosehead, whose 17 points measure slightly over four feet in width, is still in the hands of the taxidermist because it is a less welcome addition to the Oakley household than the tasty meat of the body which supported it.

But Paul Oakley is not daunted by this reception. There's a spot on the living room floor lacking a home-caught bear rug. That's his next target when a chance for hunting again presents itself.

Living Costs Ashore Help Boost Shipping

Shorty Sanchez is back in town after a long seavoyage, but he's getting ready to ship out again. The cost of living ashore is too high, he says... Jerry Rosenthal apparently suffering from a similar ailment. He's just waiting to ship out on an Isthmian run to the Far East. Jerry's going to make a few dollars and save it.

Teddy Cepriano has a very fancy cane which he bought in Japan. When he comes around to the pool room at headquarters he opens the cane and makes his own cue stick. He even brings his own chalk. . . . The baggage room in our new headquarters is open, but bags and suitcases can only be checked for up to 90 days. Then you have to renew it.

Who's the fellow who has bought three cars within several months. To ride in the first two you needed an umbrella when it rained. . . Marty Breithoff and the missus have finally moved to their new apartment in Brooklyn and both are very happy about it.

Mike Danberg sprained his ankle on the SS Puerto Rico and was flown back to New York from San Juan. There are a couple of other brothers on the Island of Enchantment recuperating from illness.



Salty Dick

LOG-A-RHYTHMS: Boiler Blues

By Tom Finnegan

(This lament was written by Brother Finnegan, a wiper off the "boneyard" refugee James B. Richardson.—Ed.)

It's four in the morning
It's stormy and cold
He's going to work
Engine's squeaky 'n old.

It spits and it sputters
His fingers they cross.
He hates to be late—
He'll get hell from his boss.

Down with the boilers
The fireman gets mad,
He brakes up his fire
The thing's smoking bad.

While the feed water pump
Keeps moaning on low
The darn water whistle
Refuses to blow.

Now the steam's going down
The chief blows a fuse.
And the fireman slugs
The boiler room blues.

Bellyachers

By Jesse E. Watkins

(A member of the Marine Allied Workers-SIU, Brother Watkins sails cook on a tugboat out of New Orleans.)

A griping lad is talking loud
To others on the ship,
And telling 'em how he is proud
To be with them this trip.

It seems he'd like a meeting called
To settle here and now,
Just why the Union always stalled,
And where and when and how.

The Union this and that should buy,
He raves and airs his views.
You guessed it brother,
He's the guy
Who never pays his dues.

. . . A certain linen keeper who sails out of New York is now worried over a love affair in Trujillo City. . . Some time back a wiper was very angry with the chief engineer because the chief threw the wiper's golf clubs over the side. It seems the wiper would play golf while at sea and this was too much for the chief.

Blackie Otvos can tell us quite a bit about history past or present as he's been reading quite a bit along this line. According to present historians, he says, the ruling country in a hundred years will be in the East. . . Jimmie Golder is now in the real estate business as a sideline. He and a partner have bought land, built houses and made an artificial lake. It's near Poughkeepsie, N. Y.

Frank Vivero buying an SIU button for his new suit. Frank is now employed at headquarters as night manager of the SIU cafeteria. . . Thurston Lewis "shanghailed" on the Puerto Rico after a long voyage on the Paoli. . . There are quite a few Seafarers who didn't retire their books or pay dues while working ashore and are now in bad standing. If you plan to work ashore, retire your book.

Salty Dick.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The final aim in all photography is good prints, unless you're carrying around some old X-ray plates of yourself. For good prints we need good negatives and they in turn are dependent upon your selection of film, its exposure and development. We'll leave color film alone for the time being and stick to black and white. Black and white film has different characteristics. To get good pictures we should know something about these qualities.

Color sensitivity—This means the manner in which black and white film reproduces various colors. There are two types, orthochromatic and panchromatic. The "pan" film is sensitive to all colors and the "ortho" film is blind to red. Anything red being photographed with ortho film will make no impression on the film and will appear in the final print as black. Unless you want red objects to photograph black, stay away from ortho films. The two popular ortho films are plenachrome and verichrome.

Speed—The speed of a film is its sensitivity to light, or the relative amount of light needed for correct exposure. There are roughly three groups of films: fast, medium and slow. The speed of a film can within certain limits be controlled by development and other treatments.

Graininess—Under a microscope the negative image which is made up of metallic silver is found to be made up of coarse granules of silver. If they are large and coarse, enlargements made from such negatives are said to be grainy. Actually the grains that we see in the final print are enlargements of the spaces between the grains of silver. Generally the faster the film the coarser the grain.

Contrast—This refers to the brilliance or range of tones between black and white. If a film is capable of rendering many shades or gradations of grays between black and white it is known as a long scale film. If there is a short range of tones between black and white in the negative so that it appears brilliant or "hard" the film is known as a high contrast or short scale film. Contrast is basically a function of the film, but is also influenced by exposure and development.

Latitude—This is the ability of a film to withstand over and under exposure and still produce a usable negative. All films have some degree of latitude. If this were not so it would be necessary to "hit the exposure right on the head" every time. For example: someone with a box camera and XX film exposes that film outdoors on a sunny day at one twenty-fifth of a second at f:16; someone else with a snazzy outfit would expose the same film at the same opening but would use one two-hundredth of a second. Here's a difference of eight times in exposure, yet both will produce usable negatives. Generally, the high speed, long scale films have more latitude than slow speed contrasty films.

Types of film—The reason that there are various types of film is because no single film is best for all photographic applications.

1. High Speed Pan is of greatest sensitivity and is used where illumination is dim, as indoors where you can only use natural room light. It is very useful when flash is prohibited by law or by your pocketbook. The grain is relatively coarse, it has low contrast and long scale tones with excellent latitude. Two high speed pan films are E. K. SuperXX and Ansco Ultra Speed Pan.

2. Medium Speed Pan—It is more brilliant and has finer grain than high speed pan. It has good gradation and is generally a good all-around film. Two such films are E. K. Plus X and Ansco Supreme. Stick to these if at all possible.

3. Slow Speed Pan—These films have sufficient speed for daylight photography. They have a speed of 24 outdoors and 16 indoors. The negative produced with these films are more contrasty than medium speed films, have less gradation, but have extremely fine grain. Where extreme enlargements have to be made slow speed pan films should be used. Two slow speed pan films are E. K. Panatomic X and Ansco Finopan.

There are hundreds of other types of films and they all have their uses. However for most of our needs these three groups will do most anything that we will ever run across.

Quiz Corner

Answers to these puzzles are on page 23

- (1) A Singalese is a native of (Singapore), (Sumatra), (Ceylon), (Sakhalin)?
- (2) You be the judge. Do you think your wife would deserve to be jugged if she poured castor oil in your whiskey?
- (3) Who was the last bare-knuckle heavyweight champion?
- (4) A seaman decided to go into the importing business. He bought a shipment of golf balls for \$45 and sold them at \$4 a dozen, thereby making as much profit as five dozen balls cost him. How many dozen did he buy?
- (5) Which English military hero is a direct ancestor of British Prime Minister Winston Churchill? (Wellington), (Marlborough), (Wolfe), (Kitchener)?
- (6) In which of the following cities would you be closest to the North Pole? (Rome), (New York), (Yokohama), (San Francisco)?
- (7) The old salts should know this one. What's the difference between a hurricane and a tornado?
- (8) Here's another one for the oldtimers. When you land in France today you can get about 350 francs to the dollar. What was the exchange rate before World War I?
- (9) A ship left port and was traveling at a steady rate of speed. An hour later a second ship set out from the same place at a rate five knots an hour greater and overtook the first ship after traveling 100 nautical miles. Find the rate of the first ship.
- (10) How many feet in a nautical mile (6,080), (6,080.2), (6,076.097)?

Sailor Rags' Problem . . .

Contributed by E. Reyes

The SPORTS LINE

By Spike Marlin



Ted Williams may not think so, but the Marine Corps probably did him a big favor when it called him back into service—reputation-wise, that is.

It's hard to say that separating a man from a \$100,000 pay check is a favor. Williams is taking a financial beating, but getting out of baseball now may have saved his rep as one of the game's greatest hitters. Since Williams is terribly concerned about what people think of him he might be better off in the Corps fancy dress than in a baseball suit.

There's no question that Williams slipped badly since he smashed his elbow in the 1950 All-Star game. For a man whose lifetime batting average stood at .350 until that disastrous day in July, 1950, batting .318 for two successive seasons is quite a comedown.

Part of Williams' reputation as a great hitter rested on his amazingly keen eye. He was known as the hitter who never swung at a bad pitch and never missed a good one, thanks to his eyesight which is far better than that of ordinary mortals. This quality, in addition to his strength and excellent reflexes, was what made him so dangerous a hitter.

When there were men on bases pitchers were in a quandary. They couldn't get him to swing at bad ones they served up, so that he always drew a record number of walks. If they gave him a good pitch he would invariably meet the ball and advance the runners. It got so after a while that Williams was practically calling the balls and strikes. If he let a close one go by the umpire's tendency would be to call it a ball.

Williams' eye is still as good as ever, but his shattered elbow seems to have affected his timing. In the past year some of the pitchers began to show a tinge of disrespect for him. They began throwing the ball right past his bat. The pop-ups were becoming more frequent than his famed pop-offs. A long distance hitter like Williams usually has a reasonable number of strikeouts but Ted's total of 45 for the last season is a little bit more than a real good hitter should have.

What Ticks?

It really is pretty hard to figure out what makes this fellow tick. He smashes into the wall full tilt to catch a fly ball in a meaningless all-star game. Yet the same man will loaf on an important play, such as the triple off Billy Johnson's bat in the 1949 end-of-season series with the Yankees which cost Boston the pennant. That was just a long fly ball that eight of ten outfielders would catch, only Ted simply didn't run for it. The surprising part of it all is that he has the makings of a fine defensive outfielder when he feels like playing the role. There's nothing wrong with his throwing arm, or his speed out on the grass.

At 33, Williams is headed for two seasons with the Marines. By the time he comes back he will be overage as ballplayers go. The irony of it all is that Bob Kennedy of the Indians, who was Williams' flight instructor in World War II, will still be cavorting on the diamond this summer while Williams is teaching a new generation of Marines how to fly.

Seafarer's Diary Of 38-Day Trip

(The moods of the sea and thoughts of the seaman as his ship gropes her way over the seas are many and varied. The following are the highlights of a running account of the 38-day voyage of the tanker Petrolite (Mathiasen) from New York to Japan, set down in his own words by Harry Kronmel, crew messman, during the trip last fall.—Ed.)

We left New York with cargo for Japan Oct. 20 and arrived in Port Arthur, Texas, the 26th . . . All of us got to know each other pretty well during the short run . . . Nov. 3 — Tied up outside of Colon (Panama Canal) around 2 AM and about a half hour later were in town. At three in the morning there is still plenty of action on . . . Mucho rum and women.

We were in the Pacific at 9-PM that night . . . The next five days were unbearably hot (averaged 100-110 degrees every day) . . . Phoned home on the 9th and got a big kick out of talking to the folks back in New York.

After a week of terrific heat, it suddenly changed and a strong NE wind started building up for a few days . . . Nov. 13—That ocean was angry about something . . . About the 16th, the sea really started to act up . . . We pitched for three days and boy, did we go up and down! . . . The 17th, it settled down a little, but we're still rolling and



Reading Thanksgiving fete are (l.-r.): George Mates, chief cook; Ray Blatz, saloon mess, and Harry Kronmel, crew mess.

the sky is black! We gonna run into something good before we get to Japan. All hell broke loose tonight—we got flooded and I couldn't stay in my room.

Nov. 18—Isn't it strange how funny things can happen in a lifetime? You hear about people seeing and feeling things others cannot comprehend. You can get very lonely in the middle of the Pacific . . . thousands of miles from home . . . Plenty of time to figure out things. I've been reading a lot of the Bible lately . . . I guess that helped to influence today's occurrence.

A heavy fog had settled all around us . . . the kind of weather that just pins you down . . . It was

about 1:30 PM and I was sitting aft alone just looking at the heavy mist that surrounded me . . . The sky was dull gray and the sea an unearthly color . . . We have these "gooney-birds" following us everyday . . . I was thinking of their ugly faces, but they fly so beautifully . . . They just glide nice and easy.

Graceful As . . .

The thought came to me, "they're as graceful as—as God!!!" I just thought it, I don't know why . . . Some queer feeling possessed me in that fog . . . "God—I must be cracking up" . . . And then, the funniest feeling crept through me and an impulse forced me to look up . . . Lo and behold, before me was the most beautiful rainbow I've ever seen . . . It just stretched out . . . Then three birds just glided—they seemed to be floating—right into the rainbow . . . It was too much for me . . . I never dreamed anything could be so beautiful . . . Coincidence?

Nov. 19—Today was a routine day. Sougeed all morning and scrubbed the deck in the afternoon . . . Overtime . . . Formosa cancelled. We're to drop cargo in Yokohama and return empty to the States. It's cold and choppy but not as bad as two days ago . . . We passed the "date-line" this evening and we gain a day. It's 11:19 up until 8 PM, 11/20 to midnight and 11/21 from midnight on. It's too much for my little brain.

Nov. 22—Thanksgiving. The big day came and went—a success. We had a tremendous dinner and at night, during a Union meeting, the stewards department got a vote of thanks . . . Honorable mention to crew mess (me) for setting such "pretty" tables . . . We're being thrown around like a cork. She's not just rolling and pitching—she's doing somersaults. Only kidding, of course, it's something you don't notice after awhile . . . Listened to radio tonight. Got a Japanese disk jockey playing Armstrong's "Hot Five" records . . . A touch of home.

Channel Fever

Nov. 23—About three and a half days out of Japan . . . I'm getting the "fever" already! . . . According to the chart we're about 1,000 miles

from Yokohama and 700 from Siberia . . . Baby, it's cold outside!!!

Nov. 26—Five weeks out of New York . . . The sky is blue and big, white fluffy clouds are overhead while the roughest ocean I'll ever see is knocking the hell out of us . . . We are bucking a gale and the waves are coming in 20 to 25 feet high . . . It's like being in an elevator that's on the blink and starts jarring from side to side and up and down . . . We seem to be standing still in one spot . . . Just falling into a huge canyon of water after another . . . The electricity has gone dead in our foc'sle—it's flooded everywhere and everytime we hit a wave it feels like we're gonna split.

Nov. 27—It's quieted down a bit; a strong wind is still blowing but nothing like yesterday . . . I think we're headed for Kobe (not sure yet) . . . 11:30 AM — Sighted land! . . . Lovely, lovely Japan . . . Those big mountains are real pretty after 24 days at sea.

Nov. 28—Dropped anchor in Shimatsu Bay . . . Nov. 29—Tied up this morning. Went ashore 1:30 PM . . . Saw too much to put down about Shimatsu. I'll wait. Harry Kronmel

Seafarer Now GI



Former shipmates of PFC Harold M. Hockersmith, shown home on leave, could do a good turn by dropping him a line. He's with 2nd Infantry Div., 38 Reg., 3d Bn., Co. L, APO 248, c/o PM, San Francisco.

Death Claims Moats, Cone

Seafarers were saddened to learn of the deaths of two brothers this month. Taking final departures were Charles Moats, 41, and Clarence V. Cone, 49.

Moats, who joined the SUP in 1936 and then switched to the SIU upon its founding in 1938, was familiar to many as the bosun and guiding spirit on the SS Helen (Bull) during a beef with the Coast Guard in 1946.

He and seven other deck department men had their papers picked up by the CG after a trial

on charges they refused to turn to in unmooring the ship. The men asserted she was undermanned and consequently unseaworthy.

Their militant stand pinpointed for the shipowners the fallacy of turning to the CG for every minor beef when the SIU and its membership backed their case to the limit. Moats died on the beach in San Francisco.

Felled by a heart attack, Cone, AB, was buried at sea by his shipmates of the Joseph Priestley. Born in Tampa, he joined the Union in 1949 in that city.

Crewmembers of his last ship have donated \$100 as an expression of sympathy to his wife, Pauline.

How Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

Walker K. Hines (Alcoa). Government Official (1870-1934). A Kentuckian, he became an attorney after schooling at Ogden College and occupied several posts with the government. During the first world war he was one of the chief administrators over the railroads, and later helped formulate rules of navigation with European nations.

Joyce Kilmer (Mississippi). Poet (1886-1918). A native of New Brunswick, N. J., he pursued a literary career until killed as an Army volunteer in World War I. Compiler of a dictionary, he is most known for his famous poem "Trees."

John Mosby (Eastern). Attorney and Confederate Leader (1833-1916). Born in Edgemont, Va., he was an officer in the Confederate Army, heading a cavalry unit known as Mosby's Rangers. Later in life he was US consul to the Hague Court.

Henry T. Rainey (Bull). Legislator (1860-1934). A native of Carrollton, Ill., he was educated at Amherst and later admitted to the bar. He was a member of the US House of Representatives from 1903-21 and from 1923 to his death. Onetime floor leader of the House, he succeeded Vice President Garner as Speaker of the House in 1933.

William H. Aspinwall (South Atlantic). Merchant (1807-75). Born in New York City, he engaged in several business enterprises and helped promote the Pacific Mail Steamship Co. (1848) and the Panama Railroad (1850-55).

SIU Brotherhood Not Just a Slogan

To the Editor:

I want to impress upon my brothers the outstanding accomplishments made by the SIU in its short history. Few have ever taken the time to analyze themselves as Seafarers and their security for life when the grey tinge starts to show around the temples.

For one thing, the word "brotherhood" is something you can feel in the atmosphere whenever you enter an SIU hall. I know every agent from Boston to Seattle and I can assure you that there is never any favoritism shown to anyone.



Porter

You register and ship when your time comes. All agents and patrolmen are ready night or day to help you on your vessel or to be hospitalized when needed. The Seafarers have a code that could easily be termed a bill of rights. Their way of life is dictated by no one. We are always ready to help the underdog secure an American standard of living and good working conditions. Take time out sometime to notice the plaques from other unions that your organization has helped financially and with moral support to get them to function properly.

We have the best and most enlightening paper in the trade union world, tops among them all. Our job security, wages and working conditions are surpassed by no maritime union anywhere.

For myself, I never intend to retire my book in the SIU even though I may get to the stage of life when I cannot go to sea. When I get to the Great Divide, I prefer to cross it as a Seafarer.

James R. Porter

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Isthmian Far Cry From the Old Days

To the Editor:

I'm back at my "alma mater" again—the Steel Seafarer. It was with Isthmian in '46 and '47 that I got my "passport" to the heaven on 4th Avenue, Brooklyn.

And what a change has been made; all for the good, of course. The only thing is they are feeding us steaks, duck and chicken all the time and we have only had good old grits three times.

This sure is the ship for the OT boys, and we will bring her in like a yacht.

Tell Grover Whalen, the Waes, Waves and the Girl Scouts to stand by. In case the Girl Scouts are busy, have them send their big sisters.

A. W. "Saint" Claude

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Chow on Venore Not Bad At All

To the Editor:

Everything's running pretty well on the Venore (Ore) as she chugs through the Canal Zone.

We've got one man on the ship though who has tried in every way he could think of to prevent a Union meeting this trip. The members believe they know who it is and will give a complete report on this bird to the boarding patrolman.

The steward's department on here has done a fine job, the members feel, considering what they had to do it with. The crew also thinks that the two LOG deal for each ship is very good. Many thanks.

Charles Hauger

(Ed. Note: Three copies of the LOG are airmailed to each ship beginning this issue. It had been boosted to two just last month.)

LOG Scores Hit For SIU Airman

To the Editor:

I was just reading the new LOG. You see, it's a little old when I get it as everyone at home reads it and these air force mail rooms are a little slow.

But the new LOG is tops with me—more news and a little of everything covered.

If any of my old buddies can still write, I would like to hear from them. My last ship was the Choctaw (Waterman). I can't say much for the Air Force as the food and pay is not so hot. I came into the SIU in December '45 and will be glad when I can get out and come back to sea.

If any of the boys are thinking of coming into the air force, all I can say is—they're cracking up!

Pfc. H. A. Wiltshire
AF 13416976
3767 Stud. Sq.
Sheppard AFB, Texas

Seapearl Voyage Not His Oyster

To the Editor:

Since the last letter to the LOG about the Seapearl (Colonial), many strange things have happened.

The captain hasn't had a ship before and if the Coast Guard has anything to do with it he won't have another one either. He seems to think that he can take anyone's papers and keep them as long as he likes. When we went up to get them he raised all kind of a commotion and wanted to know why we didn't trust him. We finally got them back after asking for them three or four times.

Just to give you an idea how the captain gets along with everyone, over a period of six months we've had 23 replacements here. In the opinion of the crew this would have been a better trip if the captain could have been among the first replaced.

If someone wants to go to the doctor he looks at them and tells them there isn't anything wrong with them. When we were in Santos a fireman went to the doctor for a blood test and when he returned for the results there was the captain's hat and coat in the waiting room. Then he heard the captain tell the doctor that it cost "over \$500 to fly this man back to the states and the company doesn't have that kind of money." So, the fireman didn't get off. The same thing happened in Curacao only I hadn't said anything about getting off. When I walked into the doctor's office he said I guess you want to get off. I knew right away someone had been talking to him.

No Coffee Pot

We have been without a coffee-pot for over three months. Every time the steward put it in on the list the captain marked it off. I asked the captain about the coffee-pot in Curacao. He said he couldn't get any so I told him I knew better because I had seen one uptown. This got him mad so he sent the chief engineer out looking for one and he couldn't find one either. Next the three of us went to the dealer and the captain bought one. When we got back to the ship, the pot ended up on the bridge and we got the old one, naturally.

The American consul makes himself scarce when the Seapearl pulls into Curacao, but who can blame him for that.

The new third mate seems to think the ABs on his watch are messboys because he has them make lemonade for him. They didn't say anything about but put in for overtime. We're waiting for the fireworks to start.

Clayton Conley

Dentist at Lake Charles Fills In

To the Editor:

A few of us on the Royal Oak (Cities Service) have experienced the relief offered by a dentist down near the CS refinery in Lake Charles. We thought that there might be other Seafarers who might need him as there is no marine hospital nearby they could go to.

We had some work done with no fuss or red tape. Emergencies are taken care of without appointment on Sunday and holidays and the office is fully equipped with modern apparatus.

The "doc" is H. J. Guidry, DDS, 222 West Thomas, Sulphur, La. The phone is 8212.

Wm. Calefato

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SIU Benefits Like Dream Come True

To the Editor:

I want to thank everyone at the LOG for the job well done in your new issues. They call for a great deal of work and money, and we members of the SIU should be very proud of our leaders because they all work very hard to give us the best.

Personally, I'm always eager and ready to show off to everyone not acquainted with SIU ways what a great union we have.



Gaspar

Right now I'm taking it easy here in Rotterdam for the last three weeks with the family. And believe me, my wife and kids are 100 percent SIU too. As soon as the LOG arrives at home they grab it, and right away start asking questions so they can spin big yarns for their friends.

I get a kick out of that. Besides, the paper is really good anyway, and has plenty of good reading matter, which is what counts.

And now that we have our new headquarters running full speed, our welfare plan well organized, the best wages, and all of this topped by a good vacation plan, I feel like a big happy old salt who has reached the end of his big dream. I'm sure plenty of Seafarers feel the same way too.

Many thanks again for the LOG. I'll soon be shipping out again to enjoy a good SIU ship.

Frank Gaspar

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Little Says New Hall Is Big Hit

To the Editor:

Say, that new SIU hall in Brooklyn is really something! And the cafeteria really has 'em all beat. I'm up from Mobile off the Beauregard (Waterman), and believe me, Morrison's was never like this.

The whole set-up and the chow sure made a hit with me. The building itself, well, that's something you gotta see to believe and believe you me, I didn't listen to those tall tales from the fellows shipping out of New York before. But this joint's got them all beat.

The new layout of the LOG rates high praise too. My wife can't put it down until she practically wipes the print off the pages. But I'm not letting her cheat on that crossword puzzle, you can be sure of that.

Some of the boys who have known me since I joined the SIU back in 1947 may be interested to know I just got my license as a third assistant and expect to be going out with the Steel Worker.

J. W. Little

Union Newcomers Must Measure Up

To the Editor:

It is hard for some of us to realize that conditions aboard ship are not the same as they've always been. Most of us take it for granted that people going to sea have always had the conditions and wages we now enjoy. This is certainly not the case. The good conditions and wages we have are the result of a series of hard-fought battles by men with a will for a better way of life for seafarers.

The strength of the Union is in its membership and its choice of competent officials. The SIU has a membership which is willing to make personal sacrifices to attain better things for all. Officials of a Union like ours are going to be sure that new men coming in are an asset to the Union before they are granted full membership. This brings up a question: "Are we as individuals an asset or a liability to the Union?" Think about it, brothers.

Uphold Pacts

One of our most important duties as members of this Union is upholding our contracts. One of the worst violations of our contract is working overtime and not putting in for it. If an officer on a ship asks you to do some job which should be overtime as a personal favor, don't do it.

In the first place if he were a Union man he would not ask you to violate your contract. Secondly, he is certainly not thinking of your welfare or he would not ask you to jeopardize your livelihood in such a manner. One of the best ways to avoid this is to study the working rules for the capacity in which you are sailing.

Overtime and time off have no relationship. The working rules in our agreement are laid down for us to follow and not change as it suits our fancy for the time. Having had the pleasure to sail with several charter members of our Union on the SS Paoli (Cities Service), I have heard these old-timers tell of the extremes they had to go to sometimes to get things as they are today. We, as good Union men, are duty bound to uphold this contract the old-timers fought so long and hard for.

Robert Williams

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Old Seaman Has Advice for Tyros

To the Editor:

Youngsters ought to be glad to sail the sea nowadays. They have their own messroom, messboys, clean quarters, a decent bed and other facilities. There are no bugs, fleas or rats to share their rooms.

In days past, there was neither overtime nor time back. You worked sunrise to sunset, usually starting at 4 AM and winding up at 8 PM. There was no coffee-time; your life was run whatever way the old man and bucko mate wanted it. You'd work for almost no pay and get salt horse bones for food. You couldn't even be a performer. Now you live better than Joe Stalin himself.

I read in the LOG where some of the men talked about their longest trips running three to six months. In the old times, we shipped for round trips of up to three years at 15-20 dollars a month. We had to bring our own bedding or sleep on whatever we could find, I know. I was on a fourmaster, the Dirigo, in 1912, from Baltimore to Seattle around Cape Horn.

Best wishes to all our brothers.

John G. Holm

(Ed. Note: Brother Holm knows whereof he speaks. Now 75, he's been sailing since he was 14.)

Learning to Live Together Vital

To the Editor:

Whenever a group is confined to a certain area, that place becomes their little world. The person who has gotten along with others before he came with us, will also get along here. People are people anywhere you find them.

The character whose code is "myself alone" will soon find that those around him will protect themselves from his unethical actions. The results are that he will be placed apart and left to himself. It's easy to imagine how unhappy you would be, should you find yourself in this position.

There are several small actions that can be performed, by each one to help in keeping, not only yourself, but your shipmate happy. Give a pleasant "good morning" and you'll probably get a pleasant one in return. Should you not get one, well! That is the character I'm talking about! The one thing certain is that you were in line. The next morning make it a point to give him an even more pleasant greeting. By so doing you may remind him that he's among decent brothers. Nobody is a sissy by being polite and conscious of the other fellow's rights. As we go to breakfast, a good word to the messman will get you better service and he will also take pleasure serving you. Thanks and please are polite words that will go a long way to show your appreciation. Some may think these courtesies are unnecessary, but try them and you will see how well they work.

Help Others

While you are performing your duties, do the best you can and do your share if the other fellow is stuck. He may not outwardly thank you, but don't worry about appreciation. At coffee-time get an ash-tray or some receptacle for ashes and cigarette butts. Don't throw them on the deck. Pick up used cups and place them in the sink. Help to keep the ship clean, for as long as you are here, it's your home. Because you don't have to clean up, think about the fellow who must. Put yourself in his place. Consider his side, and you may begin to understand how wrong you are.

The individual who can only criticize others is, nine times out of ten, most imperfect himself. The one who is continually complaining about others should stop for a moment and examine himself. Believe me, he'll find a lot to criticize there. Nobody is perfect. But all can try to improve themselves.

Allan Lake

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Sees PR Hospital Really Good Deal

To the Editor:

I have been at the USPHS hospital in San Juan for one week, and because of an operation I must



Utz

have, I shall be a resident here for four more. I would like you to know what a wonderful place this is. The doctors and nurses are the best I have ever been with. The grounds, which

the inmates are given the freedom of, would put any other marine hospital to shame. Every other night movies are shown, and the food is better than average. In short, all seamen should be proud of this institution which is at their disposal here in Puerto Rico.

Jack Richard Utz

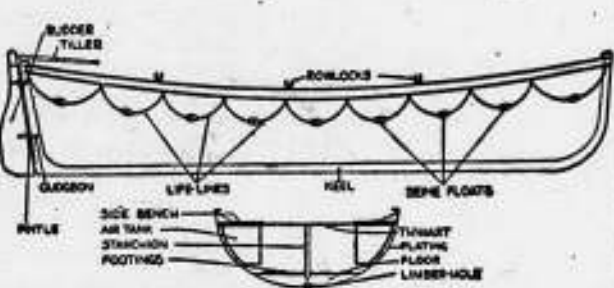
On the Job

(Editor's Note: With the opening of the training school in N. Y. headquarters, this column will begin carrying information which is useful in qualifying seamen for higher ratings. The information in the column will be similar to the material in the school's classroom work. If there are any questions you want answered on these matters, send them in to the LOG, c/o "On The Job.")

Part of the examination for a lifeboat ticket consists of questions designed to test the seaman's familiarity with the required contents of the boat and handling of such contents. The minimum equipment required in a lifeboat on ocean-going vessels, irrespective of size is as follows:

(1) One bailer (this is a scoop with a handle and is not to be confused with a bucket). (2) At least two boathooks, minimum length eight feet and 1½ inches in diameter. (3) A galvanized iron bucket, minimum two-gallon capacity, with attached lanyard. (4) A compass and mounting, which usually comes attached in a small box.

(5) Distress signals, consisting of the following: 12 red flares in a watertight container, and four orange smoke cans in a watertight container. These have more recently been packed together in a small brass container as a combined "day and night distress signal." The day signal is the smoke can, which has a watertight cap with a ring and wire set in it. The wire has to be pulled and the can thrown into the water where it will burn one-half hour, giving off yellow smoke. The night signal is the red flare, which is a phosphorus cartridge set on a wooden holder stick. The end of the cartridge is taped over. When the tape is removed a piece of emery cloth will be found underneath it. Rubbing the emery cloth over the flare will ignite it. Care should be taken to hold the flare over the side of the boat at full arm's length to avoid serious burns from the phosphorus.



(6) Parachute flares. These are night distress signals of a different type and 12 of them are required. They are packed in a watertight container with a Very pistol. The shells are about 1½ inches in diameter, six inches long and cannot be more than three years old. They are inserted in the barrel and the gun fired straight up in the air at full arm's length to minimize recoil. The shell reaches the top of its climb about 100-500 feet, explodes, and a small parachute emerges with a flare attached, which drifts slowly downward.

(7) A ditty bag, which is a canvas bag containing sailmaker's palm, needles, sail twine, marline and marlinspike. There is usually a piece of beeswax for the needles.

(8) Two enameled drinking cups. (9) A Coast-Guard approved flashlight with three cells and an extra bulb carried in the bottom. This gives both blinker and steady signals. (10) Two hatchets with lanyards attached, one at each end of the boat. (11) A gallon of illuminating oil, which can be kerosene, mineral oil, whale oil, etc. (12) A lantern that will burn at least nine hours.

(13) A lifeline is required, properly secured to the boat. It should be not less than twelve threads and should be secured to the gunwale at three-foot intervals with a seine float in each bight. (14) Two spare life preservers in addition to those worn by each passenger. (15) One or more lockers, located under the thwarts for storing equipment and supplies.

The remainder of the required items, which will be discussed in detail in our next issue, are: (16) A mast and sail with proper gear for same, a proper cover. (17) A box of friction matches. (18) A single banked complement of oars, two spare oars and steering oar. (19) A painter. (20) Plugs and bilge pumps. (21) Two pounds of provisions per person. (22) One and a half sets of row locks attached by separate chains. (24) One rudder and tiller. (25) A sea anchor of approved type. (26) One gallon container of storm oil. (27) One quart can of drinking water per person in approved-type sealed cans. (28) Two signaling mirrors of approved type. Watch next issue for further explanation of these items including a discussion of the functions of the sea anchor.

During the war, there were several other items required in the lifeboats, including charts, blankets, first-aid kits if anybody was wounded, a fishing kit, chocolate bars, cigarettes, pemmican and other supplies designed for wartime use. These have now been eliminated although some ships' lifeboats might still be carrying them as optional equipment.

THE LABOR ROUND-UP

Talking Up A Raise—The more than 300,000 unionized telephone workers in the Bell System are going out for "reasonable" wage increases in contract talks getting underway now. The Communications Workers of America (CWA) has called on the giant Bell System to "accept present day facts of life in labor relations" and deal peaceably with the Union. The CWA ran a nationwide strike in 1947 for six weeks when it was an independent union, and had another strike in 1950 against part of the Bell System, which lasted 11 days.

Guessing The Pattern — While the Wage Stabilization Board ponders the delicate issues, guesses are flying fast and furious as to the amount of a wage increase which will be recommended in the steel dispute. The latest quoted figure is 15 cents an hour. Just how authoritative these estimates are nobody knows until the WSB speaks its piece, but it is certain that the recommendation will be the basis for a new national wage pattern.

Still In The Army—Few people realize it, but the nation's railroads are still being run by the US Army, and railroad workers are under the jurisdiction of the military. The Army seized the roads in August, 1950, to head off a strike call by four of the rail brotherhoods. Now the Order of Railway Conductors is asking the Army to put a 12½ cent wage increase, retroactive to last March, in effect for 30,000 of its members. The increase has been already agreed on by the railroads but has been held up because of a dispute between the union and the companies over working rules.

Aid For Insurance Strikers — New Jersey AFL leaders have discussed a one day stoppage of 100,000 AFL members in North Jersey in a public demonstration of support for striking agents of the Prudential Insurance Company. The recommendation was made at a meeting of 1,000 union officials in Newark. To suit the action, the entire group paraded through downtown Newark and joined the picketline in front of the company's home office.

Camera Conscious—California's Machinists Non-Partisan Political League is going for TV in a big way. They have arranged for a weekly television program which will feature a series of documentaries on important issues. The show will be shown in the west coast cities of San Francisco, Los Angeles and San Diego on Tuesday evenings.

MARITIME

CG weather information from Station NMY, East Moriches, L. I., will be discontinued to avoid conflict with similar radiotelephone and radiotelegraph broadcasts from New York, Boston, Norfolk and Wilmington . . . Cargo runs from Hamburg, Germany, will be resumed starting Feb. 8 when the Hamburg-American motorship Speedwald inaugurates the service . . . Icebreaking chores on the Hudson River, where the ice is 12-15 inches thick, will be taken up by the Coast Guard icebreaker Eastwind, assisting the Gentian and Mahoning, vessels already in the area.

A quicker and ultra-modern connection between the North Sea and Amsterdam on the one side and the Rhine and Meuse Rivers on the other will get underway this Spring, probably by June. It will enter the Rhine at Tiel through the world's largest inland docks . . . Gradually breaking down the long established British monopoly of Indian waters, the New Delhi government has diverted a considerable amount of its limited tonnage to coastal trade, cutting by 95% the number of British ships in its ports.

An indictment has been handed down against Captain Franklin B. Weaver of Isbrandtsen's Flying Trader on manslaughter charges arising out of the fatal shooting of William Harvey, utility cook, while at sea. The skipper has pleaded "self-defense" in the shooting, although crewmembers assert Harvey was deliberately shot and killed while handcuffed . . . The Alcoa Pilgrim carried Dr. William Beebe to Trinidad this month where the naturalist will conduct botanical and zoological research.

One of the world's largest cargo-carrying windjammers, the four-masted German bark Pamir built in 1905, ran into a North Sea gale 200 miles off the English coast and was last reported in considerable trouble. She was carrying 45 boy sea cadets, trainees for the merchant marine . . . A record total of aliens deported last week aboard the Saturnia included many seamen and stowaways who illegally entered the US . . . Two research vessels will shortly begin a four-month trip to study equatorial currents between West Africa and the South American coast which, it is hoped, will yield information on the "birthplace of the Gulf Stream."

A persistent fire which refused to die was again threatening a cargo of explosive chemicals aboard the British cargo ship City of Lichfield. Firemen used up the book of fire fighting devices to stem the blaze, even flooding the ship with 20,000 gallons of water, the vessel's safety limit. Three days later, stevedores reported the fire was still on in the lower portion of the hold . . . An ambitious program involving a five-year expenditure of \$30,000,000 will be undertaken by Flota Mercante Grancolombiana, one of the largest shipping operators in Latin America. Plans call for 13 new cargo-passenger ships. The company will also soon extend its service to the US west coast.

The Atlantic command of MSTs has announced a new policy regarding secrecy on incoming vessel movements whereby arrival times of Navy transports and privately-owned vessels operated for the agency will be made public within three days of US ports. Previously only transports carrying DP's were allowed to reveal arrival times . . . A new French luxury liner, the 20,300-ton Flandre, will enter North Atlantic service this Summer, replacing the veteran liner DeGrasse. She will have cruising speed of 23 knots and make the crossing from Le Harve and Southampton to New York in six days.

The British Guiana Waterfront Workers Union reached a satisfactory settlement with major shipping agents in Georgetown following a one-day strike which netted the longshoremen a 14 percent pay boost . . . Employees at the Puget Sound Naval Shipyard in Bremerton, Wash., netted a bonanza when a drydock was pumped dry in preparation for repairs on a USN cruiser. Between 20 and 50 tons of herring made a layer over a foot deep on the drydock floor when the operation was over. Every handy container in the area was utilized to scoop up the finny ocean refugees.

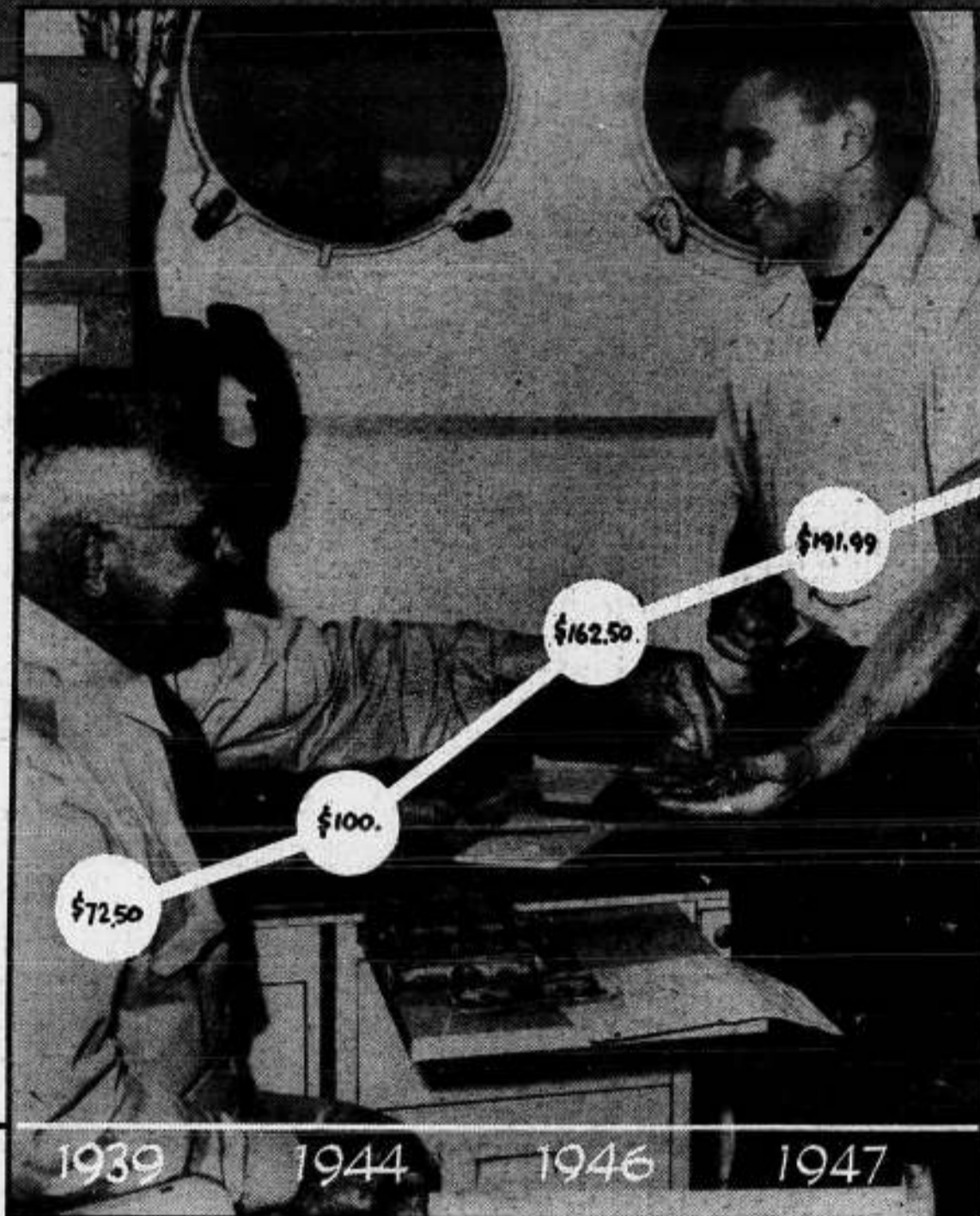
Taxicab operators in Helsinki, Finland, will be sporting 600 brand new Checker cabs for the Olympic Games this Summer. The first shipment of 60 is en route to Finland, which will be the site of the international competition, to help solve the local transportation problem . . . Japan and Indonesia will undertake a joint survey of sunken Nipponese vessels in the latter's waters. The hoped-for salvage operation centers around some 17 ships with gross tonnage of 50,000 . . . Meanwhile, seeking to bolster its maritime strength, Japan has reached agreement with 40 countries for use of its ports since the end of World War II. Chile and Peru are the latest. Clearance of Japanese shipping in European ports will be sought next.

Burly

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Here's the Pay-Off!



A.B.'s Monthly
Wage Rates

AND
THAT'S NOT
ALL!

Sure, the basic wage scale is the meat and potatoes of any union contract, but just take a look at the trimmings and desserts, the cake and coffee that the SIU contract provides for Seafarers. For example, there's the new shorter work week, 40-hours at sea. Take this feature in combination with the new higher overtime rate and penalty rates in the contract and what have you got? More overtime at more dollars and cents per hour. The end result it all adds up to being more dollars—at the payoff!

But that's still not the whole story, far from it. There's a real honest-to-goodness vacation plan, the first genuine dollars and cents vacation plan in all of maritime. You collect for every month you put in aboard ship up to \$140 a year. How many men ever collected a nickel in vacation money from shipowners before? Very few, just a handful. Here again the SIU contract means a bigger payoff, more dollars for you.

There's also a welfare plan which actually amounts to money in the pocket. A \$2,500 death benefit free for every Seafarer's family adds up to a nice round sum that you

won't have to spend to assure a little protection for your family when you're gone. It's money to help out your wife and children at that last payoff. Then there's \$15 a week if you get sick and have to lay up at a hospital for a while. It helps slow down the drain on your savings when no money is coming in because you can't work. The payoff, SIU-style, continues even when you're ill or incapacitated.

There are many other benefits which you can't measure in dollars and cents, but they count just the same. Things like better feeding all around on board SIU ships with assurance of fresh, well prepared food, in ample quantity; or like more comfortable quarters to eat, sleep and rest in when off duty. There's better working conditions—assurance that you don't have to break your back. They all make that long-range payoff a solid one because they pay off in better health and more comfortable living.

There's an old familiar saying that the proof of the pudding is in the eating. The proof of a Union is in the payoff. The answer is pretty obvious by now—the Seafarer enjoys the best benefits, the best wages, and the best conditions, all of which adds up to that now familiar phrase to all Seafarers—“the best in maritime”—the real payoff where it counts.