

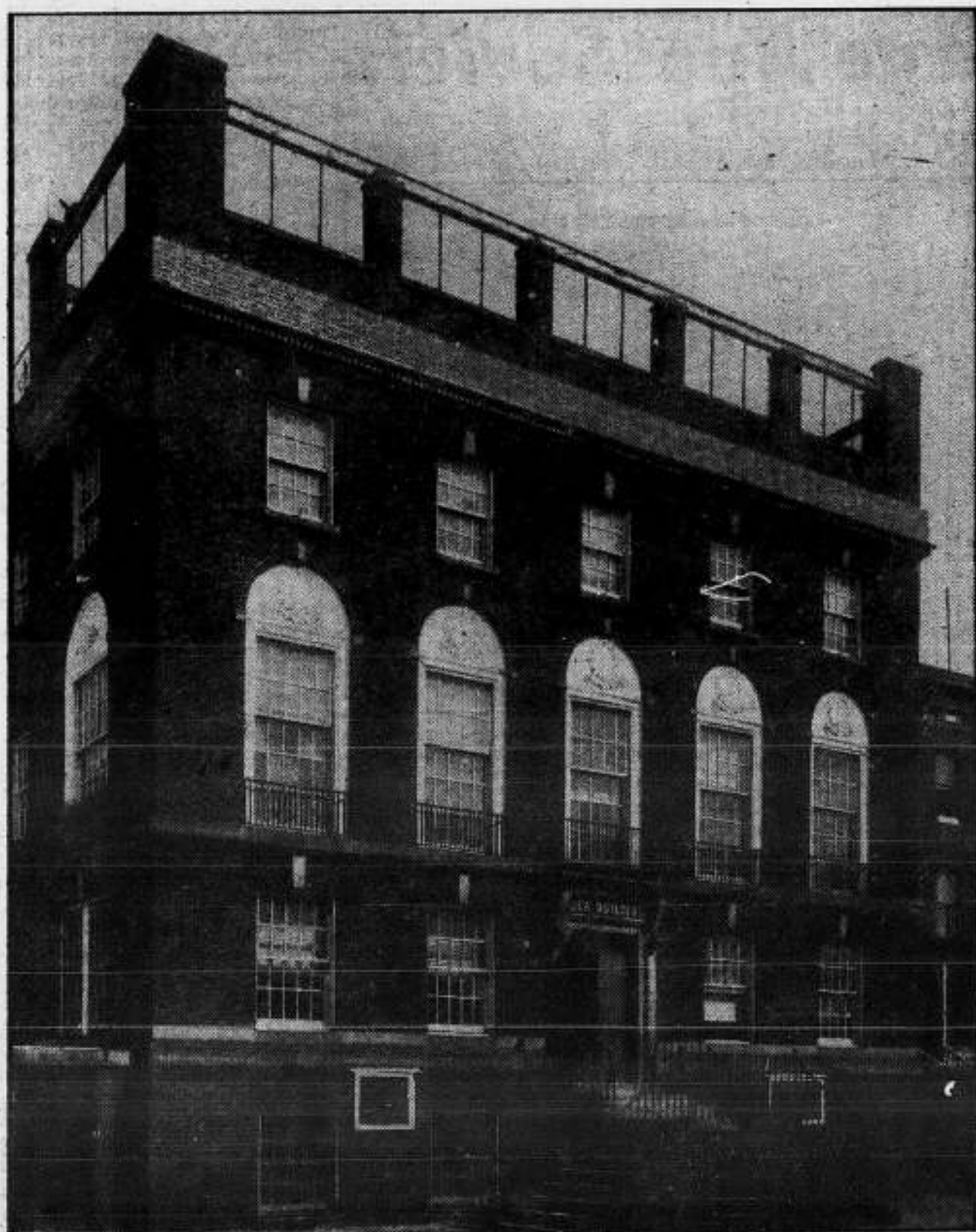


BUY BUILDING FOR NEW BALTO HALL

Story On Page 3

Vacation, Welfare \$ Raise Won

Story On Page 2



New Hall. First step in getting SIU building program underway is purchase of this building for renovation as new Baltimore branch hall. The structure, on East Baltimore Street, will house similar facilities to those at the modern headquarters hall in Brooklyn, plus other innovations for membership comfort and convenience on the beach. (Story On Page 3.)



SIU Guests. Hundreds of unionists attending AFL convention learned SIU story for first time. Union played host with "open house" buffet and other entertainment for visitors from all over the world. (Story on Page 5.)

SIU Wins Bigger Co. Payments To Welfare, Vacation Funds

Increases in shipowner contributions to the SIU Welfare and Vacation Plans have been won in current negotiations with SIU-contracted companies. In addition, the SIU negotiating committee has announced that agreement has been reached on the text of a standard freight contract that will apply to all normal dry cargo operators. This agreement covers all terms of the contract except those dealing with wage and overtime rates. It is now awaiting signature by the various shipping companies.

Under the new agreement, ship-

owners will pay an additional 15 cents per man per day to the Vacation Plan, and an additional ten cents a day to the Welfare Plan. The operators are presently contributing 50 cents daily to each plan.

Pending settlement of the wage issues, Union and management negotiators have signed a memorandum to extend the present contract which expired on September 30, 1952, until a final settlement is reached. However, either side can cancel this arrangement by ten days' written notice. Thus the Union is free to take action if the operators delay completion of the contract.

Pay Into Funds

The operators will begin to pay the additional contributions to the Welfare and Vacation Plans immediately, but these funds will be held aside until the contract is completed, with any additional benefits deriving from these funds retroactive to October 1, 1952.

Rewriting of the contract and standardizing it for all dry cargo operators except special ships like Seatrains, makes it the first stand-

ard freight agreement for the SIU. New working rules and new general rules have been written with the object of simplifying and improving them, so as to provide greater benefits for Seafarers and to clear up any questions about overtime regulations. In effect the rewriting of the rules will mean more dollars and cents for every Seafarer. A great many of the suggestions made by ships crews earlier in the year have been incorporated in the new agreement.

The increase in the Vacation Fund contributions means that Seafarers will eventually collect approximately \$160 vacation pay for each year's work. Similarly the increases for welfare purposes will lead to increases in the number of welfare benefits and possibly larger payments for existing benefits. The form that these benefits will take will be determined by the trustees of the Welfare Plan.

Tanker Negotiations

With the freight contract already written negotiations are already making headway with tanker companies for a standard agreement in

(Continued on page 17)



Mike Mroz, president of Oil Workers Union, Local 337, (CIO), reads the inscription on plaque presented to SIU for aiding the Oil Workers strike. Looking on are (left to right): Keith Terpe, SIU Director of Organization; Tony McConalough, and Dec Mulcohy of the Oil Workers Union.

12 Days Left To Nominate For Office

With 12 days still remaining before the nominations deadline, a considerable number of Seafarers have nominated themselves for 49 A&G offices to be filled in the coming election. Judging from the number of entrants thus far, the ballot will contain the largest number of candidates ever to run for office in the SIU.

Nominations were formally opened on September 10 when membership meetings approved the elections resolution. The deadline for acceptance of nominations is October 15 with balloting beginning in all ports on November 1 and ending on December 31.

Increased Responsibilities

The expansion of the Union in the past year with the growth in operation of its various funds and subsidiary corporations has greatly increased the responsibilities of operating the Union.

Requirements for office are: A candidate must be a US citizen, have a minimum of two years as full book member in the Union and three years actual sea time aboard ship as an unlicensed man, four months in the current year. Service as a Union official in the current year is a substitute for the last requirement. Men running for departmental positions must have their three years' time in that particular department.

Each candidate can nominate himself by sending a letter to headquarters specifying his qualifications. He must include a recent passport photo of himself and a 100 word or less statement of his Union record.

AMEU 'Purge' Apes Soviets

PHILADELPHIA—Employing tactics of trial and inquisition in the best tradition of the Nazi and Soviet "purge" trials in the thirties and even today, the independent AMEU last week expelled one of its delegates because he dared speak with SIU organizers in an attempt to judge for himself what the SIU Atlantic organizing drive was all about.

Central figure in this drama was Louis Diering, an Atlantic seaman since 1948, who was elected by his shipmates during the last voyage of the Atlantic Traveler as the ship's delegate to the AMEU fleet Council, governing body of that organization. The council, since its first meeting on August 26, has been busy explaining away the company's rejection of rules changes and safety measures requested a year ago and, in some cases, as far back as 1948. These included a demand for such items as valve wrenches, which only two Atlantic tankers now have.

The sessions have also been taken up with setting up machinery for the election of an AMEU chairman by a "secret ballot" vote. The ease with which copies of these ballots were obtained "demonstrates how secret this vote actually is," commented Keith Terpe, SIU Director of Organization. "These people didn't even take the trouble to make the election look legitimate by putting a union seal on the ballots, or numbering them or even watermarking the paper so that an honest count might have resulted. What's to stop anyone with a mimeograph machine from turning them out by the hundreds if the vote goes the wrong way?"

Awaiting Reassignment

Meanwhile, explaining how he had been dropped from the roster of Fleet Council delegates, Diering, now at the Anchorage, the company's hiring pool, awaiting reassignment, related how he had been put through a sort of "loyalty" check even before he left the ship for the Fleet Council meetings, after several company informants

- ATLANTIC MARITIME EMPLOYEES UNION -

OFFICIAL BALLOT
FOR
ELECTION OF CHAIRMAN

The Fleet Council has nominated the following Delegates for the Office of Chairman - VOTE FOR ONE

STANLEY C. ALCOOT

LEON G. KUCENICZ

JOHN CLEARY

DO NOT SIGN THIS BALLOT

9/2/52

Mimeographed AMEU 'secret ballot' makes no pretense of being tamper-proof. Membership has no choice in selection of candidates.

had put out the word that he was "union." In any event, soon after he "was released from the vessel and allowed to go to Philadelphia," he noted.

As the voyage of the Traveler had terminated on September 11, the first Fleet Council meeting he was able to attend was on the sixteenth, and he was at subsequent meetings held through September 23. It was at this meeting that the afternoon discussion centered on the issue of who attending the session had been contacted by the SIU and the circumstances involved, and which eventually led to the expulsion of Diering.

At that point, when the questioning got around to him, Diering said, they began firing a barrage of queries at him, hinting at the fact that his AMEU "loyalty" was particularly suspect merely because he had been friends for several years with an SIU man who is now a member of the SIU Atlantic Tanker Organizing Committee, and

had recently been seen talking to him.

New York Trip

AMEU officials and delegates also made much of the fact, already known to most of them, that

(Continued on page 17)

The oil workers representatives were from Local 337 in Linden, New Jersey. The international union of which they are a part was out on strike for 19 days against major oil companies throughout the country. In the course of the walkout the SIU gave the oil workers financial assistance and cooperated in every way with the strikers.

Presentation of the plaque was made by Mike Mroz, president of Local 337. The plaque reads, "To the Seafarers International Union . . . In appreciation for the mental, physical and financial assistance during our strike. . . One of the main factors enabling a short and effective strike was the help received from the SIU."

In Our Corner

In making the presentation, Mroz thanked the Seafarers for their aid and promised that the oil workers "will be in your corner" if the SIU called on them on any occasion.

Participating in the presentation were: Tony McConalough, member of the executive council of the International; Dec Mulcohy, Local 337 first vice-president; W. J. Tromblay, east coast director, and Ray L. Clark, international representative.

The Oil Workers are currently attempting to organize the Atlantic Refining Company's shoreside installations, paralleling the SIU campaign among the company's maritime employees.

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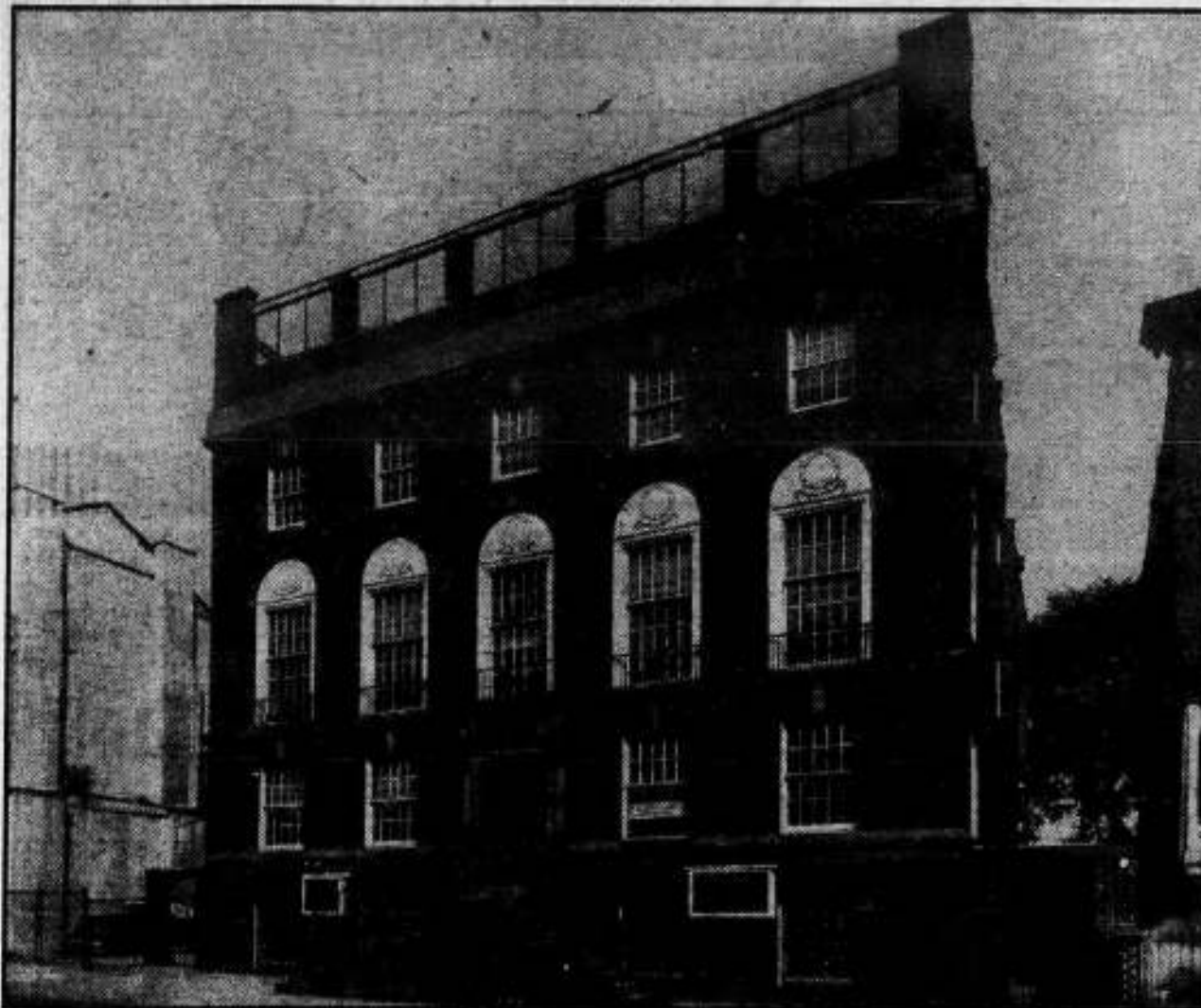
Get Your Buck's Worth

To get your dollar's worth, don't miss reading "Your Dollar's Worth," the exclusive column which appears regularly in the SEAFARERS LOG.

Written by Sidney Margolius, the nation's leading authority on buying and consumer goods, "Your Dollar's Worth" deals with buying problems which are peculiar to seafaring men. It is designed to help Seafarers get the most out of their money.

In recent issues, "Your Dollar's Worth" has given advice on home buying, home financing, loans for seamen, household linens, clothing, home appliances, food, and used cars. Margolius' column will continue to appear regularly in the SEAFARERS LOG, and will take up those buying problems which are of the most interest to Seafarers. Read it regularly.

Buy New Union Bldg For Balto



The building which will be remodeled and become the SIU's Baltimore Hall. The glassed-in area on the roof will become an outdoor recreation area, according to the present plans.

Action First In A&G New Bldg Plans

The Union's new building program for the outports has rolled into high gear as membership meetings in all ports approved purchase of a building to serve as a new branch hall for Baltimore.

The four story building, located at 1216 East Baltimore Street, was chosen from a list of prospects by a six-man rank and file committee elected in that port. Work will begin soon to make it as modern and comfortable for the members as the Union's one-year-old headquarters in New York. Located just about eight blocks from the present hall on Gay Street, it is ideally situated in relation to the waterfront. The district itself is a mixed small business and residential area. Further, the general condition

and interior layout of the building is such as to make it readily adaptable to the port's needs, with space for a shipping hall and cafeteria as well as offices and recreational facilities similar to those in New York headquarters.

Purchase of the building was made possible by the favorable vote of the membership in a referendum last June on a \$20 building assessment for the ports of Baltimore, Galveston and Philadelphia. As a result, the Union has the funds available to buy the building and to go ahead with the alteration work on it.

The property chosen by the committee was formerly used as a community center. Its overall dimensions are 60 feet wide by 120 feet deep.

For additional photos of the building purchased in Baltimore, see page 17.

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(Continued on page 17)

Arbitrator Will Decide Dock Wages

Peaceful settlement of East Coast longshore contract demands seemed assured as ILA members voted by five to one to accept arbitration of their wage claims.

The vote was conducted by secret ballot among all union longshoremen on the Atlantic Coast from Portland, Maine, to Norfolk, Virginia. The final tally showed 15,024 votes for arbitration and 3,091 against.

Recommended By Committee

The arbitration procedure was recommended by the union's 130-man wage scale committee by a vote of 129 to 1 after the ILA and employers had been unable to reach agreement on a wage reopener in the two year contract. The committee consists of delegates from all the local unions covered by the contract.

The ILA had entered negotiations asking for a 50-cent hourly wage increase and double time for all overtime and premium work. The best offer made by management was an 8½-cent hourly increase and continuation of the time and a half provision for overtime, which would have meant 12½ cents on that figure.

The arbitrator will be chosen from a panel by Cyrus Ching, director of the Federal Mediation and Conciliation Service.

Record 'Yes' Vote OKs Constitution

By an overwhelming margin of approximately 95 percent Seafarers have approved the new revised SIU constitution in a 30-day secret ballot. The tallying committee's report shows that out of a total vote of 4,910, there were 4,759 votes in favor of the new constitution, 95 against, 52 void and 4 ballots missing.

Copies of the committee's report will be read at the membership meetings of October 8 in all ports. The new constitution will go into effect October 15, two weeks from the date of the committee's report, September 30. This is the procedure for amendments as specified under the old constitution.

Spells Out Rights

In order for the new constitution to go into effect it had to be carried by a better than two-thirds vote in a 30 day referendum which was

For the text of the tallying committee's report as well as the port by port vote, see page 8.

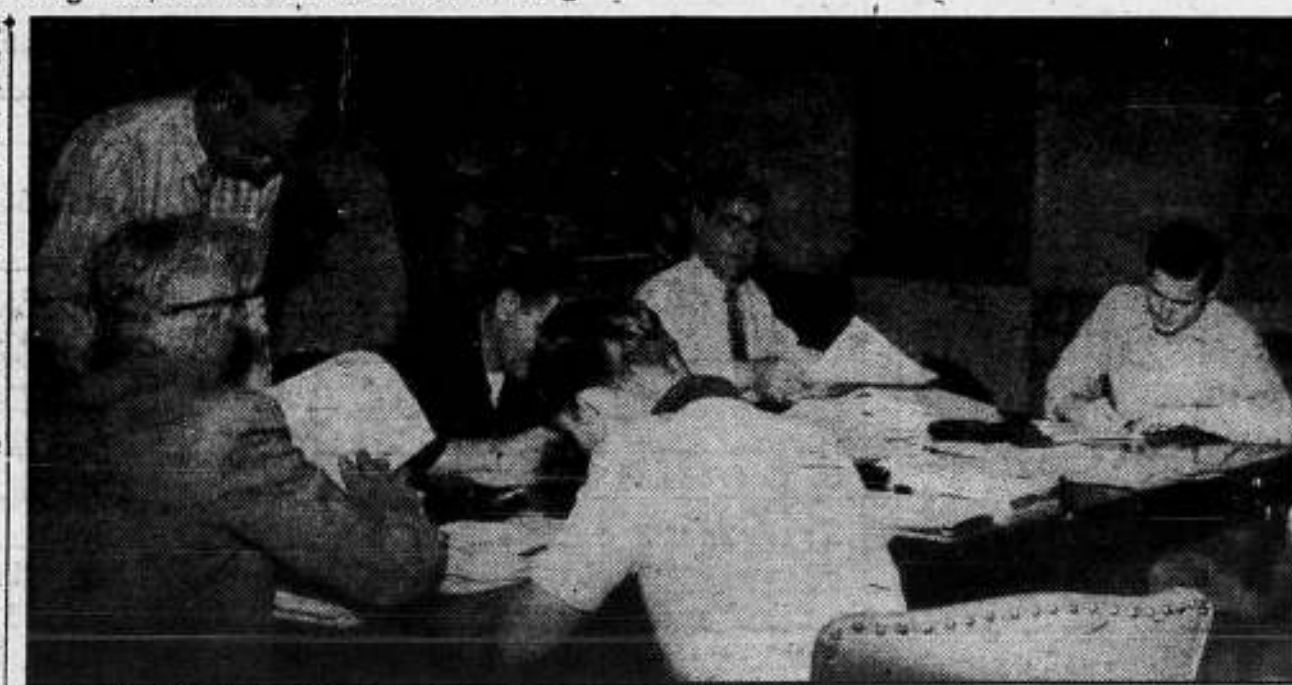
held between August 18 and September 17 on a District wide basis. The heavy vote in favor of the new document shows that practically all Seafarers were impressed with the way the new constitution spells out their basic rights and privileges in clear detail.

The tallying committee which counted the ballots from all ports was elected at the headquarters membership meeting of September 24. It consisted of two men from each of the three unlicensed departments; Frank Douglas, Nick Wuchina, John M. Spreitzer, Walter C. Patterson, Robert Williams and James Golder.

Union's Growth

The new revised constitution fills a need felt for some time in the Union for replacement of the original document written back in 1938. Since that time the Union has grown tremendously both in size and in the scope of its activities. Consequently the responsibilities of the administration now extend into fields that were undreamed of when the original constitution was written.

Down through the years, a set



The Constitutional Tally Committee keeps busy at headquarters, counting the votes cast by Seafarers. They are (from front around table clockwise): Robert Williams, John M. Spreitzer, Walter C. Patterson, Nick J. Wuchina, Frank Douglas, and Jim Golder, the chairman, seated at far right.

of democratic practices were developed out of experience, for governing Union procedures and membership rights. These procedures were not specifically written out in the old constitution. They are now included so as to safeguard the membership and define the responsibilities of Union officials.

Drafted By Agents

The text of the new constitution was the product of a year's study and discussion. It was put into final shape at the recent conference of port agents and then submitted to the membership in the form of a resolution.

The resolution was read and approved at two successive meetings in all ports, after which a constitutional committee was elected. The committee recommended adoption of the document and proposed that the 30-day secret ballot take

place between August 18 and September 17.

This report was approved at the third reading of the constitution and a referendum held accordingly. Copies of the new constitution

were mailed to all SIU ships and distributed to the membership in all ports. The ballot itself contained the full text of the proposal for the benefit of any who might not have seen it before.

Maritime Chief Retires

The long expected retirement of Vice-Admiral Edward L. Cochrane as Maritime Administrator was announced yesterday in Washington. Replacing him in this post as well as in the chairmanship of the Federal Maritime Board is Albert W. Gatov, a shipping industry representative from the West Coast.

Admiral Cochrane has been planning to retire for some time so that he could return to the Massachusetts Institute of Technology as

dean of the engineering school.

During his two-year term of office he was considered the prime mover behind the Mariner ship construction program. This program is providing the US merchant marine with a number of fast modern ships that could serve as the nucleus for a new merchant fleet.



Workers clamber in and out of railroad cars to get to the Steel Navigator's ladder at the Pennsylvania RR docks in Baltimore.

Penna Railroad Docks Hazardous For Crews

Dangerous conditions at the Pennsylvania RR ore docks in Lower Canton, Baltimore, make Seafarers risk life and limb to get on and off the ships. The dock is so constructed that there is no room whatsoever for walking between the ship and the railroad cars that are pulled up alongside.

As a result the ship cannot put down a regular gangway, and Seafarers going to and from the ship have to clamber in and out of the railroad cars and across the top of them to get to the ship's ladder.

'Feats of Balancing'

Seafarer Fred T. Miller of the Steel Navigator, who called the LOG's attention to the condition, declared, "During the several times I have been docked there, I have witnessed some spectacular feats of balancing performed by men returning to the ship, and it is nothing short of a miracle that they arrived safely aboard."

An SIU headquarters representative, commenting on the condition, declared: "The Union is making every effort in current negotiations with the shipowners to assure the safety of the crews. Steps are being taken to eliminate both shipboard and dockside safety hazards wherever possible."

Pay Raised 5% On SUP Schooners

Steamship companies operating on the West Coast were the latest to fall in line for wage increases and other improvements as the SUP continued negotiating new agreements with its operators.

The latest agreement includes the basic provisions incorporated in settlements with the Pacific Maritime Association and the Coastwise Line. Wages, overtime and cargo rates are increased five percent across the board with Saturdays and Sundays payable at overtime rates.

The five percent figure also applies to rates for cleaning holds, bilges, handling explosives and doing carpenters work.

The operators agreed to increase their contribution to the union welfare fund from 50 cents to 60 cents daily per man.

Pending approval by the Wage Stabilization Board, the agreement will go into effect on October 1, 1952 and will run for one year.

Ex-Seafarer Gets Books For Seamen

A one man campaign to obtain libraries for SIU-manned ships touching at Miami is being conducted by a former Seafarer in that port. Now studying law at the University of Miami, Vincent O'Reilly was with the SIU for four years as a chief electrician.

Although no longer a member, O'Reilly likes to keep in touch with SIU ships stopping at Miami. When he found that some of them



Vincent O'Reilly

had no libraries aboard he started collecting books for them. The MV Ponce was the first ship he equipped and other ships stopping in the port are being serviced in a similar manner.

1,000 Books

O'Reilly has gotten the Propeller Club interested in the project and as a result he now has an office of sorts where he can handle the books. He estimates that he has collected about 1,000 copies for the ships so far.

Originally O'Reilly had ideas of becoming a shoreside engineer and went to engineering school for one year. But later he changed his mind and switched to law. He hopes to enter admiralty practice in Florida when he passes his bar examination.

"Any of the LOG readers who have some books for me," O'Reilly said, "or any Seafarers stopping at Miami who want books for their ships can get in touch with me through the Propeller Club at the University of Miami."

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From September 14, 1952 To September 27, 1952

No. Seafarers Receiving Benefits this Period	1339		
Average Benefits Paid Each Seafarer	56 75		
Total Benefits Paid this Period		75,976	82

WELFARE, VACATION BENEFITS PAID THIS PERIOD.

Hospital Benefits	7,245 00		
Death Benefits	2,500 00		
Disability Benefits	285 00		
Maternity Benefits	7,400 00		
Vacation Benefits	58,546 82		
Total		75,976	82

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	216,496 00		
Death Benefits Paid Since July 1, 1950 *	370,750 93		
Disability Benefits Paid Since May 1, 1952 *	1,845 00		
Maternity Benefits Paid Since April 1, 1952 *	46,400 00		
Vacation Benefits Paid Since Feb. 11, 1952 *	1,392,678 68		
Total		3,023,170	61
* Date Benefits Began			

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	349,535 38	
	Welfare	483,221 47	
Estimated Accounts Receivable	Vacation	210,000 00	
	Welfare	210,000 00	
US Government Bonds (Welfare)		1,490,960 94	
TOTAL ASSETS			3,743,717 79

Comments: Total benefits paid out by the Seafarers Vacation and Welfare Plans has now exceeded the two-million dollar mark. The total amount paid in benefits for the past two weeks has increased slightly over the same previous period.

Vacation benefits being paid out have now seemed to have reached a leveling off point. Over a two-week period, the vacation benefits paid out usually amount to about fifty eight thousand.

Walter Siekmann, Welfare Service Director, for the Union has been delivering all benefits where possible, directly to the homes of those entitled to same.

Submitted September 27, 1952

Al Kerr,
Deputy Administrator

... and, remember this ...

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

SIU NEWSLETTER from WASHINGTON

The new system for preventing the transshipment of strategic goods, developed and put into partial operation earlier this year in cooperation with 10 Western European countries, will go into full effect on October 20, 1952.

The nations cooperating with the US in carrying out the new system, are Belgium, Denmark, France, Italy, Luxembourg, the Netherlands, Norway, Portugal, United Kingdom, and Western Germany.

When the new procedure goes into effect it will be mandatory for US exporters to obtain "import certificates" from their customers in the cooperating Western European countries if they wish to send them certain strategic goods.

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Because of its naturally attractive maritime position and a tremendous growth in foreign trade, Cuba is planning to establish its own fleet of merchant ships. The financing of the construction of the ships will be taken care of by special legislation which will be enacted by the Cuban Government. It is reported that the idea behind the maritime venture was initiated by no one else than President Batista.

↓ ↓ ↓

Officers and crew of the US Coast and Geodetic Survey ship Explorer were officially commended recently for efficient methods used in refloating a 7,000-ton Greek freighter which went aground near Amatignak Island, Alaska. The ship was in danger of total loss in the rough and stormy seas which come up rapidly and suddenly in the area.

To release the freighter a cable payed out from her stern was attached to a heavy anchor which was hauled some distance to seaward and dropped by one of the Explorer's launches. With engines going astern and simultaneously heaving on the anchor line the vessel was floated free.

↓ ↓ ↓

During World War II, 2,700 Liberty ships were built, and 415 Victory ships. However, it cannot be predicted at this time how many Mariner ships ultimately will be constructed.

Since the Mariner class ships will serve the dual purpose of supplying bottoms for the transport of cargo and be readily convertible to armed service, there are many details of construction and equipment over which a cloak of secrecy must remain.

With the sailing of the SS Keystone Mariner on her preliminary sea trials August 13 of this year, America took one step closer to its goal of being self sufficient upon the seaways of the world. Eyed by American operators as a means of capturing business where the premium is on speed, some of the larger US flag operators are sure to put in purchase bids when the first batch of Mariners finally is put up for sale.

The building of the Mariners is being financed by all of us through our taxes, and they will prove a sound investment and give an ample return in security and in dollars as time goes on.

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It's business as usual in some Government agencies. The Department of Agriculture is advertising a new booklet called "Electric Lamps That You Can Make or Modernize."

There's nothing wrong with making electric lamps out of old bottles, but research in this problem hardly seems an appropriate activity for our national Government, especially at a time when Government spending is costing somewhat more than \$1,900 per family.

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Fortunately it has not proved necessary to reactivate the Government's stand-by shipyards throughout the nation. However, arrangements now are complete for the rehabilitation of these several yards should full mobilization require their use for mass output of merchant ships.

Although kept under wraps as a security move, these plans cover fitting the Government yards to build larger and faster types of ships.

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In an effort to force the termination of the chartering of Government-owned ships, American tramp shipowners have made a surprise move, offering to charter their own Liberty-type vessels for \$8,000 per month, which is the equivalent of the rate which has been paid for use of Government tonnage. However, American berth lines interested in chartering ships want the Victory or C-type ships and not Liberties, so that it is very doubtful whether the tramp owners' move will result in breaking up the continued chartering of Government vessels.

The tramp owners are taking the position that the chartering of Government ships should stop, arguing that Government-owned vessels should not be allowed to compete with privately-owned tonnage.

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Fourteen large ex-German and ex-Polish passenger liners are available for use by Soviet Russia as transports in the event of a future war. They represent a motley fleet, although several have seen postwar service as trans-Atlantic luxury liners. Aggregating about 200,000 gross tons, they would give Russia an estimated troop-lift of nearly 50,000 men per voyage.

An additional 50,000 could be packed aboard the 30-odd Liberty ships that Russia must still have out of the 36 loaned to her under Lend-Lease and never returned.

The fourteen large liners, however, would presumably be the spearhead of any invasion overseas. Even the oldest and slowest would be able to surpass the 11-knot speed of Liberties.

One of these ships now available for Russian use is the Batory, on which Gerhart Eisler fled the US after jumping bail.

Your S.I.U. Washington Reporter

AFL Convention Adjourns —'Won't Forget The SIU'



Chartered buses brought hundreds of AFL delegates to the buffet at SIU headquarters, which was specially set up for the event.



Newly-opened for the occasion, the SIU's Seven Seas Room, first all-union night club, also served to entertain the AFL delegates.



Fraternal delegates from the Far East had plenty of variety to choose from. Tables ran along the full length of the hall.



Some lacked seats while tasting the delicacies but managed, like the delegate at right, by carrying hardware in pocket.

One of the biggest surprise features for the 1,200-odd delegates and guests of the national AFL convention in New York last month was the typical SIU hospitality offered round the clock to visiting trade unionists from all over the world.

Many, particularly those from inland communities, had their eyes opened for the first time to the fact that the AFL even had a seamen's affiliate, and others, long-time friends of the SIU in ports throughout the US, cemented their respect for the record which Seafarers have compiled over the years.

Top Attraction

A top attraction for all the delegates who flocked to Brooklyn in response to a specially illustrated invitation given each of them at the convention hall was the modern headquarters rig and the streamlined manner in which Union administrative functions were carried on despite the hubbub created by hundreds of visitors.

As a host Union to the convention, the SIU held "open house" day and night during the 10-day conclave in order to give delegates unfamiliar with the SIU an opportunity for a first-hand look at its operations.

'Really Doing Job'

The result was that the feeling echoed back and forth throughout the convention proceedings that here was a Union which was "really doing a job for its membership" in providing such up-to-date and comfortable facilities. They were likewise impressed by the array of self-administered SIU benefits, like maternity and disability pay, plus the idea of hospital benefits for an unlimited period. In its role as a host, the SIU provided a well-received buffet spread plus entertainment for several hundred delegates and guests which, for many, served as one of the high points of their visit to the Big Town. The Union also won assurances of lasting friendship and support whenever needed, in appreciation for the manner in which Seafarers set out the welcome mat for the visitors.

Have Your Rating Listed In Book

Bosuns and stewards receiving the new membership book now being issued by the Union are cautioned to make sure that their ratings are stamped into the book.

If the book is not stamped accordingly, the dispatcher will not ship the man for that rating. As a result, some men holding those ratings might lose out on jobs.

Crew Samples Democracy, Ties Up Liberian Vessel

The crewmembers of the Liberian-flag Liberty ship Riveria decided to sample American democracy while in Portland, Oregon, and tied up the ship in an attempt to gain decent working and living conditions and higher wages.

The crew refused to work, to leave the ship or to sail it, and went to the Sailors Union of the Pacific, the West Coast affiliate of the SIU, to ask for help. Most of the men are members of European maritime unions, which are affiliated with the International Transportworkers Federation. Since the SIU is an affiliate of the ITF, they went there for aid.

A spokesman for the crew said "we started our strike here because America is a free country and we hope to get our rights. We have heard of your democracy and now we are seeing it in action. In other ports where we have been, labor is not as free as it is here."

Court Actions Filed

Meanwhile, the captain has been muttering threats about "mutiny in port." The owners' agents have filed a \$25,000 damage suit against the SUP, charging that the SUP "incited" the strike. An application for an injunction to stop the picketing of the vessel has been filed. A US marshal has been stationed on the ship to make sure it is not moved.

The owners are considering filing action in Federal courts to remove the crew from the vessel so they can ship another crew. The captain's request to remove the crew from the ship was turned down by Portland police and harbor patrol since the captain did not file formal charges against the crewmembers.

The striking crewmembers, 18 Germans, 4 or 5 British, 2 Danes, 1 Dutch, 1 Ceylonese and 1 Malayan stowaway, are asking conditions equal to those gained by the crew of the Panamanian ship Makiki which pulled a similar strike on the West Coast last May.

Makiki Won Strike

The Makiki crewmembers, who were members of an Italian affiliate of the ITF, received the SUP's support and won decent living and working conditions and pay hikes averaging four times their original wages. They also got a 40-hour-week and overtime rates, and got \$41,000 in retroactive wages when they signed the agreement.

Meanwhile, four Portland ministers filed protests with the UN and the US Maritime Administration after touring the ship. They said conditions were "appalling," and pointed out that the only meat on the ship was "rotten" water buffalo that had been loaded in

Bombay. They also hit the "appalling" living conditions and the "run-down" condition of the ship and equipment.

The ministers want a public report on "1. American and foreign shipping interests working under the flag of some other nation, such as Liberia and Panama, and 2. How Liberty ships costing the American taxpayers a million dol-

lars or more each can be purchased for a song by American and foreign capital and sail under such terrible conditions."

Meanwhile, the vessel stayed tied up, with no steam, the galley closed, and electric power brought in from the pier. The crew said they were going to stand fast—they want to see how American democracy works.

Injuns Storm SIU Hq, 'Mad Bear' Leads 'Em



Tuscarora Indian chief Loud Voice (Clinton Rickard) shows the last wampum message belt ever made to SIU headquarters official Al Kerr. The chief was with a delegation of Iroquois Indians that toured headquarters. Others in the group were: Kneeling, Mad Bear (Seafarer Wallace Anderson); left, Warrior Hill (Edward Chew); right, Fighting Bear (William Rickard).

SIU headquarters was host to an unusual group of visitors last week when a delegation of Indian chiefs from the Six Nations of the Iroquois, toured the Union building.

The chiefs, representing tribes from upstate New York, the Great Lakes and

Canada, were in town for a convention of tribal representatives dealing largely with the problem of maintaining their reservations in the face of attempts to split up and buy up their lands. They were brought down to the SIU by one of their number, Seafarer Wallace

Anderson, AB, whose Indian name is Mad Bear.

Heading the delegation was a veteran of the Spanish American War, Chief Loud Voice (Clinton Rickard) from the Tuscarora reservation near Niagara Falls. He and most of the other chiefs came down in their full-dress regalia, including the traditional feathered head dress, fringed buckskin leggings and moccasins. The chief also had with him some rare specimens of wampum message belts which served as substitute for writing in that they were woven to show messages through use of pictures and symbols.

The entire delegation was guided through headquarters from top to bottom and shown how the Union operates its various facilities.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: October 8, October 22, November 5, November 19.

All Seafarers registered on the shipping list are required to attend the meetings.

Top of the News

FURORE OVER NIXON—The political campaign took a new turn when it was revealed that a group of backers of Republican Vice-Presidential candidate Richard Nixon had contributed over \$18,000 to a fund for his use while in the Senate. The Senator claimed that the fund was used exclusively for non-governmental political expenses not covered by his \$70,000 allowance for office help and administration. Democrats charged that the existence of the fund was unethical and possibly illegal and there were many editorial calls for his removal from the ticket. After a national television appearance in which the Senator defended his position, the Republicans endorsed his stand and kept him on the ticket. The GOP then turned its fire on Governor Stevenson because of a fund he had dispensed to state officials to supplement their state salaries.

PUSH BUTTON WARFARE—Navy carriers off Korea are using radio-controlled obsolete planes as robot bomb carriers. The guided missiles have been launched several times from the carrier Boxer. Each missile is loaded with a ton of bombs and guided to the target by another plane through radio control. A television camera in the nose of the guided missile enables the crew of the guide plane and the carrier to observe the results of the missile's trip.

HOUSING DOWN PAYMENTS REDUCED—The Government has lifted credit regulations which required large down payments on new homes. Under the present rules a \$10,000 home can be obtained with a \$1,250 down payment instead of \$1,450 previously for non-veterans. Veterans can obtain the same home for a \$500 down payment instead of \$580 before. The reductions in down payment are much greater for more expensive houses.

THE GREAT GOLD ROBBERY OF '52—A half ton of gold worth \$356,000 was stolen from Malton Airport near Toronto, Canada, after it was dumped on the floor of an unlocked shed and left unguarded. The gold was in the form of bars and had been packed in six boxes weighing about 175 pounds each. Police authorities believe the thieves simply drove a car up to the shed at night and carted the boxes away. The robbery was the biggest in Canadian history.

BRITISH GUNS DUEL WITH CHINESE—British Navy ships in Hong Kong duelled with Chinese shore batteries for five minutes after the Communists stopped a British ferry running between Hong Kong and Macao and took two Chinese passengers off the ship. The Chinese were accused by the Communist landing party of being counterfeiters. The ferry was halted by a Chinese corvette which fired a burst of gunfire at her, scarring the sides of the vessel.

SOVIET-US RELATIONS WORSEN—Relations between the US and Russia which have been on the sour side for the last six years, took a new downward turn after Pravda the official Communist party newspaper attacked US Ambassador George F. Kennan as a "slanderer" and an enemy of the Soviet Union. The attack came after Kennan told newsmen in Berlin that diplomats were isolated in Moscow and that nobody would even talk to him. As a result of the attack the State Department is contemplating a protest and there is a possibility that Kennan will not return as US ambassador.

FRENCH COMMUNIST LEADERS PURGED—Two old-time leaders of the French Communist party, Andre Marty and Charles Tillon are on the way out after a break over party policy. The two men have been removed from their high positions in the party bureaucracy because they objected to a new party line of cooperating with other groups in France and trying to reestablish the so-called "popular front." The French Communists have taken a lot of setbacks in the last year by behaving revolutionary, so party leaders have called for a change in tactics and an attempt to woo socialists, non-Communist labor unions and similar groups. Marty and Tillon have disagreed with the change, hence their firing.

GILLETTE QUITS ELECTION COMMITTEE—Senator Guy M. Gillette, Iowa Democrat has resigned as chairman and member of the Senate Subcommittee on Privileges and Elections. The committee had held hearings several months ago at which Senator William Benton, Connecticut Democrat, had urged the ouster from the Senate of Joe McCarthy, Wisconsin Republican. In turn, McCarthy had demanded that Benton be ousted. As a result of Gillette's resignation, it appears certain the committee will make no decision in the dispute in advance of the November elections.

COMMERCIAL PLANES TO FLY OVER POLE—A commercial air route between the US and Europe will get under way this fall using the newly-constructed Thule air base in northern Greenland as a stopping point. The Scandinavian Air Lines system is planning the flights which would operate from Copenhagen, Denmark, to Thule, Greenland, Edmonton, Canada and San Francisco. A second route would go from Thule to Fairbanks, Alaska, and from there to the Aleutian Islands and Tokyo. Several other airlines are considering similar routes which would mean considerable savings in mileage over the present transatlantic routes.

US INDICTS BROWDER—Earl Browder, the former head of the Communist party in the US, and his wife have been indicted on charges of making false statements in connection with the citizenship application of Mrs. Browder. The couple was accused of declaring under oath on October 14, 1949, that Mrs. Browder had never been a member of the Communist party or a believer in Communism. The case parallels that of Harry Bridges, West Coast longshore leader who was convicted on these same charges. Browder was head of the Communist party until 1946 when he was thrown out supposedly for advocating a continuing policy of cooperation with business.

ARMY CLAIMS 5,000 RUSSIANS IN KOREA—An unnamed US Army officer in Korea has stated that between 5,000 to 6,000 Russian technicians are in North Korea advising Chinese and North Korean armies and manning anti-aircraft guns. A British Foreign Office report substantiated the statement and added that the Russians are maintaining bases and other rear area work.

SIU Wins Transportation For Canadian Seafarers

SAVANNAH—Quick and determined action by SIU representatives in this port recently won settlement of a disputed transportation beef for 28 Canadian District Seafarers.

The crew paid off in Savannah from the Argovan (Argonaut Steamship Co.) when she put in at the Savannah Machine and Foundry yards for repairs.

The crew was made up of seamen from Vancouver, BC, and Montreal.

Under the company interpretation of the contract, the Seafarers from Vancouver were offered bus tickets, three days pay and three days traveling time to Vancouver. The Montreal men were offered the same proposition on a two-day basis.

"Obviously, no one can travel from Savannah to Vancouver by bus in three days or to Montreal in two days," SIU Port Agent E. B. Tilley explained.

After finding that the contract provided that when traveling by bus in such cases, the men could not be required to spend more than eight hours a day in travel and were entitled to lay over for 16 hours a day, SIU officials here went to bat with the company and forced travel allowances on the basis of eight days to Vancouver and four days to Montreal.

'Nite Club Tops: Members Shipowners Seek Wage Subsidy On All Ships

Wrapping up the third week of a unique night club operation for Seafarers, guests, and friends, the new SIU Seven Seas Room will introduce another all-star show beginning October 6, featuring nationally-known singing headliner Bob Eberle.

Launched in mid-September to coincide with the start of the national AFL convention in New York, the Seven Seas Room has been entertaining a full-house nightly with its moderate-price, continuous entertainment policy.

Like all other SIU-operated facilities, the Seven Seas Room is designed primarily for the comfort and entertainment of Seafarers, although the public is also welcome. Dress is informal at all times, prices are well below similar operations elsewhere in New York, with never a cover or minimum charge, and the entertainment is popular and lively.

While the Seven Seas Room was started as an experimental operation, the overwhelming response to the night club in its early days of operation has convinced Union officials that Seafarers and the public want to keep it going as a permanent facility in headquarters.

As one Seafarer put it, "with this new night club, now we've got everything a guy could want when he's ashore, and the best part is that it's our own."

The new show opening Monday



June Brady, beautiful songstress, is currently chirping in the Seven Seas Room.



Bob Eberle, popular vocalist, will open at the Seven Seas Room this coming Monday.

evening brings a well-known star to the Seven Seas in the person of stage, screen and TV feature artist Bob Eberle.

On the same bill with Eberle

will be lovely Carol Blaine, musical comedy singing sensation; Hal Graham and his livewire dancing orchestra; Tommy Maulding, keyboard artist, and madcap comic Bobby Ramsen, an extra added attraction.

Converted At Night

Seven Seas operates in the SIU headquarters cafeteria, which is converted after cafeteria closing time at 7 P.M. An hour later when the club opens, the addition of draperies, a portable stage, carpeting and soft lighting changes it into New York's newest night spot.

It is open six nights a week, excepting Sundays, offering delicious food and drink, entertainment and dancing. This week through tomorrow night, the show has been headlined by fast-paced young comic Larry Nixon, making his New York debut. Vocal chores were handled by songster June Brady, plus Pete Rubino's band and Tommy Maulding at the piano. The first two weeks were paced by comedy headliner Henny Youngman and Dolly Dawn, noted singing star.

A bid for direct subsidy for all American-flag ships in foreign trade has been made by the Association of American Shipowners, a group of unsubsidized operators. The operators' group has proposed that this

subsidy be paid directly to seamen by the Government to make up the difference between foreign-flag wage scales and those of American seamen.

As an alternative, the operators propose that the Government could make such payments to the shipowners for the seamen's account.

Government Employees

In effect, the new proposal would put seamen on the Government payroll in large part, and make their wages subject to action by the Maritime Administration rather than collective bargaining by seamen's unions.

Under the association's suggestion, the subsidy would be based on the difference between wage scales of the US merchant fleet and that of the principal maritime competitor, which would be Great Britain. The Maritime Administration would come into the picture as the agency that would fix the top subsidy level year by year.

An SIU headquarters spokesman, discussing the latest proposal, pointed out that the Union feels that some kind of Government aid was necessary, perhaps along the lines of Government assistance to domestic and overseas airlines. Obviously, the present system of subsidizing some companies and not others is not a fair one. However the subsidy question is a big one and involves many problems.

Other Costs

The association's proposal, he said, places the entire blame for US flag costs on the seaman, which is not a true picture of the situation. There are other factors to be considered such as shipbuilding costs, bunkering, Government taxes, supplies, wharfage, insurance, repairs, tug services and so on.

"Even if the wage differences between US and foreign seamen were eliminated in one form or another," he declared, "the costs of operating an American flag ship would still

be much higher than those of foreign ship operators.

"The SIU has been studying the whole question of shipping subsidies for some time," he concluded, "and in the near future the Union will state its position on the question of what form Government aid to shipping should take."

CS Tankers Might Carry Iranian Oil

Resumption of Iranian oil production with the aid of the Cities Service Oil Company looms as a possibility as a result of a visit to Iran by W. Alton Jones, the company president. In a talk with newsmen following a tour of the oil fields and conferences with Premier Mossadegh, Jones indicated that Cities Service was considering undertaking to sell Iranian oil.

It was also reported that the Cities Service president was confident of the company's ability to move the oil out of Iran. He said that the company had some tankers that could be made available for Iranian service in a short time and that others could be obtained, probably by charter.

Iranian oil production has been tied up ever since the government ousted the British-owned Anglo-Iranian oil company. The British have been making efforts to keep outside companies from picking up and selling Iranian oil and have tied up one small Italian tanker at Aden because it took on an oil cargo at Abadan.

It is expected that if Cities Service does send tankers to Abadan, the British would sue to prevent unloading of cargo at the first port the tanker entered.

Clothing Seized In SA

Another case of mistreatment of seamen in Venezuela has been reported by the Canadian Seafarers aboard the freighter Sunjewell. In this instance, Venezuelan military officers in Puerto Cabello confiscated some of the crew's personal gear, although none of it had been purchased in the city.

The latest incident recalls two cases affecting A&G Seafarers. One of them, David Archia, was victimized by a Venezuelan cabbie and local police at Las Piedras who stranded him 40 miles away from his ship. In the second one, Ben "Blackie" Bone was jailed and fined in Maracaibo because he protested a tremendous overcharge by a local cab driver. The SIU has protested both instances to American diplomatic authorities who are taking the matter up with the Venezuelan government.

According to Jean Louis Caron, crewmember of the Sunjewell, the ship had just been brought into port when two uniformed members of a Venezuelan military unit came aboard and searched the vessel. They took two new T-shirts and two brand-new dress shirts with a total value of \$21 from him and a new pair of shoes from another crewmember. Several other men on the Sunjewell reported similar losses.

Officials of the Canadian District, SIU, have reported the incident to the Canadian Department of External Affairs and asked the department's aid on the matter.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

Judging Good Work Clothes

Price tags on work clothes are going up again, especially on denims and corduroys. It will pay a Seafarer to know how to tell good quality in work garments, and where he can get good values. Too often you find garments on the market which have a mercerized finish or a starch filling which makes them seem smooth and full-bodied, but which are actually made of thinly-woven cloth. This is frequently true of the chino pants and shirts which have become popular in recent years.

To make sure you're getting sturdy material, don't just feel the cloth, but hold it up to the light to see if it's closely-woven, and pull it both ways to see if it's firm.

Generally the hardest-wearing materials are those that have a twill weave, which you can distinguish by the diagonal ribs in the material. Twill-weave cottons include cotton gabardine, twill itself, whipcord, drill cotton cover, jean cloth and cotton serge. The more noticeable and pronounced the diagonal ribs, the stronger the cloth.

Watch For Shrinkage

Also note whether the garment has a label saying it's preshrunk. If the label says "Sanforized," you need expect only one percent more shrinkage. If it simply says "preshrunk," you can expect two percent shrinkage, and if there's no label at all, better make sure the garment is cut full, or get the next largest size, because you can anticipate it will shrink as much as five percent more.

Work clothes labeled "six-ounce cloth" are light and for warm weather but seven-ounce cloth will give you more wear. Always ask about the weight of the cloth to compare prices. A pair of dungarees at \$2.50 may look like a buy, but it is no great bargain if it is only six-ounce cloth.

Also look at the material used for the pockets. Pockets made of ribbed twill-weave cloth not only will wear well but indicate the manufacturer has taken the trouble and expense to turn out a carefully-finished garment.

If the garment is made of "combed" cotton, only the longest and strongest fibers have been used, and the quality is superior to merely "carded" cotton.

Besides the quality of the material, notice the way the garment is cut and constructed. Take two different brands of shirts and lay them against each other to see which manufacturer gives you the most generous cut for your money. A work shirt should be especially full across the chest and shoulders.

Extra Stitching Helps

Seams of work clothing should be triple stitched preferably, but at least double stitched. Points of strain such as pocket corners should be bar-tacked (an extra row of tight stitching at right angles to the pocket). The buttonholes should be evenly and closely stitched, with no loose threads. Heavy-duty garments should be copper-riveted at points of strain, and buttons should be rustproof metal and also riveted.

A double section at the elbow is a sign of good manu-

facture in heavy-duty shirts. The grain of the material in these sections should follow the grain in the sleeve, and be sewed as flat as possible.

Sources For Savings

Seafarers can save money on work clothes at the Union-owned and operated Sea Chest in SIU headquarters in Brooklyn, NY. Prices here range from ten to twenty per cent under usual prices for standard brands of clothing. For example, the Sweet-Orr and Lee dungarees which are usually \$3.95 and sometimes as much as \$4.25, sell for \$3.49 at the Union's Sea Chest. These are the hard-wearing eight-ounce cloth.

Two other outstanding garments at the Sea Chest are Frisco jeans (\$5.20), a sturdy work pants which is popular on the West Coast, and the Hickory shirt, an off-white shade with a black stripe. This shirt is regularly \$3.95, but is tagged \$3.49 at the Sea Chest.

If you can't get to the Sea Chest, it will help to use its prices as a basis for comparing values in other stores, and making sure you don't overpay. It also pays to shop the large chains and mail-order houses who have their own brands, and to compare prices on more than one brand and in more than one store in these days of high costs.

But avoid non-union work clothing. Investigation by this writer shows that the non-union garments are merely 12 cents or so less than union-made work clothes on a pair of dungarees. And for that practically non-existent saving you would not only damage union conditions in general but sacrifice that extra assurance of careful manufacture that a union shop provides.

Report of Hq Tallying Committee On Proposed New SIU Constitution

The following is the report of the rank-and-file tallying committee on the results of the 30-day secret referendum on the proposed new constitution. As can be seen, the resolution was carried by well over the two-thirds majority required for amendments to the present SIU constitution with 4,759 votes for and 95 against.

This committee was elected at the headquarters membership meeting of September 24 and completed its report by September 30. The report will be submitted to meetings in all ports on October 8 for action.

The new constitution will take effect on October 15, 1952, two weeks after the date of this report. This is the procedure described in the present constitution for the effective date of amendments. It applies to the new constitution because it is treated as a series of amendments to the old document. (For the story of the voting, see page 3.)

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We, the undersigned members of the tallying committee, having been elected at the regular meeting of Wednesday, September 24, 1952, have tallied all ballots and attached herewith are our findings. The resolution on the proposed SIU Constitution was carried by more than a two-thirds majority as required by our constitution.

	Bos.	NY	Phil.	Bal.	Nor.	Sav.	Tam.	Mob.	NO	Gal.	SF	Wil.	Seat.	Totals
Yes	67	1457	397	508	74	112	130	665	921	165	141	62	60	4,759
No	2	67	2	6	0	0	0	1	10	1	0	1	5	95
Void	0	44	1	3	2	0	0	0	0	0	0	1	1	52
No Vote	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Missing	0	0	3	0	0	0	0	0	0	1	0	0	0	4
Sub Total	69	1568	403	517	76	112	130	666	931	167	141	64	66	4,910

It is to be noted that Galveston was missing one ballot and the port of Philadelphia was missing three ballots. It is to be further noted that these missing ballots did not in any way affect the vote either for or against. This committee recommends that this report be acted on at the meeting of October 8, 1952, in all branches and that each branch agent immediately thereafter notify headquarters of the action taken on same.

Port	Ballots Sent To Port	Ballots Used	Ballots Not Used
Boston	1 — 250	1 — 69	70 — 250
New York	251 — 1500	251 — 1500	7319 — 7400
Philadelphia	7001 — 7400	7001 — 7318	
Baltimore	1501 — 2250	1501 — 1903	1904 — 2250
Norfolk	2251 — 3000	2251 — 2767	2768 — 3000
Savannah	3001 — 3250	3001 — 3076	3077 — 3250
Tampa	3251 — 3500	3251 — 3362	3363 — 3500
Mobile	3501 — 3750	3501 — 3630	3631 — 3750
New Orleans	3751 — 4500	3751 — 4416	4417 — 4500
Galveston	4501 — 5500	4501 — 5431	5432 — 5500
San Francisco	5501 — 5750	5501 — 5667	5668 — 5750
Wilmington	6001 — 6750	6001 — 6141	6142 — 6750
Seattle	5751 — 6000	5751 — 5817	5818 — 6000
Total ballots printed	0 to 7500	6751 — 6816	6817 — 7000
Total unused ballots	7401 to 7500		

All unused ballots were accounted for and it is the recommendation of this committee that if our report is concurred in by the membership that headquarters notify the various branch agents that the effective date of the new constitution shall be October 15, 1952, as per the present constitution of the Union.

Frank Douglas, D-125 John Spreitzer, S-14 Robert Williams, 11156
 Nick Wuchina, W-187 Walter Pattersen, P-73 James Golder, G-72
 Dated: September 30, 1952

UNION TALK

By KEITH TERPE

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

We'd like to thank personally the dozens of Seafarers who have answered our call for voluntary organizers in the Atlantic drive, but we'd like to see everybody pitch into this job. In our book, the best organizing weapon we have is the rank-and-file guy on the ships. Every Seafarer knows the score on his Union.

We again urge every Seafarer to turn to in this campaign by helping us sell the SIU to the tankermen who've been fed a bundle of lies about everything we do. Invite them to your ships, explain how we operate and show them—in plain, dollars-and-cents language—how much they're losing out the longer they sail without honest Union representation.

You may have seen some of the handouts circulated by the AMEU—the independent "union" outfit that's been operating in the fleet under some sort of "back-door" arrangement. These "union" officials have been trying for years to convince themselves they've got the "best contract in the industry" and now they have the gall to come out and try to make everybody else fall for this phony set-up.

We've mentioned the ridiculous antics they're going through trying to make themselves seem legitimate, but you can't take away the fact that the whole AMEU set-up sounds fishy. Here's a so-called "union" that's so legitimate it hasn't even got its name on its office (? ?), isn't listed in the building directory and is so rigged that its whole apparatus can be carried around in somebody's hat — or an attorney's briefcase, judging from the office door.

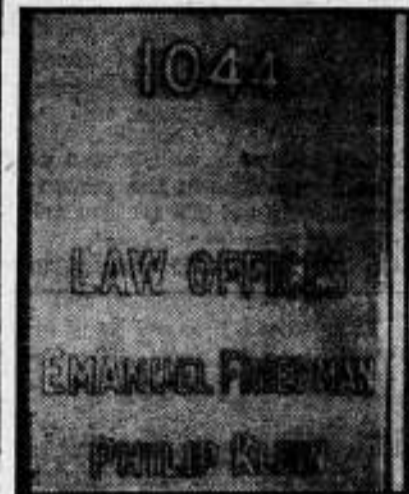
One of the most recent pieces of literature issued by the AMEU, through its governing body, the Fleet Council which is now meeting in Philadelphia, starts off with the following statement: "We wonder if they (the SIU) have read our con-

tracts . . . They have nothing to offer us that would not be a big step backwards . . ."

One reason for repeating this is to show one way to answer this type of nonsense. The fact is, we have read their contracts—96 pages of the doubletalk—but a great many Atlantic tankerman haven't, because only a small percentage of them have seen it altogether. But although the AMEU can't afford to let its members see the miserable "union" document they're slaving under, we can. That's why the SIU Tanker Organizing Committee is offering a copy of this two-bit agreement to any Atlantic tankermen who wants it—with no strings attached—so he too can see how miserable it is, and compare its provisions with what an honest maritime trade union can offer to better it right down the line.

We've even taken the liberty of obtaining copies and furnishing every Atlantic tankerman with excerpts from the actual minutes of the Fleet Council's meetings—the first time they've been permitted to see these, incidentally.

These minutes pinpoint for everyone to see the phony representation the Atlantic seaman has had up to now. Here's a "union" whose agreement (section 210.8) calls for fresh milk to be served on the ships, but which bows humbly in the face of a management decision that after all dry milk is just as good anyway. Then it goes even further when its Fleet Council unanimously adopts a motion to "request" management to "send a letter of instruction to all stewards covering the care and mixing of concentrated milk . . ." Now just how phony can you get?



Cartoon History Of The SIU

The SIU Fights Government Control

No. 21



In 1938, the US Maritime Commission announced a Govt. training program. The full-rigged Joseph Conrad was outfitted, schools set up and recruiting started. Soon the waterfront was crawling with uniformed "trainees," the start of a potential strike-breaking force.



Joint SIU-NMU meetings were held to fight this attack. Most NMU rank-and-filers wanted to fight the MC's plan to control seamen, but the NMU leadership went all-out to support the program and to deliver their membership into the hands of the shipowners and the Government.



The Seafarers alone opposed the MC fink pool. In 1938, the training ship American Seaman hit Mobile. The uniformed finks soon caused a riot on the waterfront. The Seafarers mustered their forces and drove them off the docks, and their ship sailed well ahead of schedule.

Massillon In Rescue, Then Crash

SIU members aboard the Massillon Victory had an eventful voyage recently when, in proceeding to sea, the ship rescued three survivors of a small boat which had capsized in New York harbor, only to meet with an accident later in San Juan, Puerto Rico.

According to reports from crewmembers Frank B. Strelitz and Blackie Mason, the Massillon Victory was passing near the Brooklyn Army Base, when it sighted a capsized boat with three men. The men had been in the water for more than two hours.

Later, however, in San Juan, the Massillon Victory ran into some misfortune when it collided with a pier. Mason said that it took two whole days to repair the extensive damage.

It's Cool In Savannah



B. B. Tippins, baker, (left) and Patrolman E. B. McAuley, get real close to the new air conditioning equipment installed in the Savannah Hall, which was welcomed by Seafarers who had been sweltering in the Savannah heat.

CG'er Wants Ship School In Panama

Establishment of a Panamanian merchant training school to better enable Panama flag ships to compete with American shipping has been urged by a retired Coast Guard commodore, John S. Baylis. The proposed training school would be patterned on the semi-military style of Fort Schuyler and similar establishments.

Baylis was quoted at length in an English-language Panamanian paper, the Star-Herald, as seeking to encourage the development of Panamanian-flag shipping. The item was called to the attention of the Union by Seafarer Clyde H. Jernigan, who spotted it while aboard the Venore in transit through the Canal.

Manned By Foreigners

In his statement to the Panama Rotary Club, the ex-commodore pointed out that Panama has the world's fourth largest merchant marine, but admitted that these ships were being manned in large part by assorted foreign nationals because Panamanian men did not have the training nor the background to take the jobs.

He pointed out that an article had appeared in the Saturday Evening Post panning Panamanian shipping. This article was based on SEAFARERS LOG revelations showing that Panamanian flag ships were ideal for the entrance

and exit of spies and other undesirable to and from the US. The article pointed out that Panamanian ships would hire men of all nationalities who did not necessarily have seamen's papers or who were not accepted on ships of their own nation for various reasons.

Discipline, Courtesy

Commodore Baylis suggested therefore that a training school should be established for Panamanian youths to teach them such things as cleanliness aboard ship, discipline, courtesy and lastly, knowledge of the rules of navigation.

He declared that it would be possible to secure an old ship for such training purposes. The article did not mention whether or not he had any suggestions as to who should be entrusted with the job of running the school.

The Panamanian flag has long been known as a refuge for American and European shipowners who want to avoid the higher wages, better conditions and more stringent safety and manning requirements prevailing under their own national flags.

Ga. Unionists Fight Vote Grab

SAVANNAH—A proposed amendment to the Georgia State Constitution, criticized by enlightened political leaders as "a step toward dictatorship," is being opposed vigorously by SIU members here.

The trade union movement in Georgia's principal population centers has joined with civic leaders and business and professional groups in opposition to the scheme being promoted by Gov. Herman Talmadge and his supporters. The Talmadge proposal would write into the State constitution Georgia's unique system of nominating state officials in party primaries. It also would make the system apply to general elections in Georgia, critics of the amendment say.

"The Talmadge administration and the county unit system has led Georgia dangerously close to

dictatorship in state government," said E. B. Tilley, SIU port agent. "Success of the Talmadge plan to pass this amendment in the November general election would be detrimental to the welfare of many Seafarers' families living in the Savannah area. That is why we joined with the Savannah Trades and Labor Assembly at a recent meeting in adopting a resolution opposing the amendment. We will support this stand by helping the Savannah trade union movement to turn out a big vote against the amendment on Nov. 4."

Minority Rules

Georgia's county unit system of electing public officials at the state level puts the balance of political power in the hands of Georgia's thinly populated rural counties. Of the state's 159 counties, 121 fall in this classification.

Each of these 121 small counties, some of which turn out a total vote of less than 1,000, has two county unit votes to cast in determining nominees for state office. Fulton County (Atlanta) with several hundred thousand qualified voters is entitled to only

six county unit votes under this system.

The way the system has worked out in practice, three little counties having a total of only 3,000 votes to cast for a candidate of the Talmadge stripe can nullify completely tremendous popular majorities that might be rolled up for a candidate in such areas as Atlanta or Savannah.

Under the county unit system, Mr. Tilley explained, the "tail has been wagging the political dog in Georgia for many years."

Vacation Every 90 Workdays

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

AB Falls Over Ship's Side, Drowns

An AB who was being detained aboard the Anniston City (Isthmian) by the Immigration authorities was drowned when he apparently fell over the side while the vessel was in Erie Basin in Brooklyn.

Seafarer John Papadogonas, 33, who was a Greek national, was put on the "detained" list when the vessel arrived in Baltimore from Bombay, and was not allowed ashore, according to Mike Carlin, deck delegate. Nobody seemed to know why he was kept aboard the ship, Carlin said.

Papadogonas, himself, said he knew of no reason and said he was going to try to get a hearing when the vessel got to New York, Carlin said. The authorities in Baltimore would give no reason for detaining Papadogonas.

When the Anniston City arrived in New York, Papadogonas was still confined to the ship and the Immigration authorities put a watchman aboard the vessel.

On the night of the 19th, Carlin said, Papadogonas was missed from the ship. He was wearing old work clothes and had no money with him, Carlin said, so the crew felt sure that he had not jumped ship.

On Monday, the 22nd, Papadogonas' body came to the surface when the Anniston City was shifting berths. He had apparently fallen over the side on Friday night, Carlin said.

Veteran Unionist Hails SIU Set-Up

A recent visitor to the SIU's headquarters, and a man who is able to fully appreciate the tremendous steps forward that have been made by the SIU, was Sam Martin, the oldest living charter member of the AFL International Ladies Garment Workers Union. He is a member of that union's Local 10, which embraces the cutters.

Martin, who has been in the trade union movement since 1891, commented that, "This hall is a revelation. It is wonderful to know that union members can now enjoy facilities like these. Seafarers should be proud to know that they have a hall like this one, and belong to a Union like the SIU."

Martin first joined the trade labor movement in 1891, when he began working as an apprentice cutter in the garment industry. He took part in the strike of 1894, and then began working with a few other men to get a charter for the cutters, who were forced to work under adverse conditions.

His work finally was successful in 1902, when the ILGWU granted a charter to Local 10.



Sam Martin (right) the oldest living charter member of the ILGWU, looks over some forms as Joe Algina, Headquarters Representative, explains the SIU's administrative set-up.

Pusan Martial Law Off, But Army Bars Seamen

Complaints by crews of SIU ships that they have been barred from shore leave in the port of Pusan are being taken up with the Department of Defense by the Union.

Although the martial law order of the Korean government was lifted in Pusan back on July 28 and GIs are permitted the run of the town, the local Army port commander issued an order that same day restricting merchant seamen to their ships except on official business or sick call.

Ship's delegate Chuck Welch of the Seagarden (Orion) reported that some of the Seafarers who

were caught ashore by the Army were fined \$150 each. He emphasized that the shore leave ban was not from Washington or Tokyo but had been issued by local brass in the port. Other SIU ships in Pusan currently affected by the regulation are the Seanan, Choctaw and Alawai.

The Alawai crew got in touch with both the Korean Ministry of Justice and the Chamber of Commerce and received letters from them to the effect that conditions in the port have been orderly since martial law was lifted. Seamen, the letters said, would be welcomed in the town. Nevertheless the Army ban persists.

A letter from the Alawai, signed by the four delegates, L. M. Henriquez, ship's delegate; Howard D. Stebbins, deck; F. S. Crumpler, engine; and Peter Vlacos, steward, declared that "It was brought out through conversation with MP's and other Army personnel that the Army has been trying without success to buy the Seamen's Club for an Army recreation center.

"It seems," they charged, "that the port commander is trying to obtain the club by forcing the owner to go broke by keeping seamen away . . ."

Long Stays

"Some of the ships that enter Pusan stay tied up as long as thirty days at a time and it is hard for any seaman to stay aboard alongside a dock for that length of time . . . just because a port commander doesn't like the merchant marine."

The Union has written Brother Henriquez informing him that it is taking up the matter immediately with the authorities in the hope of obtaining shore leave for all Seafarers in Pusan.

PORT REPORTS

Mobile:

Boys Expecting Visit From 'Miss America'

Shipping's a little slow just now, and probably will continue that way for another week or two.

We suspect that some of the boys hanging around on the beach here are just waiting around to see Miss America, who's going to visit our fair city in the near future, and will be our Azalea Queen this year. Some of the boys are Charles Stringfellow, L. DeLoach, Dub Simmons, and Red Turner. Red is looking for a "cool one." He's a steward on the Morning Light right now.

We paid off the Monarch of the Sea, Morning Light, Maiden Creek (Waterman), Alcoa Cavalier, Roamer, Polaris, Pioneer and Clipper (Alcoa). The Alcoa Runner, Patriot, Cavalier, Roamer, Polaris, and Pioneer all signed on, while we had the Chickasaw and DeSoto (Waterman) and Alcoa Pioneer as in-transits.

Edward Kelly is one of the Seafarers on the beach here just now. Ed, who joined the SIU in 1947, says that all the guys are talking about the new constitution. He says that he thinks it's really a great piece of work, and another big step forward for the Union.



Kelly

Ed also said that all hands are looking forward to the new contract. He sails in the stewards department, and says that he's sure that the new contract is going to mean more than ever for Seafarers, and will be in keeping with the SIU's continuous improving of wages and working conditions.

Local Team Good

Speaking of gains, the Mobile Bears don't seem to be doing so bad, either. They are now in the playoff with Memphis, and have won two out of the seven games to be played. The winner will go to the Dixie League, and right now it looks as if Mobile stands a darned good chance.

Cal Tanner
Mobile Port Agent



New York:

Patrolmen to Check Ships Before Sign-On

Although there is no boom in shipping at present, the job picture has held up at a steady pace for the past two weeks in the Port of New York. A book man can still get out in a reasonably short time if he is not too choosy about the ship or run.

We had two more Liberty ships pulled out of the laid-up fleet last week, the Catherine and Frederick C. Collin, both owned by Trans-

Report Lost Baggage Check

Seafarers who lose baggage checks for gear checked at any SIU baggage room should notify that particular hall right away so that no one can improperly claim the baggage with that check. Headquarters officials advise you to do this immediately to avoid loss of your gear and or trouble claiming it later on. Make sure you notify the hall where the baggage was checked as soon as you find out you've lost the check.

Fuel Corporation. This same company expects to take the Albion, another Liberty out of lay-up in the near future. We are very happy to see this line get all of their ships back in operation as business for them means more jobs for our membership.

29 Payoffs

We paid off a total of 29 ships in the past two weeks and signed 15 on foreign articles. The following were the payoffs: Suzanne, Elizabeth, Frances, Kathryn and Inez (Bull); Royal Oak (twice), French Creek, Bradford Island and Fort Hoskins; Steel Apprentice, Steel Fabricator, Anniston City (Isthmian); The Cabins (Mathiasen); Mankato Victory, Coe Victory, Couer D'Alene Victory (Victory Carriers); Greece Victory (South Atlantic); Gateway City, Andrew Jackson, Wild Ranger, Afoundria and Azalea City (Waterman); San Mateo Victory (Eastern); Potrero Hills (Martrade); Seatrain Georgia, Seatrain New York (Seatrain); Sea Cliff (Orion); Lawrence Victory (Mississippi).

Sign-ons were: Robin Sherwood (Robin); Mobilian, Andrew Jackson, Gateway City and Afoundria (Waterman); Catherine and Frederick Collin (Transfuel); Couer D'Alene Victory and Coe Victory (Victory Carriers); Angelina (Bull); Sea Comet and Sea Cliff (Orion); Anniston City and Steel Executive (Isthmian), and Lawrence Victory (Mississippi).

Quite a few men have come into the Hall or have written in to complain about conditions of rooms, mess rooms and galleys on some of the ships they are going aboard. This has been particularly bad on the ships that have been in temporary layup or idle status. On a Bull line ship, the cooks found the galley in such a foul shape that they refused to take the job and reported back to the Hall. They found dirty pots, pans and dishes in the sink that had been there since the last meal was served before the ship was laid up.

Clean Up Before Payoff

This is definitely not the fashion in which we expect an SIU crew to operate and the patrolmen have been instructed to inspect quarters, mess rooms, etc., used by unlicensed personnel, and to see that they are in proper shape before paying off the ship.

On the other hand, we realize that sometimes in case of lay-up, the shore gangs and shipyard workers make an awful mess aboard ship. This is one of the reasons why you should never sign on without a patrolman present. When these conditions exist or repairs have to be made, we will see that they are taken care of by the company before signing on.

Claude Simmons
Ass't. Sec'y-Treas.

Boston:

Tanker Drive Making Progress In Atlantic

After going slow for several weeks, shipping here has been picking up recently. Nine payoffs and eight sign-ons have featured Boston activity in the last two weeks.

Payoffs were the following: Catahoula (National Navigation); The Cabins (Mathiasen); Government Camp, Chiwawa, Council Grove and Bents Fort (Cities Service); Trinity (Carras); Montebello Hills (Western Tankers); and Yarmouth (Eastern). All of these ships except the Yarmouth signed on again.

On the Montebello Hills, we won a beef in that the water tanks were cleaned and the door locks repaired before the ship left for Portland, Me. A report has also been sent to headquarters on Richard Burroughs Robison, the OS, who missed the Catahoula in Houston after threatening the night mate with a knife.

Help Injured Man

One instance of the good will and brotherhood that exist between the SIU members, who from time to time, have acted voluntarily to help out their brothers in distress, occurred here when the crew of the Tagalam contributed \$25 for brother Jack Farrand. He was burned in a flash-back accident on the Anne Marie (Bull). The money is being sent to him with the hope that it will help in his recovery.

On the organizing front, we are making good progress in signing up Atlantic Tankermen. The drive is continuing here with great enthusiasm and we hope to score complete victory soon.

Ships passing through Boston recently included: Steel Apprentice, Steel Architect, Steel Fabricator and Steel Rover (Isthmian); Olympic Games (Western Tankers); Federal (Trafalgar), and Beatrice (Bull).

Two of the local boys on the beach right now are John E. Duffy and Edward J. Amerault. Both of them are good Seafarers and true Union men. Duffy, who hails from Revere, Mass., latched on to his SIU book in November of 1941. Amerault's family is living in East Boston. He got his SIU book in August of



Duffy



Amerault

1942, and has been sailing on SIU ships ever since.

Among the men on the beach were: Dan Sheehan, A. McKenna, F. Parsons, D. Riley, Ed Falvey and D. Gabriel. In the Marine Hospital, D. S. White is out of cast and improving rapidly. R. Harris will soon be out and ready to ship. O. C. Harris and R. P. Bowman are in good shape. J. J. Crotty has just been admitted and is in good spirits.

James Sheehan
Boston Port Agent



Seattle:

Shipping Prospects Good In Northwest

With seven payoffs and four sign-ons, shipping here continued to be mighty fine in the last two weeks. The outlook for the near future is just as good.

Our payoffs were: Clearwater Victory and N. Crosby (Bloomfield); Cape Saunders (Alcoa); Alaska Spruce and Gadsden (Ocean Tow); John Kulukundis (Mar-Trade), and Seacoral (Coral). The Clearwater, Crosby and Cape Saunders were subsequently laid up while the other four ships signed on again.

In the range of beefs, a claim for penalty cargo involved in the bag cement carried on the N. Crosby was disallowed. The Crosby came in from an eight-month trip. For a ship out this long, it was in mighty fine shape with few overtime beefs. Tommy Lyons is bosun aboard the Seacoral and is doing a good job in taking the ship out of the rust bucket class.

Ships in transit were the following: Fairport (Waterman); Calmar, Portmar and Pennmar (Calmar); Strathport (Strathmore); Quartette (Standard Carriers); Ames Victory (Victory Carriers), and Oceanstar (Triton). We supplied men to the Calmar, Yorkmar, Oceanstar, Strathport, Quartette, Ames Victory, Pennmar and Fairport.

Oldtimers on the beach included: William McKay, W. T. Roche, P. Wolf, "Big" John Morrison, and H. Skaalegaard. Those in the marine hospitals were: Emil Austad, P. J. St. Marie, R. E. Swanson, Fred Henderson, A. DeFilippi and C. A. Rodriguez.

The SEAFARERS LOG is the hottest thing in town. It seems that we just can't get enough copies of the paper to last over a couple of days at a time. The comments from Seafarers in this part of the country and those on the waterfront is that she is a bang-up paper and the kind of reading that every Union man appreciates.

Jeff Morrison
Seattle Port Agent

New Orleans:

Seafarers From Mobile Now in NO Hospital

Business affairs of the port are in good shape and shipping since the last report was fair. Shipping for the next two weeks should pick up with a passenger ship due for pay-off, and the Del Aires (Mississippi) due out of the shipyard. The Sunion (Kea) is also scheduled to crew up within the next few days and that will take a full crew off the beach.

Paying off were the Del Norte, Del Valle, Del Sol (Mississippi), City of Alma, Iberville and De Soto (Waterman). In-transits were the Alcoa Pioneer, Patriot, Cavalier, Polarus (Alcoa), Steel Executive, Steel Age (Isthmian), Del Mundo (Mississippi), Seatrain Louisiana, New Jersey, Georgia (Seatrain), Fairland, Warrior, Monarch of the Seas (Waterman), Southern States (Southern Trading), Northwestern Victory (Victory Carriers), and Council Grove (Cities Service).

Sign-ons were the Alcoa Partner, Del Norte, Del Rio, Del Mundo, and City of Alma (Waterman).

The recent closing of the USPHS Hospital in Mobile has been made evident by the admission of several of our Mobile brothers to the hospital in this port. Their number will naturally increase with the passing of time.

This fact brings vividly to mind the fact that the broad scope of the Welfare Service is available to all in major ports of the nation.

A service observed in the orthopedic ward deserves mention. A mobile coin box phone, mounted on wheels, is available to patients. It can be wheeled right up to the patients' beds so that they can phone without having to get up.

Hane in Drydock

Oldtimer Johnny Hane, and top notch steward, has been obliged to return to the hospital after only a few days on the Beauregard (Waterman). We're glad to report that his progress and spirit are both good.

Another veteran Seafarer recently discharged but undergoing further hospitalization is Jim Snall. Jim, too, is responding nicely to treatment.

Among the newly crowned fathers who announced the proud events during the past two weeks are Isador Morgavi, Milledge Strickland, Richard Johnson, Walter Lozier, Calvin Ray and James Cope. They all have the satisfaction of knowing that the \$200 Maternity Benefit and the \$25 SIU Baby Bond will be coming to them without a lot of red tape or unnecessary questioning or delay.

All members are urged to register so that they can vote in the coming Presidential election. Not only should all members see that they will be able to vote, but they should see that their families and friends are also registered so that they can get a big vote out for the friends of labor.

At the last regular meeting, the membership unanimously concurred in the Baltimore Building Committee's report and felt that it was another step forward for the SIU. Maintaining proper facilities in all ports for the membership is one of the aims of the Union, and is in keeping with the best in maritime for all Seafarers.

Lindsay J. Williams
New Orleans Port Agent

A & G SHIPPING RECORD

Shipping from September 10 to September 24

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENGINE	STEW.		DECK	ENG.	STEW.	
Boston	38	35	35	108	33	23	25	81
New York	295	258	194	747	209	164	130	503
Philadelphia	54	54	36	144	66	58	35	159
Baltimore	128	116	93	337	87	80	51	218
Norfolk	50	42	24	116	34	25	19	78
Savannah	17	10	9	36	13	15	4	32
Tampa	17	18	12	47	2	2	4	8
Mobile	61	52	52	165	17	21	20	58
New Orleans	64	73	87	224	59	58	92	209
Galveston	67	50	50	167	69	53	29	151
West Coast	95	86	82	263	72	69	51	192
Totals	886	794	674	2,354	661	568	460	1,689

PORT REPORTS

Galveston:

Cops Get 'Riot' Call From MEBA's Meeting

Shipping down this way is still good for men with ratings. They are moving out just about as fast as they come in, and it looks as if it's going to continue that way.

We had the Strathbay (Strathmore), French Creek (Cities Service), Wanda (Epiphany), Seatrain Texas, and Georgia (Seatrain) in port as in-transits.

Vivian E. Wilkerson is one of the Seafarers enjoying our fair city. He joined the SIU back in 1944, and has 18 years of sea time altogether. Wilkerson holds ratings as cook and as FWT, so he takes his pick of departments when he sails. He's a good SIU man, and likes sailing with the best Union in maritime.



Wilkerson

The local press down here reported that the MEBA had a little fun at their last meeting. The local cops got a call that there was a riot going on at the meeting, and they sent four cops to the MEBA meeting.

The story in the paper said there wasn't a "fight" going on, but that the members were all "milling about the hall," while J. M. Shepherd, the president, was trying to restore order in the meeting.

The paper said that "some members explained the disturbance as part of a growing fight mounting between members and executives of their union."

It doesn't surprise us, as the MEBA has been so busy during the past years playing "footsie" with the commies that it's a wonder the membership hasn't howled before this.

Anyway, the cops got the meeting back to "order" again, and the MEBA was able to finish its nice, quiet meeting without any more riots.

There's been a lot of talk about how the MEBA members are sort of fed up with the deal they've been getting, but this is one of the first real demonstrations in this part of the country that the MEBA members have made at one of their union meetings.

Keith Alsop
Galveston Port Agent

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Norfolk:

Standard Dry Cargo, Tanker Pact Asked

It looks like the bad shipping records, which have existed here for sometime, are about to be broken as several ships have gone to the dock for coal cargo and have ordered crews.

Patrolman James A. Bullock reported at our last meeting that five ships have paid off in this port in the last two weeks. They were: The Compass, Edith, George A. Lawson, Marven and Amersea.

A motion was made and carried at our meeting urging the negotiating committee to try to achieve a standard contract for all dry cargo ships and another pact for all tankers. It was felt by the members that such agreements would strengthen the Union and make for uniformity of wage rates, hours and all other conditions.

The membership was cheered by the announcement that headquarters is making great strides towards its goal of eventually providing buildings and hotel accommoda-

tions in all major ports. The following men were elected by acclamation to the tallying committee, which will count the votes on the constitutional referendum: Norman E. Wroton, Jr., Donato Giangrodoni, C. A. Newman, Joseph C. Wallace, Daniel W. Rose, and Walter Conner.

Ben Rees
Norfolk Port Agent

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Savannah:

LOG Commended For Winning 3 Awards

The committee in charge of tallying ballots of the constitutional referendum has reported that the resolution was approved unanimously by our members to the tune of 112 to none. The committee comprised: H. M. Galphin and H. Nongez of the deck department, J. H. Nelson and Leo Weeks of the engine department, and W. G. Hamilton and L. A. DeWitt of the steward department.

The unanimous vote tally in favor of adopting the new constitution is but one more indication of the rank-and-file desire to continue the high standards of our Union. Seafarers here are of the opinion that the new constitution will not only safeguard, but also advance the democratic rights of our members and strengthen the Union tremendously in our future campaigns to get top working conditions and welfare benefits for the SIU and unorganized seamen.

The Seafarers LOG has won the plaudits of the entire membership here for the awards conferred on it recently by the International Labor Press of America. A motion made by Arthur L. Fricks extended the congratulations of the Savannah branch to the entire staff of the LOG "for the fine publication it has been putting out."

As part of the SIU's current organizing drive of the Atlantic Refining Co. fleet, all Seafarers here have been called upon to speak of the Union's great benefits when bumping into Atlantic tankermen in this area. The crew of Atlantic Coast, when in Jacksonville several weeks ago, was contacted by our members and told of the many advantages offered by the SIU in wages, working conditions, welfare programs, etc. This voluntary effort by our membership is aimed to sign up crews on all 23 Atlantic ships before too long.

E. B. Tilley
Savannah Port Agent



Fricks

Baltimore:

Plans Adopted For New SIU Building

Things are rolling along shipshape here even though shipping has fallen off considerably. Somehow we suspect this is only a lull and we're looking forward to some heavy shipping in the next few weeks. However, men from other ports should not come here as we have a lot of manpower on the beach.

At our last meeting, we had the pleasure of greeting two of the men from an Atlantic tanker which had berthed in the Port of Baltimore at the time. These two fellows are cooperating with the SIU organizing drive in the Atlantic fleet. We gave them an old-fashioned SIU welcome and invited them to future Union meetings.

We have just concluded the 30-day balloting on the constitutional referendum. A committee consisting of David Barry and J. M. Carroll for the deck department, D. P. Carroll and R. L. Anderson for the engine department, and Albert Richards and Charles Gill for the steward department was elected at the meeting to tally the votes. The committee reported later the new constitution had been accepted by the overwhelming majority of the members. Some 510 men voted "yes", six "no", and one void.

Building Plans Adopted

The report of the building committee, which proposed immediate purchase of a community center and adjoining lot on East Baltimore Street, was adopted by unanimous vote. Work will get under way soon to give us one of the most modern Union halls in the country. The new hall will provide a large number of facilities to give all of our members a second home and lots of fun in their spare time.

On the political horizon, the Baltimore AFL Labor's League for Political Education has endorsed Adlai Stevenson for President, George P. Mahoney for US Senator, Edward Garmatz and Mr. Stella Werner, among others, for Congress. Needless to say, we agreed with the endorsements and will try to help the candidates whenever possible.

The Baltimore Federation of Labor is sponsoring a luncheon in connection with "United Nations Day" on October 24 at the Sheraton Belvedere Hotel. We are doing our bit to make it a success.

Since the last report, we have had 11 payoffs while 13 ships signed on. We have also had eight in-transits. There have been no beefs to speak of on any of these ships and payoffs and sign-ons have been squared away to the crews' satisfaction.

Earl Sheppard
Baltimore Port Agent

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Wilmington:

Madaket Crew Shows Off Some SIU Spirit

Shipping, like the weather, has cooled off a bit, but it isn't something we expect to last.

The John B. Waterman (Waterman) was in to pay off and sign on again, and was really in clean shape. There was no disputed overtime on her at all.

We also had quite a load of in-transit ships in port, including the following: Citrus Packer, Bienville (Waterman); Robin Hood, Robin Goodfellow (Robin); Steel Chemist, Steel Navigator (Isthmian); Yorkmar, Alamar, Portmar (Calmar); Strathcape (Strathmore); Ocean Lotte (Oceans Trans); W. E. Downing (Mathiasen); Barbara Fritchie (Liberty Nav); Jefferson City Victory (Victory Carriers).

In contrast to the John B. Waterman, the Ocean Lotte came through here filthy. The crew wanted to get its quarters painted, but the old man claimed he didn't have enough paint. We took care of that problem easily enough by seeing to it an order was put through for 20 gallons of inside white.

Koreans Helped

We've gotten word that the Madaket (Waterman) donated \$235 from the unlicensed crew and another \$45 from topside to help clothe a gang of Korean students who came here for schooling. Hats off to the Seafarers out there for helping these people out and showing the warm-heartedness of SIU men.

There was one guy on the John B. we had a little trouble with who punched a hole in a bulkhead because he was too lazy to get the key from the mate. We straightened him and advised him that the Union does not and never will condone willful acts of destruction on ship's property or stores.

We had a little discussion at our meeting on the question of the companies keeping certain key men aboard when ships go into the shipyard for repairs. Someone wanted to know why the Union does not take those guys off the ship, and the answer is simple enough. The purpose of the Union is to see that the men have work, not take jobs away.

Sam Cohen
Wilmington Port Agent

Lake Charles:

Metal Trades Scored Smashing Victory Here

Everything is under control in this metropolis of Southwest Louisiana. Pecans are getting ripe and the weather is still being nice to us, where one can sleep, if he gets the chance. Shipping for rated men in all departments has been good these past two weeks, and we just finished shipping the last of 27 men today, but we still have some non-rated men on the beach.

Causing all the rush of shipping during the past two weeks were the Cantigny, Winter Hill, Government Camp, Bents Fort, Logans Fort, Lone Jack, Archers Hope, and Fort Hoskins (all Cities Service), and then the Cantigny and Winter Hill popped back in here again. Then we had the Federal (Trafalgar) and then came an order for a whole raft of men for the Republic (Trafalgar) which just about cleaned out all of our rated men. The rated men left on the beach after that order were probably so far back in the swamps it would take three bloodhounds to find them.

Oldster Returns

During the past two weeks, we had the very short pleasure of having James Cheshire with us here. Jimmy, who sails as AB, helped line up the Cities Service Company, and now he's back sailing with them to gain back some of the things he lost during the time, when the SIU was a thing you didn't dare mention on a Cities Service ship.

Jimmy was born in Alabama, but now hails from the sunshine state of Florida. After coming out of the Navy after the late war, he started sailing on merchant ships, and being a far-sighted man he immediately lined up with the SIU.

He says that nowhere, not even in fairy tales, has he ever heard, read or seen the things that we all now enjoy under the SIU banner. After landing in Lake Charles, and figuring to stay around a while, he made the mistake of telling us where he was living, and on the same morning he took a job on the Winter Hill. We have a rumor that Jimmy has taken a partner, for better or worse, and we'd like to wish him and his new wife the best of luck.

New Contract

We can report a victory for labor here. With a new contract with Firestone Co. under its belt, the Metal Trades Council went back to work this weekend, and the non-union contractor who thought he'd put up telephone lines with scab labor is now hiring his men through the unions which have jurisdiction over this type of work.

If the Building Trades and Construction Council had not been on its toes, this guy would have been able to put up that line with scab labor, which shows that labor must be eternally vigilant, and careful to protect its rights.

Work is also under way for the elections for Mayor and District Attorney that will be coming up in February. There's nothing like getting an early start. We want to be sure to get people in that are fair and will respect labor and its rights.

Leroy Clarke
Lake Charles Agent

SIU HALL DIRECTORY

SIU, A&G District		Canadian District	
BALTIMORE	14 North Gay St. Earl Sheppard, Agent	MONTREAL	463 McGill St. Marquette 5909
BOSTON	276 State St. James Sheehan, Agent	HALIFAX, N.S.	128 1/2 Hollis St. Phone: 3-8911
BUFFALO, NY	1009-1811 N. Franklin St. Ray White, Agent	PORT WILLIAM	118 1/2 Syndicate Ave. Ontario Phone: 3-3321
BURTON	252 Ponce de Leon St. Colts, Agent	Great Lakes District	
CALIFORNIA	337 Market St. S. Cardullo, Agent	ALPENA	133 W. Fletcher Phone: 1238W
CLEVELAND	734 Lakeside Ave. NE Phone: Main 1-0147	BUFFALO, NY	160 Main St. Phone: Cleveland 7391
DALLAS	450 Harrison St. H. J. Fischer, Agent	CLEVELAND	531 W. Michigan St. Phone: Melrose 2-4110
DENVER	252 Ponce de Leon St. Colts, Agent	DETROIT	1035 3rd St. Headquarters Phone: Woodward 1-6857
DULUTH	531 W. Michigan St. Phone: Melrose 2-4110	DULUTH	531 W. Michigan St. Phone: Melrose 2-4110
EL PASO	3261 E. 92nd St. Phone: Essex 3-3410	NEW YORK	675 4th Ave., Brooklyn Sterling 3-4691
HOUSTON	308 1/2 23rd St. Keith Alsop, Agent	SUP	
LAKE CHARLES, LA	1419 Ryan St. Leroy Clarke, Agent	HONOLULU	16 Merchant St. Phone: 5-5777
MOBILE	1 South Lawrence St. Cal Tanner, Agent	PORTLAND	522 N. W. Everett St. Beacon 4336
NEW ORLEANS	523 Bienville St. Lindsey Williams, Agent	RICHMOND, CALIF.	257 5th St. Phone: 2399
NEW YORK	675 4th Ave., Brooklyn Sterling 3-4691	SAN FRANCISCO	450 Harrison St. Douglas 2-8363
NORFOLK	127-128 Bank St. Ben Rees, Agent	SEATTLE	2700 1st Ave. Main 0290
PHILADELPHIA	337 Market St. S. Cardullo, Agent	WILMINGTON	600 A. J. St. Phone: 3-3321
SAN FRANCISCO	450 Harrison St. H. J. Fischer, Agent	NEW YORK	675 4th Ave., Brooklyn Sterling 3-4691
SAN JUAN, PR	252 Ponce de Leon St. Colts, Agent	Canadian District	
SAVANNAH	2 Abercorn St. E. B. Tilley, Agent	MONTREAL	463 McGill St. Marquette 5909
SEATTLE	2700 1st Ave. Jeff Morrison, Agent	HALIFAX, N.S.	128 1/2 Hollis St. Phone: 3-8911
TAMPA	1009-1811 N. Franklin St. Ray White, Agent	PORT WILLIAM	118 1/2 Syndicate Ave. Ontario Phone: 3-3321
WILMINGTON	600 A. J. St. Phone: 3-3321		

IN THE WAKE

Ships like the SIU-manned tanker Archer's Hope (Cities Service) carry a little bit of history with them wherever they go. Archer's Hope, a point of land five miles south of Jamestown, Va., was named after Gabriel Archer, a leading figure in the London Company which explored the eastern US coast from 1602-07. It was discovered May 12, 1607, but found unsuitable as a harbor settlement. A day later, the explorations led to what became Jamestown, celebrated as the first permanent English settlement in America, which wind and tidal currents subsequently changed from a marshy peninsula jutting into the James River into a tiny, obscure island.

Halibut is today's name for a flat fish formerly known as a butt, and commonly eaten only on fast days or holy days. Every-day usage led to the compound name, though the restricted meaning no longer applies. . . . Today's luxurious yachts and pleasure-boats of that type get their name from the Dutch jagt schip, meaning hunting boat, with an almost evil connotation. They were called that because when they were introduced into England from Holland by Charles II, they had the sure speed and swiftness of a huntsman and were used mostly by the rogues and pirates of the day.

Early writers observed that the Indian dogs found here when Europeans first visited America were not only savage and ugly in temper but that they howled rather than barked. In fact, when Columbus first visited the island of Santa Marta in the West Indies in 1494, he found among the natives a breed of domesticated dogs that neither barked nor howled, and which apparently were completely dumb. Even dogs that had been carried to the New World by Columbus and his companions were said to have lost their ability to

bark after they had been in the West Indies for several years.

Seamen, merchants and travelers to Greece from other lands were the original barbarians, because whoever came from another part of the world and couldn't speak Greek sounded uncivilized to the Athenians, and their speech an unintelligible bar-bar. Thus someone considered barbarous in those days was not so much a tough warrior or a savage, but merely one who, in the eyes of the Athenians, lacked polish because he didn't speak classical Greek.

Virtually all maritime countries have now adopted the meridian of Greenwich as their prime meridian for all navigational purposes. Formerly, many countries chose the meridian of their principal observatory, as France—Paris; Portugal—Lisbon, and Russia—Pulkowa; as the arbitrary origin of longitudes. Frequently charts of the 18th century were laid down with the meridian of Ferro (now named Hierro), the westernmost island of the Canary group, as the prime meridian. Some noted geographers were convinced that eventually all nations would take their prime meridian from this island.

Today a dock is considered a wharf or pier, but this is a complete reversal from its original meaning. A dock is actually a space or waterway between piers, and the use of the word for many centuries was in the sense of the water space, not the pier itself. . . . For many years, the lazarette aboard ship (or a ship known as a lazaretto), was a place used as an isolation ward when contagious disease developed. Today, this space is generally the stern paint or gear locker. The original word is an abbreviation from the name of a leper hospital in Venice, the Santa Maria di Nazaret, and lazaro, meaning leper.

THE INQUIRING SEAFARER

Question: What do you think of the maternity and disability benefits the SIU is paying out?

(Asked of Seafarers in the Mobile branch hall.)

Don Wood, electrician; The Welfare Plan as a whole represents the biggest achievement in the entire maritime industry in years. Especially important to seamen are the disability, maternity and hospital benefits, which give every Seafarer a feeling of security he never had before.



Eugene Lynch, walter: The maternity benefit is a big thing to the married men, and when you add to that the wages and conditions we now have, it's easy to see how so many guys have been able to become family men. That disability dough is something nobody ever dreamed of a few years back.

Clifford E. Prevatt, FWT: The whole welfare set-up is the best thing seamen have ever had and tops all the benefits won by the SIU. I have three children, and if the maternity benefit had been available when they came along, it sure would have been a big help to us.

Charles E. Spencer, DM: Since I started sailing in 1910 I've seen the Union bring maritime conditions and wages from the lowest level up to among the highest compared to other occupations. The maternity and disability benefits are a big step forward in this record of Union gains.

C. "Lefty" McNorton, bosun: With the new benefits, the Welfare Plan administered by the Union is the most outstanding accomplishment in the history of maritime unionism. The beauty of the Plan is in the simple way it operates. There's no red tape to wade through in order to qualify.

Leo DeLoach, 2nd cook: It didn't take me long to decide which of the benefits I think is best. Not long ago I collected \$200 plus a \$25 bond for our daughter, Suzanne, who was born April 21. All of the benefits mean a lot to a guy with family responsibilities.

Although he has been sailing now for nine years, three of them during World War II, and has made numerous trips in all parts of the world aboard all kinds of ships, Al Silva has had the good fortune of not having been in any shipwrecks, sinkings or any other kind of trouble. He ascribes this lucky streak partly to "the good Lord" and partly to the fact that he never drinks while on a ship.

MEET THE SEAFARER

ALBERT SILVA, DM



Hailing from Tampa, Fla., where he was born and bred, Al has worked as deck maintenance on SIU-contracted ships since 1943. He got his book in 1944. "I've been pretty lucky all the way through," he says. Despite the fact that he was on Liberty ships during the war delivering munitions to Allied armies in both Europe and the Far East, he never ran up against any Nazi or Jap subs and didn't have any narrow escapes either.

Al first took to the sea because he "wanted to see all of the places that I had been reading about in school." With this normal zest for adventure of most youth, he joined up with the SIU because several buddies had come back to Tampa and told him of the "Union's great working conditions."

He says now that all of his desires to travel around and see the world have been fulfilled, but that he intends to continue sailing for as many more years as he can. He has been to many important ports in such lands as Germany, Japan, Korea, France, Britain, Indonesia, Italy, the Philippines, South and Central America, Africa and the Middle East.

His "nicest trip" was a worldwide voyage in 1947 on the Indian Mail. "The SUP needed a deck maintenance when the boat stopped in Tampa and I signed on. We made the trip in six months and 13 days and stopped off almost everywhere. I was having such a good time that I shot 22 rolls of film," he recalls. After his last payoff from the coastwise Chickasaw, he is now waiting for another

such global junket. "I have done quite a lot of sight-seeing in my time," he boasts. "I have learned a lot about the customs of the different peoples and have seen interesting things in many places. Down in Batavia, for instance, I saw people sleeping in ditches and in the streets because they didn't have any homes. Among the more interesting ports, I liked Hong Kong with its winding mountains and hills which make for a pretty sight at sunset. The Suez Canal is also a great place. There isn't a wrinkle in the water; everything is so calm."

Al prefers the Far East run in old freighters. "The slower the trip takes, the better, so I can make a lot of money, hang on to it, and then stay home for a month and rest." On coastwise trips, he spends all of his pay. His last run to the Far East on the Lafayette took 3½ months.

Has Gained Plenty "Why sure, man, SIU conditions are tops," he says in his slow southern drawl. "I wouldn't ship under any other organization. The pay is out of this world and the same goes for the hours, the welfare and hospital benefits. Of course, I have gained plenty since joining up." Most of all, he likes the vacation pay checks which "come in mighty handy". One of the reasons, he adds, why "I have never had any major trouble with shipping lines is because I have had the powerful packing of the SIU. All of my beefs have been settled satisfactorily."

As to when he intends to get married, he says "that is the \$64 question. I never stay home long enough to meet a girl." He spends only about two months out of every 12 on shore. His favorite spare-time activities are hunting for turkeys, rabbits and ducks, and fishing for bass and trout. He has hardly done any fishing this year. "But at least I don't have to fish for the right job conditions. Yes, sir, I have them right here in the SIU."

The Seafarers Puzzle

1. Clothing	1. Obtain	11. Supplements	20. Where buoys are placed
5. Owner of the Frances	2. Hearing organ	16. Greek god of love	30. Port in Cuba
9. Bull ship	3. Popular column in the LOG	17. Depend	32. It controls tides
12. Bearing of Wake from Guam	4. Right; Abbr	19. A "wolf's" look	33. Trouble
13. Port in N. Africa	5. Ship officer	20. Grain containers	35. Winter vehicles
14. Sea bird	6. Let's keep these clean	21. Takes off the lid	36. Front
15. Three	7. Port in New Guinea	22. Second reading of a motion	38. Silkworm
16. Serf	8. Line; Abbr.	23. Hawaiian island	39. This catches fish
17. Come to surface	9. Where Portland is	25. Place to shop	40. The Baltic
18. Spore cluster - Fort (Cities Service)	10. Continent situated between 10° 41' and 39° 8' So. Lat.	27. It tells the time	41. Girl's nickname
19. Superliner sunk in 1886			43. - Port, in BA
21. Job on ship			44. Merry
22. Removes skin			46. Man's nickname
23. A lot			47. Raised railway
24. A rating			
25. Port in Penn.			
26. Exclamations			
27. Brew			
28. Used by trawler			
29. Name on Jap ships			
30. Blue dye			
31. South America; Abbr.			
32. Kind			
33. Essential			
34. Island in Cyclades group			
35. Island E of Java			
36. Warning signal			
37. A real baseball "nut"			
38. A top Union paper			
39. Girl's name			
40. Yale man			
41. Miss Cinderella of the comics			
42. Turkish officials			
43. Symbol in Morse code			
44. - Luck			

TEN YEARS AGO

The British disclosed the Canadian contingent's losses on the Dieppe raid ran over 67 percent despite "faultless" naval and air support. . . . A Jap cruiser was badly damaged and Jap bases at Rekatal Bay were hit hard during the fierce fighting for complete control of the Solomon Islands group. . . . The SIU sent protest to President Roosevelt about the way the Army was completely ignoring Union contracts, wages and working conditions on the merchant vessels that it took over. . . . Both Britain and Germany began clearing civilians out of the villages along both sides of the English Channel. . . . St. Louis took the National League pennant after catching up with Brooklyn and then creeping two games ahead as the season ended.

In India, a mob armed with knives attacked a salt factory in Madras Province, killing the white supervisors and setting fire to part of the plant. . . . Wendell Wilkie arrived in Moscow, spoke with Stalin, visited the front lines at Stalingrad and then called for the opening of a second front. . . . The SIU announced the requirements for holding Union offices as the nominations for Union positions were opened to the membership

. . . Some 14 persons were killed in collisions involving three trains. . . . Berlin reported sinking three destroyers, a cruiser and five transports in an Allied convoy between Spitzbergen and Iceland.

The Allies estimated that some 207,373 persons had been executed by the Nazis in France since the German occupation began. . . . Lieut. Gen. Jonathan Wainwright and some 6,000 other Americans who were taken on Bataan or Corregidor were reported being held in POW camps in the Philippines. . . . The Union notified the water-tenders and ollers who had signed off the Alcoa Prospector that it had gotten their overtime for them and told them to pick it up from the company. . . . British troops occupied Tannannarive in Madagascar. . . . Berlin and Tokyo announced that Japanese subs were operating with Nazi U-boats in the Atlantic.

The Naval transport Elliott and the auxiliary transport Gregory were sunk by Japanese torpedo planes in the Solomons. . . . British and American bombers continued to pound industrial centers in occupied Europe, and the bombers of both countries began staging heavy raids in the Mediterranean and desert areas.

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PAUL HALL, Secretary-Treasurer

Editor, HENRY BRAND; Managing Editor, RAY DENISON; Apt Editor, BERNARD SEAMAN; Photo Editor, DANIEL NELVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACK, ART PERFALL, ARTHUR KUSHNER; Gulf Area Reporter, BILL MOODY.



Progress In Baltimore

Just about ten and a half months after the move into our new headquarters, the Union is going full speed ahead on a new Baltimore hall. The membership there has selected a site which appears ideal, and in short order carpenters, electricians and other craftsmen will be swarming over the building, putting it into proper shape for Seafarers' use.

The start of work on the Baltimore hall is another example of the tremendous progress that the Union has made in the past year.

Thanks to the steadfast support of the Seafarers themselves, the Union has been moving ahead rapidly on all fronts, providing new benefits and new services for the membership.

The Baltimore hall, when completed, will contain every single facility that exists in New York. If sufficient room is available, it will have a few additional services that were not included in headquarters. Its design will take advantage of the ten months' experience in operating headquarters and what has been learned there.

As for our other ports, notably Philadelphia and Galveston, they can rest assured they are next in line. The Union will push this building program just as fast as possible so that Seafarers everywhere can enjoy the finest in Union halls.

~ ~ ~

Union Democracy

The adoption of the new constitution by an overwhelming margin of 95 percent is a strong vote of confidence in the document and in the Union. It shows that Seafarers are convinced that they have a good thing in the new constitution and are willing to operate under its provisions.

With this vote completed, Seafarers will again go to the ballot booths, beginning November 1, to select their officers for the coming year. And just before the Constitution was voted on, the Union had conducted a referendum on the question of the new halls.

All of this activity is evidence of the democratic method of operation in the Union. The membership is consulted at every turn on important matters so that its views can be expressed. But even more important, the membership is fully informed on the subject before it is asked to vote.

The new constitution was read in full at three successive readings and copies were mailed to the homes and the ships as well as distributed in the halls. By now every Seafarer should have a pretty good idea of what the constitution contains. That's true Union democracy in action.

~ ~ ~

NAM Sounds Off

The National Association of Manufacturers has just come up with a new one. This time they've gone to the UN with a beef that if the UN is going to investigate cartels and monopolies it should investigate "union practices which hamper international trade and interfere with raising living standards . . ."

Some of the Union practices the NAM objects to include resistance to speed-ups, demands for higher wages and objections of longshoremen to handling Soviet cargoes.

The SIU is surprised to learn that the NAM is against monopoly. Somehow it had always seemed the other way around. Somehow, too, the SIU doesn't put much stock into the NAM's noisy beefs. We suspect that most businessmen don't either.

~ ~ ~

Training In Panama

Down in Panama a retired Coast Guard brasshat made a speech recently telling the Panamanians they ought to do something about training seamen for their ships. The former US Government employee seemed very concerned that Panama shipping should prosper, (at the expense of American-flag shipping of course), and that the unfortunate seamen who man these scows should have proper training in discipline and courtesy. There was nothing in his statement to indicate any concern about the conditions these seamen have to contend with.

Offhand the ex-Coast Guardsmen's interest in Panama seamen strikes us as being the same kind of approach the US Government tried to pull on American seamen years ago—the fink school and the fink training ships.

Since the SIU fought and licked this set-up, maybe the brasshat is looking for greener pastures.

LETTER of the WEEK

'Wonderful Job' For Ill Seamen

To the Editor:

I just want to drop a line and tell everyone about the wonderful job that the SIU is doing for its guys in the hospital. I was in Staten Island USPHS Hospital for just about five weeks, and the SIU's Walter, Siekmann who is director of welfare services, was really wonderful.

I am an SUP bookman, and didn't know many people at all out on the East Coast, but Siekmann sure made up for that. With him it was not just a matter of dropping off the welfare check and then taking off, but instead he tried to help the guys in any way that he possibly could.



O'Brien

I want to express my gratitude to him and the SIU for the way that he treated me while I was flat on my back in the hospital. He was never too busy to stop and talk with me for a while. Usually, he'd show up with a couple of cokes and stop and talk for maybe an hour while we both had the cokes. Something like that really means a lot to a guy who doesn't know anybody and is in the hospital.

Even though you get good care there, when you're far from home with nobody around that you know to talk to it sure is swell to see a familiar face and be able to bat the breeze with him.

He even went to the trouble of bringing me some slippers and socks when he found out that I didn't have any with me at the hospital. It's these little things that make a guy feel that he has not been forgotten. And Siekmann didn't just come around once a week or every two weeks. He was around just about every day, and he'd always have time to stop and cheer up a guy, or to get him something that he needed.

So I'd just like to go on record as thanking Walt for all the time and attention that he gave to me. He's doing a wonderful job over there at the hospital, and everybody there knows about the wonderful way that the Seafarers are taken care of by their Union.

Some of the other outfits have guys coming up to the hospital, but they are only there once in a great while, and then it's all business with them. They just want to get their little chore done and then get out, and don't worry about how their guys are doing. It's the personal touch that the SIU gives that makes the big difference.

You should hear some of the guys from the other outfits. They see the way the SIU operates, and Siekmann usually has a smile and a few words for them too, which is more than their own guys give them. All of the guys up in the hospital are really sold on the SIU's way of doing things, and I don't blame them a bit.

Glenn S. O'Brien

'Check!'



As I See It

by PAUL HALL



WHEN CONGRESS GETS

back to business in January there's sure to be more talk about Government aid for American-flag operators. Some of the operators' outfits like the tramp shippers and other unsubsidized companies are already putting in their bids for operating subsidies.

These people claim, and rightfully so, that unsubsidized companies can't compete with foreign ships under ordinary conditions without some kind of Government help. Usually though, they wind up blaming the seaman for this situation because he is better paid than he was in the old days while the foreign seaman has not been able to keep pace. In one recent proposal, for example, the operators asked the Government to make up the difference between foreign wages and what American seamen have won for themselves by organizing and militant action.

Your Union, however, has no intention of surrendering its rights to bargain with the operators over wages and conditions to any Government agency.

Besides, there are lots of other costs of doing business besides wages. The American-flag operator is paying a bigger bill than foreign operators for his supplies and docking fees. His ships cost him more to build to begin with and more to repair and maintain. Chances are his taxes are higher than in some other country.

There are some American operators who are all too willing to cut the throats of this country's merchant fleet by registering under the Panama or Liberian flag. There they pay hardly any taxes nor have to spend any money to maintain their ships in a safe condition. They stock their rusty scows with the cheapest, foulest kind of grub and equipment and send them on their way, half the time with crews that know nothing of seamanship. Certainly a wage subsidy isn't the answer to this kind of competition.

Then, too, we have to remember that other countries subsidize their shipping like we do here. That's why the whole question of Government aid requires a lot of careful study before any final decisions

are made. One thing is certain though, we need a strong merchant marine. We should start from that point and work ahead.

~ ~ ~

THERE WERE QUITE A FEW delegates from the AFL convention, several hundred in fact, who came to our headquarters in Brooklyn to find out about our set-up. A great many of them came from unions in different parts of the country where they had never heard much about maritime or the Seafarers. When they got to New York, we invited them down to the hall where a hearty welcome was provided, including plenty of food and refreshments.

All this cost your Union a few bucks and a little trouble, but judging from the reaction, it was well worth it. We made a lot of friends for ourselves from all over the US, as every delegate was impressed by our headquarters. A lot of them went away saying that all unions should try to do what we've done here.

~ ~ ~

OUR SEAFARERS NIGHT

club that has been running in New York for the past few weeks is doing very well. The men have found out that they can come in here with their wives or friends and have a pleasant evening of entertainment and dancing along with something to eat and drink. There's no stuffy doorman, and the prices are the kind that the average Seafarer can meet without strain.

If the night club continues to work out in the long pull, we will consider putting the same thing in the branch hall we will start building in Baltimore and in other ports as well.

Your Union selected the site for a new Baltimore hall with the object in mind of providing every facility there that we have in headquarters. That means a slopchest, bar, cafeteria and recreation rooms.

We have the architects working on plans right now, and by the next issue of the LOG we will have some more information for you on this. You can all rest assured that Baltimore, like New York, will have the best.

THE WAR AGAINST



Every day, on all coasts of the US, small groups of dungaree-clad men wearing pistols and badges, go aboard vessels which have just arrived and go over those vessels with the well-known "fine-toothed-comb." These men, who have been specially trained for their work, are one of the leading units in an army that is fighting a quiet, but relentless battle. These men know their jobs well. They have to, for their main enemy is narcotics.

While these US Customs search squads are in the front lines, a vast network of forces have been mobilized to fight and stop the flow of the drugs which result in broken lives and broken minds.

Some years ago, primarily because merchant vessels of all flags are still the main method of transporting these drugs, the members of the SIU voted to join this fight. The membership adopted a policy of cracking down on any "weedhounds" or those few American seamen who feel they can make a fast buck by transporting the stuff and cashing in on the tragedies in other people's lives. Since then, the SIU has been active in this war.

— Hear Cases

As a result of the policy, Seafarers were encouraged to place on charges any crewmember aboard their ships who either used or carried any of the many illicit drugs. Once charges were placed, regular rank and file trial committees, elected from the floor of Union meetings, heard the cases and passed sentence, usually expulsion from the Union if the charge was proven. The SIU, since the policy was adopted, has served notice on all that it does not want any part of "weedhounds" or agents who would profit from the misery of others by carrying narcotics and smuggling them into the country.

The US Customs, Federal Narcotics Bureau and others have also been quick to act against any seamen who were caught trying to smuggle the drugs into the country. For the most part, these agencies have managed to knock out most of the large shipments of drugs that were shipped by the drug syndicates, and now the main problem seems to be the small shipments that either seamen or professional couriers try to get into the country. In either case, the cards are stacked against the man who tries to get drugs—or anything else for that matter—into the country illegally.

Mafia's In Racket

For the most part, the major portion of the drug traffic has been traced back to the

Mafia, the infamous Sicilian-born "Black Hand," which depends upon the narcotics trade for the major portion of its revenue. This outfit, which is presumed to be headed by Lucky Luciano, as far as is known, is the major organized narcotics ring. Part of its efforts, many years ago, was to plant its agents aboard merchant vessels of various flags to serve as couriers. This society is the main target in the war, and is the most difficult, for it is organized.

The seaman who decides to pick up a few fast bucks on his own, and bring some dope into the country to sell is usually licked before he even starts. He'll usually run across some character in a bar or along a foreign waterfront who will "agree" to sell him some of the stuff. But that's just the beginning of the deal, for even organized mobs and organizations have been the "victims" of such "deals."

In the first place, the seaman has to contend with the man who sold him the dope. Most of these characters can see no reason why they should stop at just getting one profit from the deal, so they take steps to make a little more money and "cover" themselves at the same time.

Informing Profitable

These "steps" are simple, and one of the largest operators in narcotics at one time, one Elie Eliopoulos, is a good example of how the "extra profit" is made. When Eliopoulos was dealing with a "freelance" carrier, he would sell him the narcotics, and then tip off the US Customs that the man was bringing the narcotics into the US. On one shipment, Eliopoulos not only got the profit from his original sale, but he also collected a \$10,000 reward from the US Government when the shipment was seized.

The Government pays a certain percentage of the values of any such seized shipments to the person who gives them the tip. Most seamen who try "freelance" smuggling operations find themselves up against the same situation. As soon as the sale is made, the Government is informed and in many cases, knows that the seaman is carrying the narcotics even before he sails for the US.

Then, too, the organized rings, like the Mafia, take a dim view of any "freelance" couriers who are setting themselves up as competition. In most of these cases, even if the seller doesn't inform on the "freelance" smuggler, one of the organized rings will.

Search Squads Thorough

Once the vessel gets in an American port, even if there has been no "tip" received,

the smuggler faces that Customs search squad. Because of the amount of shipping that arrives every day and the small number of men who are available, the search squads hit incoming vessels on a sort of "spot check" basis. Nobody knows when they will hit, and when they do, they come unannounced. Even the search squads themselves don't know what ships they are going to hit until they are on their way.

When they do hit a ship, they "hit" it completely. Every corner of the vessel gets a going over, and few places are missed. Even the organized rings have a tough time getting their stuff past these search squads, and the ingenious methods they have tried are usually far above anything that a seaman who is "freelancing" could hope to try.

Extra' Room

Not too long ago, a passenger was sitting in the panelled bar of a passenger vessel that had been converted from a wartime freighter. He was more than a little startled when he saw a slip of paper slip out from under the wall, and read an "order" for a scotch and soda on the paper. He reported this puzzling incident to the captain, and an intensive search was made.

A small room, built right into the ship was found behind the wall of the bar. An investigation proved that an organized ring had planned so far ahead that it had bribed the workers in the shipyard that converted the vessel to build the room into the ship, although it wasn't on any of the blueprints. An unlisted passenger was found in the mysterious room, with over \$1 million in opium in his baggage. The bartender, who had slipped the "passenger" his food was also picked up.

Hide In Oil Tank

Only a few months ago, some \$30,000 in drugs was discovered aboard a foreign flag freighter by a search squad. The drugs had been packed in oil-proof packages and then dumped to the bottom of a filled oil storage tank, but the search team found them as it went through the ship. Tins of opium baked into loaves of bread, packages of marijuana that have been hidden in hollowed out pieces of dunnage or in hollow wooden fenders, or heroin that was packed into a hollowed out crevice of a bulkhead have all been found by the search squads—without the benefit of any "tips."

"I guess you sort of develop a sort of sixth sense on this job," said one Customs searcher, "but the main thing is not to leave anything to chance. You've got to cover everything, and keep on your toes to see if anything looks even a little unusual."

The aim of the Government's war against narcotics is to keep the stuff from getting in from the narcotics producing areas of the world. Once the flow is cut off, the menace would be largely halted. Ships, therefore, play an important role in narcotics smuggling.

For years the SIU's policy has been to give total aid in the fight against drugs by membership action against anyone in our midst who may be an agent for a narcotics ring or who may fall victim to the drugs. Fortunately, the SIU has had practically no cases of this nature. This feature is to show some of the phases of the war against dope traffic into this country.



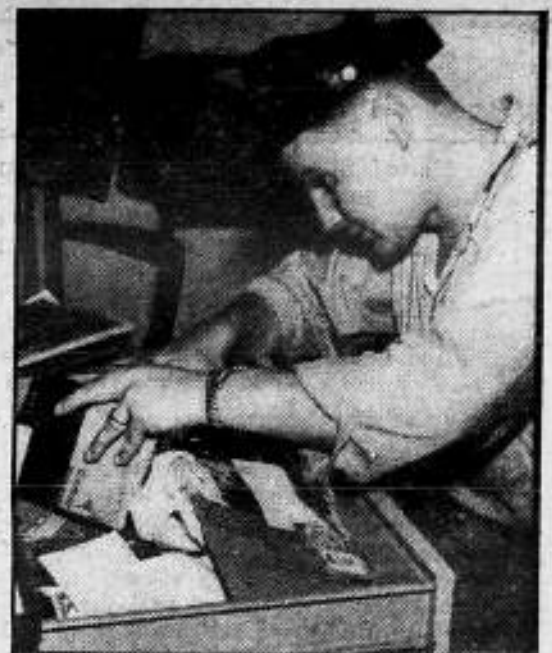
Port Patrol Officer A. V. Petrauskas searches through the steering machinery in the Wild Ranger's stern. Pix by LOG photographer.



Seafarer Christ Magkos, FWT, watches as Port Patrol Officer Frank Romano uses a wire to probe a tank of sawdust.



PPO Romano uses a mirror and a flashlight to look into crevices he can't reach in the dunnage on deck.



Even the mate's desk on the Wild Ranger (Waterman) gets a going over while the search team was aboard her for routine check.



Customs Inspector Frank Sortino, head of the search party, looks under a plate in the vessel's forepeak.



The crew's lockers and foc'sles come in for their share of inspection while the Customs men are aboard.



Lake Tahoe gambler Eddie Sahati (right) confers with his lawyer, Joe Haller, holding a \$10,000 check for Sahati's bail, after he surrendered to police in Reno on an indictment charging him with being part of a nation-wide dope ring. Photo by Wide-World.



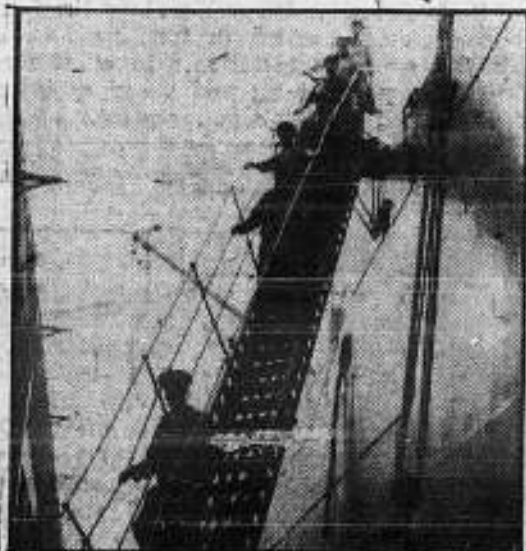
Two search team members show where they found 15 lbs. of marijuana under garbage cans on the stern of another ship.



Inspector M. Guilfoyle (left) and Deputy Collector Herman Lipski, head of enforcement, look over seized marijuana.



A search team man shows how he found heroin hidden in a man's overshoes while he was searching a foreign ship.



The search team, their job aboard the vessel done, climb down the gangway, on their way to the next ship.



Two women try to hide their faces from news photographers as they are led into a police van after being arrested on charges of possessing morphine. Police said the women knew the men they had nabbed as part of a burglary ring. Photo by Wide-World.

MARITIME

The United States' shipments of military equipment and supplies increased 52 percent during the first half of 1952. During the first half of 1951, a total of \$484 million worth of equipment and supplies were exported. During the first half of 1952, the total jumped to \$735 million worth of supplies and equipment. . . . The fourth 18,500-ton ore ship built in Baltimore started on her long trip to the Great Lakes, via New Orleans, the Mississippi River and the Illinois Rivers to Chicago. Shipyard heads, however, were worried because this vessel, the Sparrows Point, would have much tighter squeezes than her three predecessors had.

Nearly 100,000 tons of shipping, including tanker tonnage of over 10,000 tons, has been laid up in Genoa because of the recent slump in world freight rates. Shipping interests in Genoa have stated that they expect the tonnage to be laid up will double because of the lower world rates. . . . France has announced that her entire merchant fleet is operative at present, and that the French merchant fleet does not foresee any immediate lay-ups because of lowered freight rates. The French explained that almost all of their tonnage is employed on regular, scheduled routes.

The Liberty ship Paul Revere left Balboa, CZ, carrying what was described by her owners as the largest single lumber cargo ever lifted by a Liberty ship. The Paul Revere carried a total of 8,324,129 gross board feet of lumber. . . . One seaman was killed and both ships were badly damaged when the Greek freighter George D. Gratsos and the Japanese vessel Taiyū Maru collided in a heavy fog off Port Angeles, Washington. Both vessels, however, were able to make port under their own power.

Salvage vessels and barges were rushed to the aid of the Danish freighter Ellen Maersk after she went aground on a reef in the South China Sea. . . . The Evelyn Anne's cargo of 14,000 barrels of oil was pumped into barges outside Port Colborne Harbor so that the tanker could be floated off some rocks on which she had grounded. Her damage was not serious, however, and she cleared for the States the following day.

Australia has announced that her ports and shipping have hit their lowest point in many years. Because of new import restrictions, soaring production costs and shortages, both her imports and exports have dropped. The number of cargo-carrying vessels that hit Australian ports has dropped 70 percent during the last five months. . . . The Japanese freighter Yamafuku Maru arrived in New York to open the Japanese Yamashita Line's new freight service between US East Coast ports and Japan.

The American freighter Dorothy and the Swedish motorship Paraganua collided in Grove Channel at the Western entrance to the Chesapeake and Delaware Canal. Both vessels suffered buckled plates, but no injuries, and were able to proceed under their own power. . . . Royal Australian Air Force planes were searching for the 432-ton motorship Awahou or its survivors. The vessel was four days overdue on a routine voyage from Sydney to Lord Howe Island.

The freighter Kulas ran into the Livingston Channel Lighthouse in the lower Detroit River near Amherstbury, Ont., and promptly knocked the entire lighthouse into the river. The one keeper who was in the structure at the time managed to get out through a window and swim to shore. . . . British fishing vessels have reported that a Russian Naval vessel took into custody the British trawler Equerry and its 20-man crew. The vessels that were operating with the Equerry reported that the Red naval vessel forced the Equerry to pull in its nets and to accompany it into the Soviet Arctic port of Murmansk.

The Military Sea Transport Service's newest luxury transport, the Gen. Roy S. Geiger was given a rousing reception when she put into New York after her maiden voyage. Fully air-conditioned and with luxury cabin accommodations in addition to the troop holds, the Geiger is the second of three sister ships. The Geiger's skipper reported that the Geiger bettered the speed of her sister ship, the Barrett, on her first voyage and hit a speed of over 22 knots. Her expected top speed was 20 knots, and her service speed is rated at 19 knots.

The 18,000-ton transport LaGuardia, which has been carrying war brides after wartime service as a troopship is going into the layup fleet in the James River. The ship was completed in 1944 and subsequently was used in the Mediterranean service by American Export but was returned to the Government because she was unsatisfactory for passenger service. . . . The Hoboken Port Authority has begun operation of Hoboken, New Jersey, piers that were formerly operated by the US Government. . . . Representatives of 19 shipping lines from nine countries are meeting in Paris to discuss passenger traffic rates. The US is represented along with Britain, France, Italy and other maritime nations.

THE LABOR ROUND-UP

The CIO United Auto Workers has asked General Motors to revise its current five-year contract and grant immediate pay and pension increases to over 350,000 GM workers throughout the country. The UAW maintains that the revisions are necessary to bring the contract in line with current cost of living increases.

Three rail brotherhoods have reached agreement with the New York Central Railroad on the working rules dispute covering 58 grievances, some of them going back to 1950. The Brotherhood of Locomotive Firemen and Engineers, the Brotherhood of Locomotive Engineers and the Order of Railway Conductors announced that all the grievances have been settled satisfactorily.

The AFL Executive Council, in its report to the 71st AFL Convention, urged that the AFL begin a special drive to organize women workers and train them as good trade unionists. The Council pointed out that 30 percent of today's labor force in the US is made up of women, with 17,596,000 working in industry and 1,219,000 in agriculture.

The International Union of Doll and Toy Workers in New York has just been chartered by the AFL as its 110th international affiliate. Placing the potential membership of the new union at 100,000, the AFL said it now has 10,000 members working for 400 New York employers.

The AFL United Brick and Clay Workers, and the United Construction Workers, District 50, United Mine Workers, have won 16-cent-an-hour pay increases for their members in the firebrick industry on the eve of a scheduled strike in Pittsburgh. The victory also included an estimated 2 1/2 cents an hour increase in fringe benefits.

Building service workers in Chicago went on strike in more than 100 Chicago business and financial buildings for a work week cut and a pay increase. The union, Elevator Operators and Starters Local 66, called 1,500 operators and starters off the job as employers refused to grant a cut in the work week from 48 to 40 hours with no weekly pay reduction. The union is also asking a wage increase for its members. The Chicago Board of Trade and other business establishments closed down, but operators were taking patients to physicians' and dentists' offices.

On the Job

The basic system for providing power to an ocean-going ship's engines is the condensing steam and water cycle. This is a rotating system whereby water is heated in the boilers to make steam which in turn causes the ship's engines to work. In turn, the steam is condensed back into water which is once again fed into the boilers.

In theory this system could start with a supply of water and keep using it over and over again without ever having to add new water. Actually, there is some loss because of leaks and other reasons so it is necessary to add fresh water to ship's storage tanks. Nevertheless, on modern ocean-going vessels this system permits the ship to travel great distances on a relatively small supply of fresh water and a considerable saving in fuel.

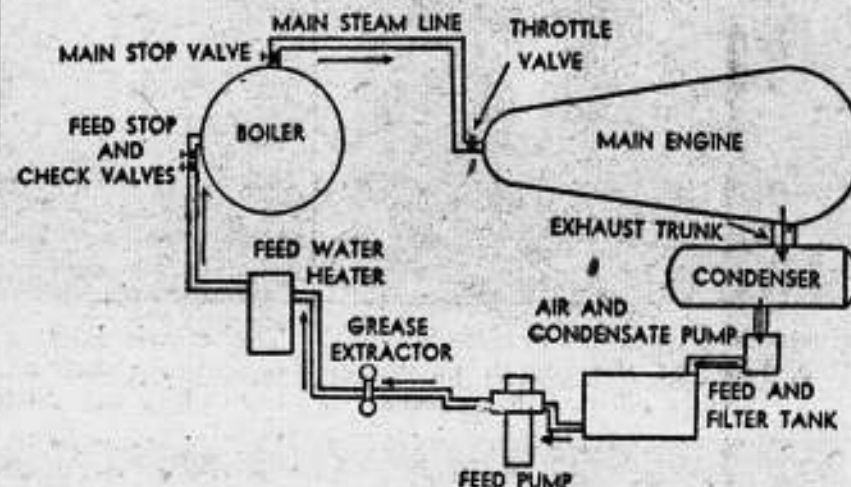
Start of Cycle

Taking the feed and filter tank as the beginning point of the cycle on a typical low pressure ship such as a Liberty, the feed water is pumped out of the tank by the feed pump. It is discharged through a grease extractor which will remove any oil that may have gotten into the feed and filter tank from the previous cycle. It is very important to keep oil out of the boiler to avoid overheating the boiler tubes.

After passing through the grease extractor the water enters the feedwater heater where it gets a preliminary heating. This device saves a considerable amount of fuel since if cool water entered directly into the heated boilers it would require a very heavy fuel consumption to bring the temperature of the new water up to the required level.

From the feedwater heater the water is fed through a feed check valve and a feed stop valve into the boiler proper. In the boiler the water is heated into steam and then led into the engine via the main steam line. After passing through the engine's valves and cylinders the water is exhausted from the engine to make room for more live steam to enter. The exhaust trunk leads it to the condenser where the exhaust steam cools and is condensed back into fresh water known as condensate.

In the next step the air and condensate pump discharges the condensate and any air in the condenser back into the feed and filter tank. In a high pressure system the procedure is a little different



Simplified diagram of a condensing steam and water cycle.

at this stage as there are special devices for removing the air. In the low pressure system the filters in the tank remove lubricating oil which the water may have picked up from the engine. The water, now known as feedwater is set for a new cycle.

Non-Condensing System

In some small harbor and freshwater craft a non-condensing steam and water cycle is used. This is made possible by the fact that a large supply of fresh water is at hand for ready use. In this system, the steam is simply exhausted to the atmosphere instead of being re-used with new fresh water being fed into the boiler at all times. Obviously, this would not be practical on a large ocean-going vessel as it would require a tremendous amount of fresh water storage far beyond the capacity of the ship.

What has been described above is the main steam cycle. In addition to that system there is the auxiliary steam and water cycle which makes it possible for the main cycle to operate and for carrying on the operation of steam winches, raising anchors, operating the steering engine, various pumps and other functions.

The auxiliary system is fed by auxiliary steam lines running from the boilers. One line drives a fan that supplies air to the fire boxes of the boilers themselves so that the fuel oil can burn. Another powers the fuel service pumps which feed fuel oil to the oil burners. A third branch supplies heat to the fuel oil heaters so as to thin the oil before it is burned.

Other auxiliary lines supply steam for driving electric generators which in turn produce electricity for lighting and power and refrigeration. In other words the combination of main and auxiliary steam and water cycle makes for a self sufficient operation of the ship's power plant.

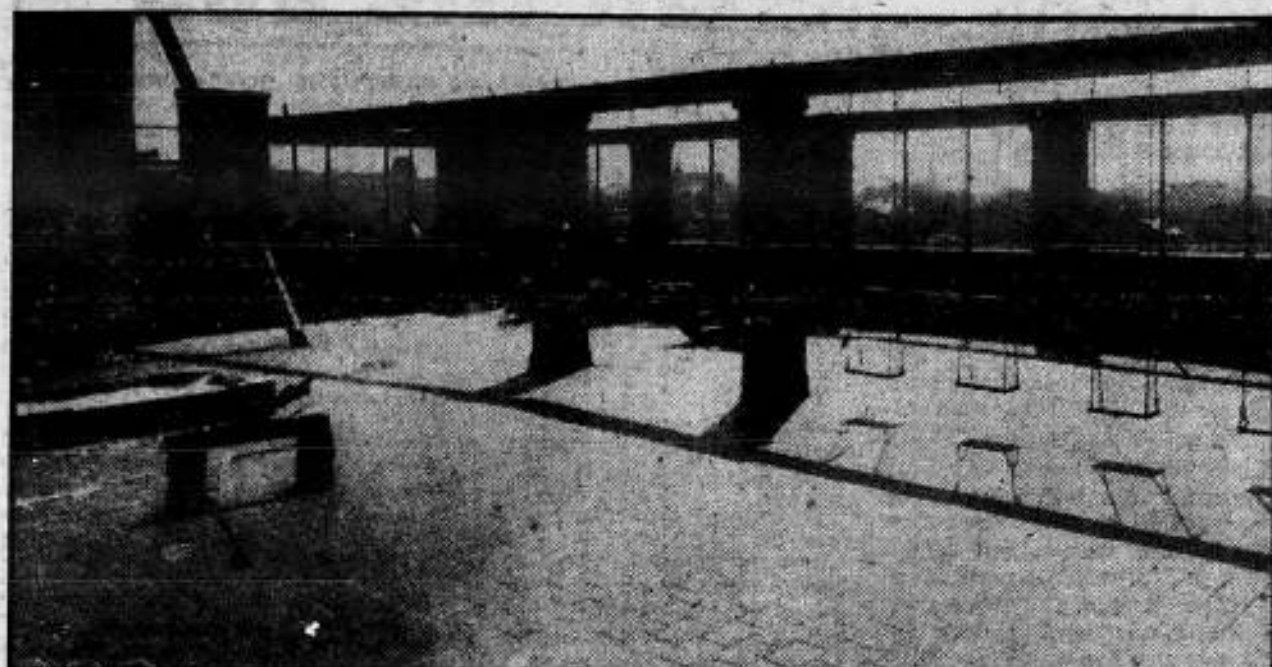
Burly

Nutsy Takes No Chances

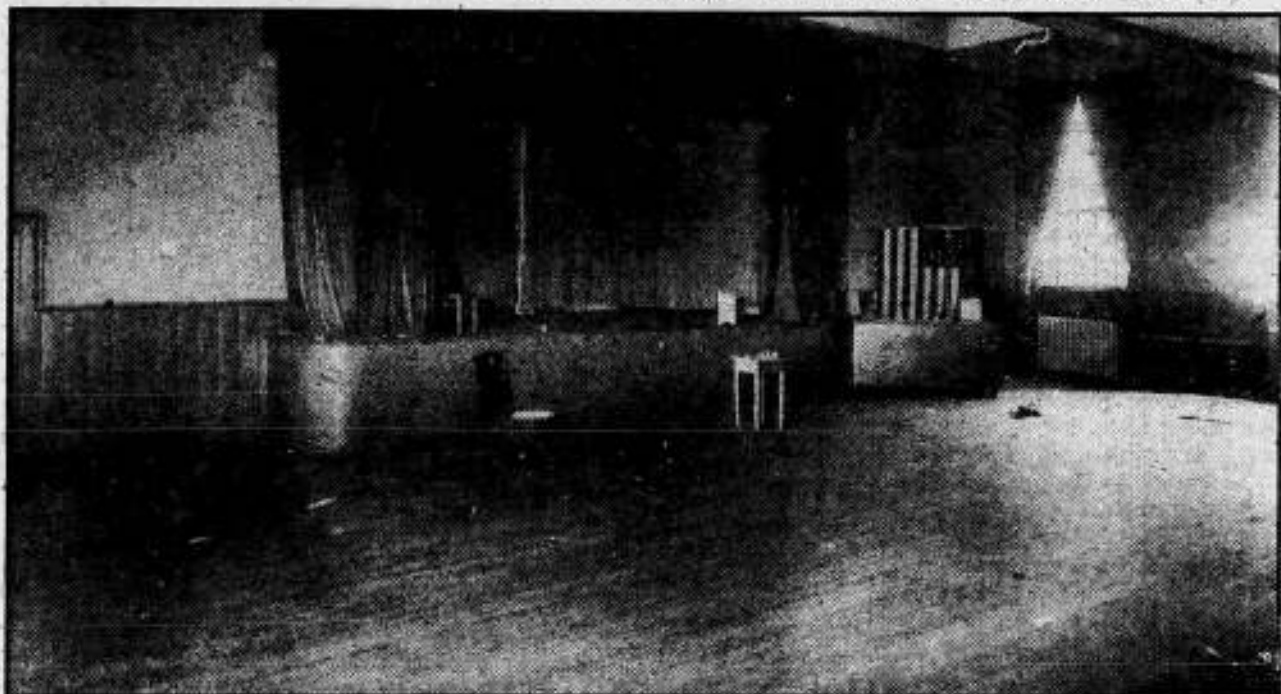
By Bernard Seaman



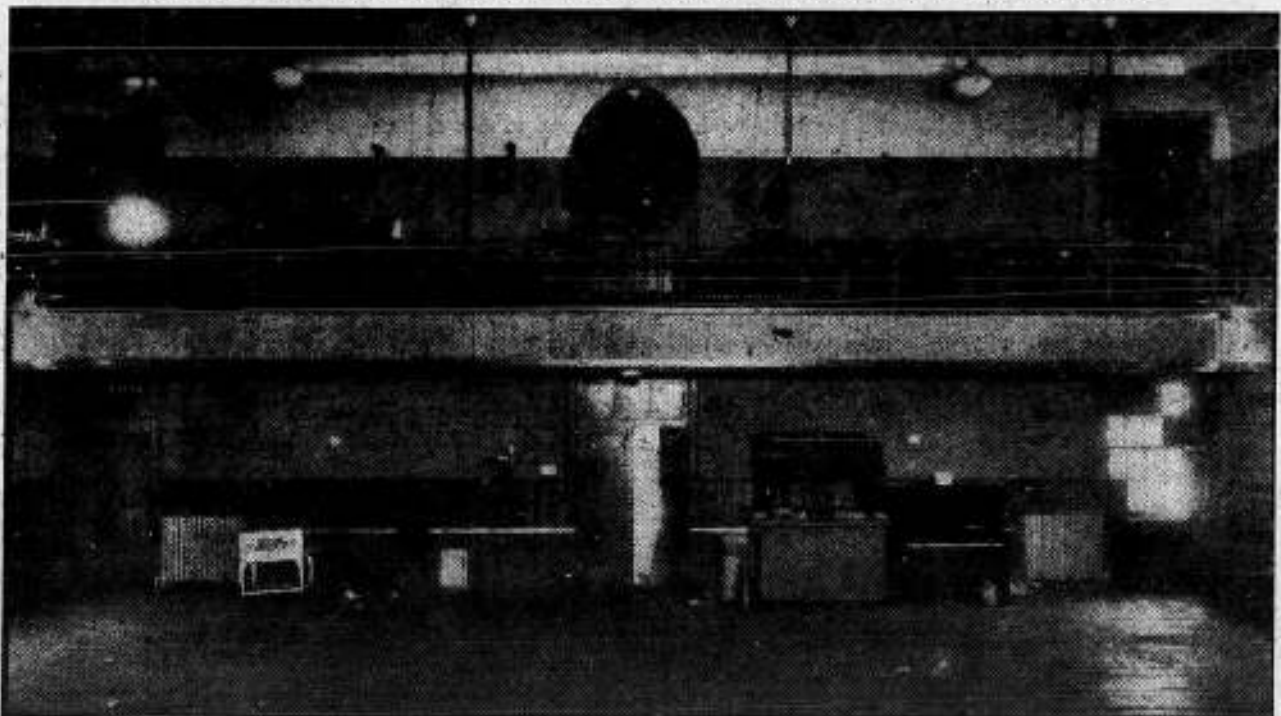
Baltimore Bldg On The Inside



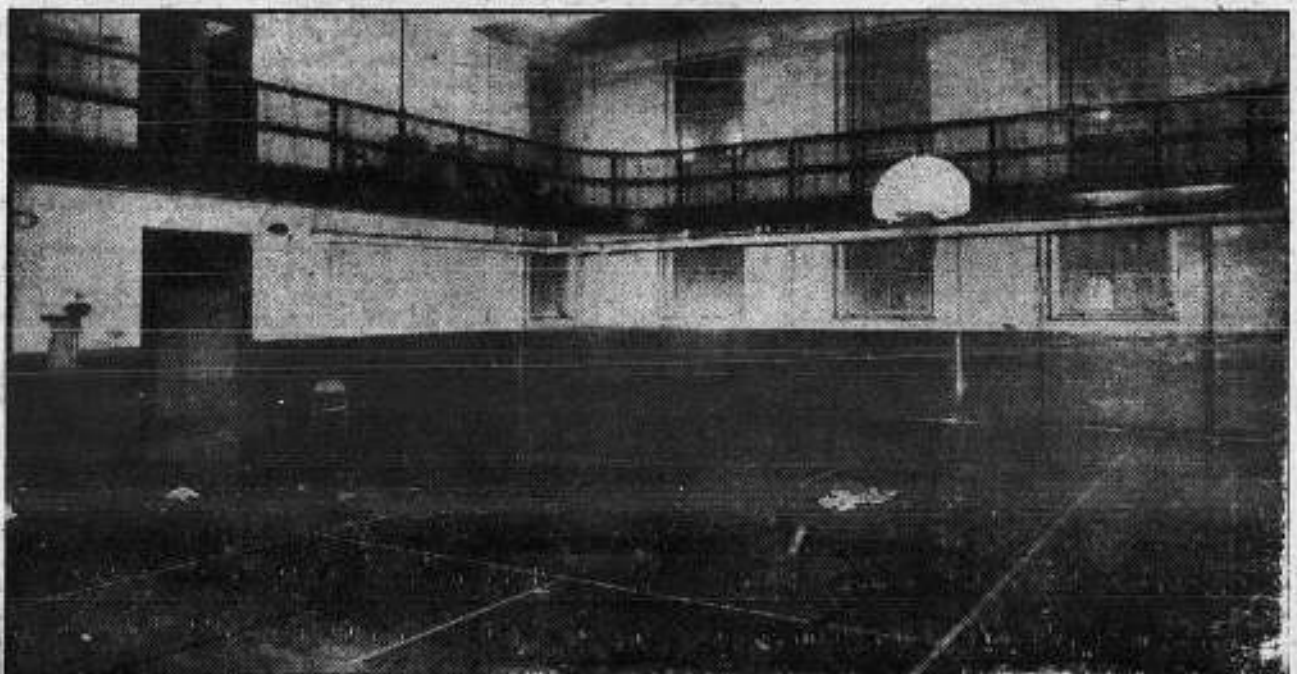
Spacious, tiled roof garden was used as children's playground. It's ideal for recreation purposes.



Front end view of the auditorium and stage, where shipping board will be located.



Rear of auditorium has balcony with additional seating space and room for projection equipment.



Large ground floor gymnasium is suitable for conversion into a cafeteria and bar.

Union Buys Baltimore Bldg For Modern Hall

(Continued from page 3)
feet deep, approximately three-fourths the size of the New York building. Actually it has one more story than New York which makes up the difference.

Large Auditorium

The building contains a large auditorium 40 by 60, plus a balcony with fixed auditorium seats and a stage. The room is suitable for use as a shipping hall and meeting room, and would be capable of seating between 400 and 500 people without crowding.

Large Street-Level Room

In addition, the street level floor of the building contains a room of the same size that was formerly used as a gymnasium. This could accommodate a cafeteria approximating that in New York, with side rooms providing space for other membership services.

The other two floors of the building consist of offices and classrooms which can be used as office space for the Union's administrative functions.

Roof Garden

An added feature of the Baltimore building which makes it especially desirable is a large rooftop garden and playground. The rooftop is paved with tile and can be utilized for outdoor recreation facilities for Union members.

The building itself is approxi-

mately 30 years old and all brick construction on the outside. It has been kept in very good condition.

With ample space available it is possible for the Union to duplicate practically all the features that have made headquarters one of the finest union properties in the country. Additional space on either side of the new building is assured with the purchase of small adjacent properties.

As the building committee put it in its report to the membership, "We recommend that the membership accept this report so that the renovation of these buildings can be gotten into as soon as possible, so that the membership of this port may enjoy as quickly as possible these facilities and that the forward progress of our Union's building policy will be maintained at its present speed."

Air-Conditioning

"We finally recommend, in accordance with SIU standards of maintaining the most up-to-date Union in the maritime industry, that this building be equipped with air-conditioning and modern, up-to-date high standard equipment."

Committee members were: John R. Tilley, George F. Crabtree, George A. Fossett, Earl R. Smith, David J. Barry and Robert C. Hudkins.

Visits SIU Hq, Gets Purged From AMEU

(Continued from page 2)
he had been to New York (SIU headquarters) to see for himself how the SIU operated so that he, as a duly elected ship's delegate and crew representative to the AMEU Council, could determine the best way to handle SIU organizing material when he got back on a ship.

His explanation yielded no result other than further attacks on his "loyalty," despite his constant affirmation that the best way to find out about the "opposition" is to go in right in there and see what makes it tick. Eventually, he recalled, he was put in the position of having to sign a hastily thrown together "loyalty pledge," which they barely gave him a chance to read and then, after several times being asked to leave the meeting while certain discussions went on, finally returned to learn that judgment had been passed on him.

"Just to make things look good for the outside, they asked me to hand in a letter of resignation," Diering stated, "but I was told that if I refused, I would be bounced right off the Council anyway." The wind-up of the accusations hurled at him over the four-hour period was a veiled hint that he might even be fired out of the fleet if he failed to resign, but hasty efforts were made to retract this. He was then given an overnight chance to disavow all he had said in his "defense" and perhaps then come up with the truth, but he resigned the following day.

'Follows Dictators'

When the series of events leading to the removal of Diering from the Fleet Council were revealed, organizing director Terpe commented that "the AMEU has gone all the way in following the pattern set by the dictatorships. Diering apparently tried to do the job he was elected to by his shipmates, that of finding out what the SIU was like, but the AMEU wouldn't even give him the chance.

Stunts like this just show they're at the bottom of the barrel in their desperation to fight our rank-and-file campaign."

Win Boost In Welfare, Vacation \$

(Continued from page 2)
that field. The same procedure will be followed as in freight negotiations, namely, the rules will be rewritten first, after which wage and overtime rates will be discussed.

Here too, the Union is determined to standardize all tanker agreements in all of its contracted tanker companies, and to establish a contract which will be without peer in the tanker field.

When the tanker agreement has been disposed of, the subsidiary agreement covering passenger ships will be taken up. The negotiating committee is hopeful that with the big job completed on the freight agreement, it will be able to dispose of the tanker and passenger contracts in a shorter period of time.

As soon as the contracts are completed, a 30-day period will follow during which they will be presented to the membership in all ports for ratification. Upon acceptance of contracts by the membership, they will be printed and copies will be made available to all Seafarers and put aboard all SIU-contracted vessels.

Handling negotiations for the Union has been a four-man committee consisting of SIU Secretary-Treasurer Paul Hall; Joe Algina for the deck department; Bob Matthews, engine department; and Claude Fisher, stewards department.

Shark Gives Robin Doncaster Hard Time



John Bizilia of the Robin Doncaster is shown with his prize catch, the 10-foot shark, which towers above him.

The hauling in of a giant ten-foot shark was one of the major highlights of a trip this past summer by Seafarers aboard the Robin Doncaster while making a trip to Kenya, East Africa.

Fishing in his spare time, John Bizilia, OS, of Scranton, Pa., first made contact with the white-pointer shark in Mombasa Harbor. But it soon became apparent to the men how tough a job it is to pull in a shark. With most of the crew helping, this operation took almost an entire hour before the fish was laid out on the deck.

The shark was sold later to the natives for 14 shillings—less than \$2—and then was taken to the market for re-sale. According to Bizilia, the hero of this adventure, the shark was used mainly for meat, but also for leather.

"All in all," Bizilia said, "it was a great experience. We knocked off a lot of sweat and energy, but the teamwork of our Seafarers paid off. I recommend that other ships try for sharks."

Did You Know . . .

That goats, often seen nibbling on tin-cans, are really after the paper on them and not, as often humorously suggested, the tin itself? Generally what the goats are doing really is licking the paper labels on the cans. This paper contains salt which is essential to the diet.

That lightning does not zigzag? Lightning generally curves, twists and branches out like the limbs of a tree, but it does not travel in straight lines. An occasional sharp angle in a photograph of lightning is believed due merely to improper perspective.

That you qualify for SIU welfare benefits after only one day's work on an SIU ship during the previous 12 months? You pay nothing to gain eligibility for either hospital, death, disability or maternity benefits under this Plan.

That one town in Virginia changed sides 68 times during the Civil War? The army occupation of the town of Winchester, a strategic point in the lower Shenandoah Valley, alternated between the Union and Confederate armies throughout the war, sometimes changing hands twice within a matter of hours.

That the SIU is composed of 37 self-governing unions representing seamen, longshoremen, fishermen, cannery workers and allied marine crafts in the US, Canada and

Alaska? This means an SIU combination of maritime workers hard to beat in any beef.

That there is a species of fish that is used as a candle? The oolachan, a species found in the region of the Northern Pacific, is so fat and oily that when dried it can be used as a candle or lamp merely by drawing a wick through it. The fish averages about a foot in length.

That adult moths do not eat furs, woolens and other fabrics? They do lay their eggs in such materials, and the fabric provides the larvae with their food supply. Moths generally feed on the nectar of flowers, though some species are provided with a food supply, and never eat anything.

That the Government named more than 20 Liberty ships built during the war after Seafarers who were killed by enemy action between 1942 and 1945?

That one US President wrote his own epitaph? Thomas Jefferson, in writing his epitaph, referred to himself as "author of the Declaration of Independence, of the Statute for Religious Freedoms in Virginia, and founder of the University of Virginia." His chief pride lay in his creative work, as he did not mention the presidency, the highest office he ever held.

Korea GIs Hail Fairhope Crew

A shining testimonial to the "fine cooperation and treatment" given US soldiers in Korea by Seafarers aboard the Fairhope (Waterman) was contained in a letter received recently by A&G District headquarters from an Army lieutenant. The letter was one more feather in SIU's richly-decorated cap for the Union's consistent service to the armed forces.

Lt. James L. Doyle wrote that during the three weeks spent by the Fairhope crew in Pusan, "there wasn't a time—day or night—when Capt. Hallman or some member of the crew wasn't available to give us a hand or a word of advice."

The strong friendship, which developed between the Army and the SIU, was built up during the time when the soldiers were unloading supplies on Quay No. 2.

Coffee Pot Handy

As examples of how the Seafarers helped, Lt. Doyle singled out messmen Jimmy Francisca and George

O'Berry for dishing out some good meals. "There is always that pot of coffee ready for us with a piece of pie or cake," he added. The lieutenant said that the Fairhope crewmen had been particularly helpful in giving the soldiers some pretty sound suggestions on how to unload the valuable cargo.

"The chief engineer is also quite a guy," he asserted. "Mr. Karlboom always takes care of the night men. He always puts that extra piece of cake or pie away for the boys who work the graveyard. He even fixed my pipe for me."

Lt. Doyle summarized his appreciation in the following words: "You know that if all of the ships

that came into Korea had a captain and crew like the Fairhope, being away from home would be a much more pleasant thing."

Policy to Cooperate

Replying to Lt. Doyle, Secretary-Treasurer Paul Hall said: "It has always been the Union policy to cooperate with you boys over there in all possible ways, and your letter has shown that we have been successful." In another communication to the ship's delegate, Hall said: "Everyone of you fellows aboard the Fairhope has done a good job of carrying out our Union policy in an SIU manner and I know that you will continue to do so, whether you be sailing aboard the Fairhope or any of our contracted vessels."

Lt. Doyle's letter showed that the Union's policy of aid to the armed services in whatever way possible has brought us big dividends of understanding and support from the public.

Edith Seamen Lead Rescue Of Atlantic Storm Victims

Crewmembers of the Edith (Bull Line) were jarred out of their sound sleep at 5:30 AM on September 8 by the ship's general alarm ringing boat stations. Lookouts had been maintained since the previous afternoon when we passed the area in which the Panamanian freighter Foundation Star had broken up in a hurricane four days earlier.

We were 175 miles north of the area in the early morning when a flare was sighted and shortly afterwards, a lifeboat containing some very weak survivors was seen through the grey streaks of dawn. A magnesium flare with a life ring was thrown over to mark the spot and the ship changed its course to begin the search. It is interesting to note that the survivors were sighted 35 miles south of Diamond Shoal Lightship, which was 75 to

100 miles north of the area under surveillance of the rescue service.

Lost Again

Overcast skies and gale winds prevented our finding them again. The static was so bad the ship's short-wave set was useless. The captain contacted Diamond Shoal Lightship by radio telephone and had the call relayed to the Coast Guard. We gave them the position and necessary information.

The Edith kept up the search until 9 AM when she was relieved by a destroyer and a PBY. Later in the morning, there were three planes and a number of destroyers and smaller ships searching the entire area. Around noon, we picked up a shortwave message stating that two survivors had been picked up two miles from the position given. Later in the day, we heard on standard broadcast that another ship had picked up two bodies in the sea.

The crewmen of the Edith feel very pleased that they were instrumental in rescuing two men and recovering two bodies of fellow seafarers. It is very gratifying to know that there are so many men and so much material waiting to be pressed into service at the first sign of a distress call especially in this, the hurricane season.

Louis S. Rizzo

Ball Game Sparks Dry Town

VIZAGAPATAM, India—Most Seafarers who have been to this port know what a dull place it is especially with prohibition in force in this area. But the crewmembers of the Steel Executive (Isthmian) decided that a picnic and ball game were needed to liven things up.

With a little persuasion we had the secretary of the seamen's club sell us a case of 48 quarts of German beer and two cases of soft drinks. The cooks on the ship prepared us a swell picnic lunch and with a bathtub full of ice we went to the Palm Beach Hotel at Waltair, riding the merchant navy bus.

We had one of the best afternoons of the whole voyage. You

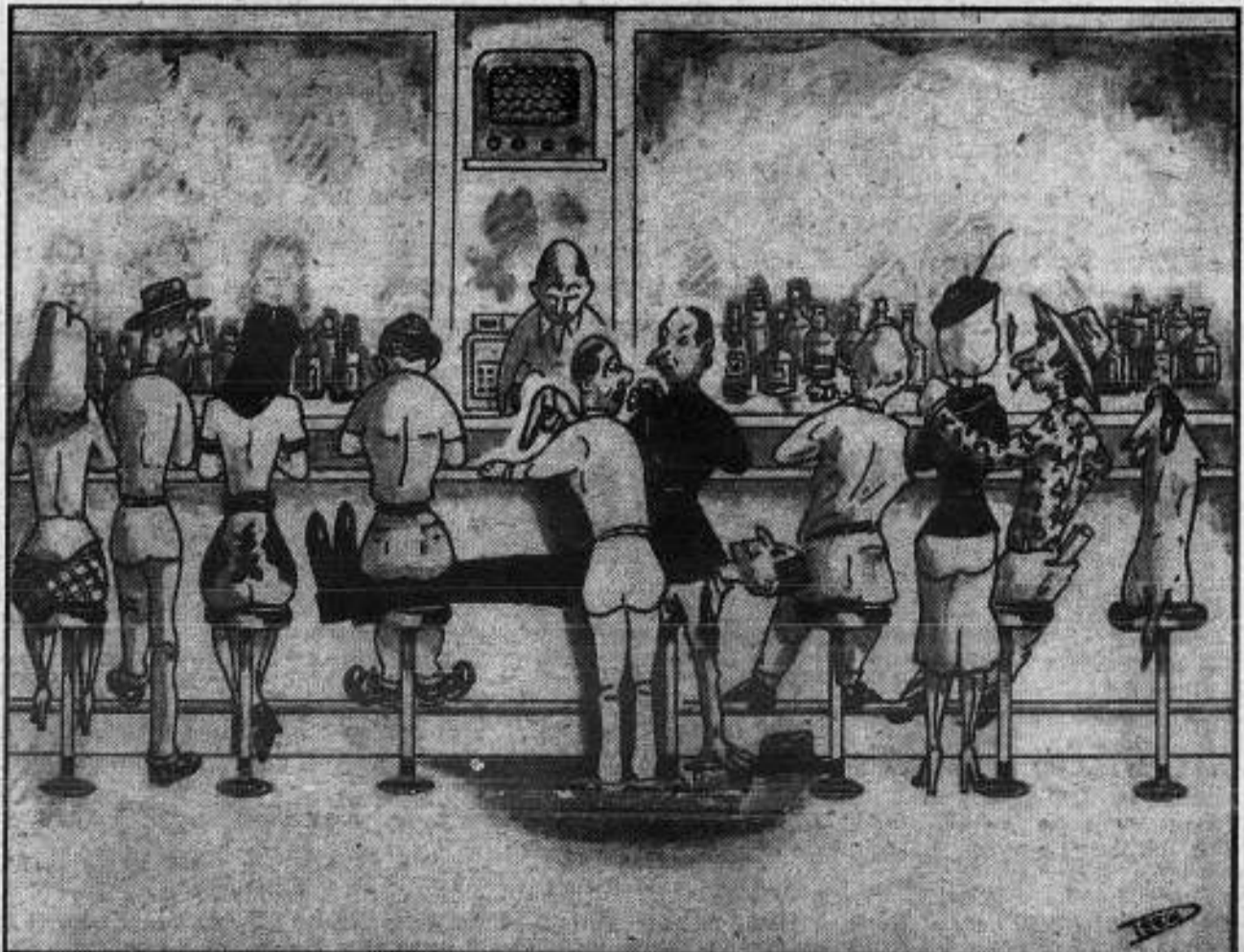
can imagine the faces of the inmates of the Palm Beach Hotel when a bunch of Americans took over and started to play softball on the front lawn. But after the first surprise was over they enjoyed it as much as the boys.

It was a tired out but satisfied group of Seafarers who finished off the last bottle of beer when the bus came to take us all back to the ship.

Bennie Whiteley
Ship's delegate

A Housing Solution?

—Contributed by Seafarer Joseph Tremblay



Quitting Ship? Notify Union

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

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Certain uses of the long or telephoto lens have been firmly established. It is known that a lens of longer than normal size is preferable in portraiture since it gives a more "normal" perspective than a lens of standard length. We are also used to telephoto lenses in connection with distant scenery and objects.

One of the first things that comes to the mind of the average camera-user when he thinks of the long focal length lens is mountain scenery or, if he's a seagoing photographer, a passing ship quite a distance away. He knows that in order to get those far away ships to appear more like the way they appear to his eyes he must use a telephoto lens. I remember once watching some whales playing about a ship, but they were just too far away to get a decent sized image on the film. A nice-sized telephoto lens would have been handy at that moment.

If you are acquainted with photographic books and magazines, you will be familiar with other subjects that can be taken with long lenses, such as photos of cities from great distances, close-ups of personalities, sporting events, etc.

Get 'Missed' Shots

Lenses of greater than normal focal length are also of great universal usefulness. The telephoto is not just an additional gadget for specialized uses. With it, the photographer will not only be able to have great fun, but will be able to photograph things that he would otherwise, as an average camera user, not be able to shoot.

Take a meeting for example. Obviously a long lens will enable you to get close-up views of the speakers without having to move up close. Possibly the meeting is so arranged that it is impossible to get close to the speakers, as at UN meetings. Here again the telephoto is the answer. You are able to get a very interesting personal record of all the excitement, boredom, and various facial expressions of the on-lookers without moving from your seat.

The telephoto lens is the culprit for real candid shots, whether you're on the beach, in the park or aboard ship. Any camera that has means of removing the standard lens, can be fitted with a long focus lens.

Double Your Distance

The average lens is equal to the diagonal of the film that you are using. A lens twice the length is considered a telephoto for that camera. For example, the standard lens for the 35 mm camera is of 50 mm length. A lens of 100 mm would be considered a telephoto for this camera. Continuing the above example, the 100 mm lens would give you an image twice the size of the one taken by a 50 mm lens from the same distance. Putting it another way, if your camera is fitted with a 100 mm lens and your friend's is fitted with the standard 50 mm lens, you can shoot from twice the distance and get the same size image as your friend with the 50 mm lens.

Be careful of one thing when using a telephoto lens. The exposure should be as short as possible in order to avoid the danger of camera movement which becomes more apparent with the increase of the focal length of the lens. Your range of sharpness decreases with the longer lenses but this is not so noticeable since you are pin-pointing your shooting. Telephoto lenses are rather expensive, so borrow or rent one and see if you find the results worth while before you invest in a second lens.

LOG-A-RHYTHM:

Hail To Our New Home

By Floren Weintraub

Our new building for Seafarers of SIU
Bidding a welcome to a home so new,
With outstretched hand to we of the sea
Eternal in faith, sacred in our memory,
Standing as a radiant beacon light
Upholding traditions that are right.

Your friendly hand we all will grasp
As a team we will hold the line fast.
Within your soul there is love and pride,
For cherished Seafarers far and wide.
There you stand in elegance and grace,

Looking at ships at docking place,
Your body is strong, your future bright,
To seamen, you're our inspiring light.
Finest Union building in this world,
To us as gallant as our flag unfurled.
In our hearts we love you true,
We the Seafarers of famed old SIU.

Our ships we will sail to foreign shores,
Across the horizon your memory in store.

We will challenge the storms together,
Be it fair or dismal weather,
Whatever our charted course may be,
You can depend on we loyal men of the sea,
When again we place our feet ashore,
Our SIU home will see us once more.

Afoundria Takes In Far East Sights



Among the Afoundria's crewmembers shown peering at the landscape on a recent trip to the Far East are: Al Winters, AB; Stewart Sveum, OS; Shorty, AB; and Ed, OS.

Through Backstreets Of Madras

MADRAS, India—Madras wasn't the place that I had expected. It was not dirty or crowded and its people were very friendly. After Bombay's disease and dirt, Madras was like heaven despite the poverty of its citizens.

Don, my favorite prima donna, finally got dressed and we took off the Steel Age at one o'clock to see the town. There seemed to be more aborigines around than in any of the previous ports we had visited. These people are mainly from the interior and it is like the stone age coming back. Most of them are very darkskinned—some are as black as onyx—but their features and hair are very fine. The most common dress for men is a loincloth and turban.

The Rickshaw Reception

We walked towards the gate, and I was suddenly taken by a lost feeling. I thought of New York and I was homesick. Clearing the gate, we ran into our Madras reception. About 15 rickshaw drivers started bidding for our services and at the same time, twice that number of "guides" were ready to take us anywhere our herats desired. "One rupee, One rupee," wailed the drivers. The little guides had their counterplea: "You no listen him, you come me, you talk . . . you see . . . rickshaw no good . . . cost you five rupees . . . me cheap . . . you give what you want . . . okey?"

We settled on an old man because he looked like a decent sort. Anyway, he spoke a very good English. He showed me three letters of recommendation from seafarers, some American.

We wanted to take pictures and the best place for that is the market. We first walked up the "Chinese Bazaar" which is also known as the "Broadway" of Madras. Stores of every description were selling merchandise that only a broke American would like to buy.

In the shopping center of Madras was to be found a great percentage of Indians any hour of the day. Stores that sold jewelry, perfume, Kashmir rugs, and glassware of every design made me wish I had a million dollars. The streets were alive with autos of both U. S. and British vintage, and the trams were loaded with humanity and squeezed like their "civilized" brethren in America.

"No Mama, no Papa," is the most-heard saying among the little urchins that follow you wherever you go. It is impossible to lose them and at times a crowd of 15 or more kids are running alongside begging and slapping their stomachs, indicating hunger, because you are an American and all Americans are kind. You finally capitulate to three of the most persistent ones and giving each one anna (1½c), you send them on their way and there is peace for at least five minutes.

Walking through the native mar-



A number of rickshaw drivers and foot guides clamor for Don's patronage on "Broadway" in Madras. Man with camera is Don.

ket is still the most interesting sight for a foreigner. It certainly made an unknowing soul like me just look and look. Run mainly by aborigines, there was a wonderful display of all fruits and sweets, although not as sanitary as one would like. These people were very nice and quite happy when it came to taking photos.

There was a great deal of happiness among the people. One

thing seemed to strike me. It seemed that there were millions of kids everywhere you looked.

After seeing almost everything, Don and I broke away because we had to head back to the ship. One hour later, tired, but feeling fine, we both reached the Steel Age, and now I was determined to see the city at night.

Harry Kronmel

Girl's Wedding "Proudest Moment" Of His Lifetime

The marriage of Seafarer John Cochintu's daughter in an elaborate church ceremony was one of the highspots of the Labor Day weekend in Salem, Mass.



Cochintu

Cochintu, who signed off the Rosario (Bull) to attend the wedding, gave his daughter away to Richard Aplin before an altar banked with white gladioli, carnations and evergreen in the Topsfield Congregational Church. "It was the proudest moment of my life," said Cochintu, who is a charter member of the SIU and has been sailing for 32 years. "The

things that the Union has done, particularly the wages and conditions, were what made it possible for me to send my daughter to college. So you can be sure that I'm proud of being a Seafarer."

The bride was attended by a maid of honor and four bridesmaids. Alpin's father was the best man, and four friends were ushers.

The couple met while they were both attending the University of Vermont. The bride still has one year of study to go for her Bachelor of Arts Degree, while the groom intends to continue his studies for a Doctor of Philosophy degree. He already has a Bachelor of Arts and Master of Arts degree in economics. Both will attend the University of California at Berkeley, Calif.

Quiz Corner

- (1) Who of the following men is most likely to have been the subject of the biography Sailor on Horseback: (Rudyard Kipling), (Jack London), (Edgar Allan Poe), (Thomas Jefferson)?
- (2) Of 750 men called for a draft physical, 16 percent were found physically deficient on the first check, but in 75 percent of these, corrective measures could be taken. Due to a lack of transportation, only 666 were inducted. What percent of the men first found to be physically unfit were taken?
- (3) Can the United States ever have Lords, Dukes or other titled citizens?
- (4) At which one of the following athletic events would you probably see a "jack knife" in action: (golf), (track), (football), (diving)?
- (5) A condiment is best explained as an (ore), (spice), (musical instrument), (measuring device)?
- (6) Eighty-seven percent of the passengers on a cruise trip boarded the vessel at New Orleans. If there are 200 passengers on the ship, how many came on at Mobile?
- (7) One of the most famous paintings of George Washington commemorates his crossing of a certain river. Was it the (Hudson), (James), (Mississippi) or (Delaware) River that was involved?
- (8) Ohm's Law is concerned with (registration of voters), (electricity), (bootlegging), (wind currents)?
- (9) Two of three given numbers are odd numbers. One of them is twice the other less one. The third number is two-sevenths of the sum of all the numbers. What are the numbers?
- (10) Pitchblende is a prime source of (radium), (calcium), (platinum), (iodine)?

(Quiz Answers on Page 25)

SIU Slopchest Visits Chickasaw



Representatives of the SIU Sea Chest are shown selling clothing and other items to members aboard the Chickasaw during its last stay in New York harbor. The money-saving session came at coffee time.

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should give one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

The SPORTS LINE

By Spike Marlin

No sooner does August breathe its last gasp than the footballers appear on the sports scene. As a matter of fact, the well-heeled college athletic associations have their 200-pound chunks of raw beef conditioning themselves all through July and August, so that they are set for blocks and tackles right after Labor Day.

With the various amateur and professional teams, collegiate and otherwise, already in the field, the fans should be due for some pleasant surprises. It seems the old single-wing is making a strong comeback.

Seeing the Ball

Years back when the single-wing was standard procedure, a fan could go to a ball game reasonably sure of seeing what was happening to the football. He knew that the tailback was reasonably sure to get the ball. When he got it he was more than likely to run off tackle or over guard on the right (or strong side) of the line. In other words, he ran to the right of the center where both guards, a tackle and an end would play on the offense of the unbalanced line. The idea was to concentrate as many men in front of the ball carrier as possible and bowl everybody out of his way.

Once in a while, the offense would pull a surprise and run to the weak, or left side, of the line. If it got really slick, the tailback might spin and give the ball to the other halfback coming around from the outside. It was a simple shallow reverse of this type that became famous as a brainy maneuver when Columbia pulled it on Stanford in the Rose Bowl.

There were a few coaches who went in for spins and fakes, mostly out of the double wing. There were others like Jock Sutherland who made the deep reverse the key of their offense. A Sutherland coached team was awesome to watch. The wingback would run wide and deep 12 to 15 yards back of the line and then thunder downfield behind a crashing wedge of four or five blockers. It looked good but wore out players pretty fast.

Button, Button

Then came the Chicago Bears and the revised T-formation. We remember well when they first brought it to New York and sprang it on the bewildered spectators. At that time a brawny Nebraska citizen named Bernie Masterson was the T-formation quarterback. As is now traditional in the T, Masterson squatted behind the center, the other three backs started running hither and yon and one of them somehow wound up with the football. Nobody saw the center pass it back. It took the better part of the first half for the spectators to figure out that the center was just handing the ball back to Masterson, who was palming it off to one of the other operatives in a football version of "button, button."

The T of course, became the rage, as coaches set about drilling it to their performers, confusing the opposition and spectators alike. But as happens to all things, the novelty has now worn off and the single-wing is returning to use. So if you go to a game this fall, you have a pretty decent chance of seeing just where that football is going.

2 Roads At Payoff—Which One?

When a seaman hits the beach with a pay-off in his pocket, he stands again where he has stood at each trip's ending many times before. He is at the parting of the ways. Before him stretch two roads.

The first route is routine and quiet with the appearance of being dull. The other seems wide, smooth, noisy and well-lit. It is an easy road to travel and is well-lined with bars, loud music and flashy women.



O'Mara

It isn't very hard, at first glance, to pick which of these roads to follow, but let's pause for a moment, friends, and chart the respective courses and ends of these two ways.

The first—call it what you will—the "straight and narrow," the "money-hungry" road, or as it is, just a plain common-sense way. At first impression, it is dull, even boring to the unaccustomed wayfarer. The people you meet, while taking the first few uncertain steps, may seem to be austere and indifferent to a stranger's misfortune. But as you become accepted, you will find that first impressions are often very misleading. You will discover these people to be really

friendly but unfawning, critical and yet understanding and helpful.

At first you will find this route hard to follow. The pitfalls are many. Temptations beckon from every side. Only those with the will to start plus the determination to succeed will win out. As you continue to sail, you will regain your self-respect and your entire outlook on life will change for the better.

You will soon want the security of a bank account and such permanent attachments as a wife, children, a home and a respectable status in the community.

The Other Way

For comparison, let us consider the ending of the easy road. As a lifetime of seafaring comes to a close when you are too old to carry your share of the work, you will find that this broad, smooth street has grown rough and the bright lights have dimmed. Your friends, whom you will have found too late, are nothing but fair weather friends bought and held with many trips' wages. They no longer recognize you. They have deserted you like rats that desert a sinking ship. You are old now, in body, mind

and spirit. There's not much left, just a cheap flop, slop for food, bolstered by an occasional handout and memories. Memories! Ha! What good are they! They aren't worth a dime! They won't buy you a hot meal or a flop or even a drink.

Slowly comes the end. A park bench serves as the death bed. A plot of ground is the final resting place, but it is a pauper's grave in Potter's field.

The choice of ways and their respective ends are yours. Choose wisely, friends.

E. T. "Humphrey" O'Mara

How To Deal With Pesty Purser

It's not often I grab a pen to annoy you, but the other day having nothing to do, I decided to sort out some of the accumulated debris of seven months around Yokohama, Kobe, Pusan and other ports east. While going through the junk, I came across this draw list.

At the time of writing, I was deck maniac and delegate of the pride of the Bull Line fleet, the Beatrice. Don't let anyone ever tell you it's the Puerto Rico. We were afflicted with a purser who used to annoy us by using his spare time to write little caustic notes which he stuck on our notice board. They were usually unjustifiable complaints about guys who woke him up in the middle of the night. We decided to give him a draw list that would end it all.

I repeat desperately—needs \$45 in order to further his latest torrid romance 'neath the sunny skies and shady palms of old San Juan.

The other members of the crew informed me, without giving specific reasons for needing it, that they would like the following amounts: J. Nieves, \$40; Vic Aviles, \$20; Alejo Cruz, \$50; F. Ortiz, \$30, and R. Ramirez, \$20, George Rutherford absolutely

must have \$... because he's in hock to an infernal (washing) machine. As for me, I just want every damn cent I can get.

Trusting that you will be able to oblige us, and assuring you of our utmost cooperation at all future times, I remain.

Frank T. Young

P. S.—If any of us run short at any time, don't worry as we'll let you know.

Seafarer Sam Says

Here it is:

Att.; Scotty the _____

Dear Mr. Purser, Sir:

With reference to your latest "billet-doux," posted on our notice board, I have drawn the attention of all members of my department to same. They have heartily and unanimously agreed that it is only fair to cooperate fully and completely with you. In fact, they have been under the impression that they have always done so in the past.

In response to your appeal, however, they have given to me, quite voluntarily and without undue coercion, the following pertinent data:

J. Landrin, the bosun, would like to have \$60 because he has three girls who are screaming for money or blood. J. Maldonado, the carpenter, needs \$50. He's running out of refreshments. Alfonso Lopez asks for \$40, but says he's going on strike since he can't afford to keep your women happy too. Manuel Landron humbly begs for the limit. His watch partner, R. Barcelona, wants the same amount or more. The oldest, though junior member of their watch, Herb Morey, desperately—

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's the recipe of Steward George L. Midgett for "Singapore Fried Rice."

Seafarers have the opportunity to decorate their menus with items picked up from places all over the world, and that's probably how George L. Midgett, steward, got the idea for "Singapore Fried Rice," a dish that he dreamed up himself.

Midgett was back in the Wilmington SIU hall from another run to the Far East when he suggested his dish as a sure hit for some of his brothers who don't ride out there and have to get their oriental-type dishes second-hand.

Midgett has been sailing in the steward department for seven years, and put in six years as a cook with Ringling Brothers circus plus an equal number in the army, so he has enough

experience in the field to know what the men will go for.

Here's what you need: 3 pounds rice, 12 medium onions, 6 medium green peppers, 2 medium rutabagas, a dozen eggs, 3 cans mushrooms, 1 can pimentos, 6 pounds fresh pork, 3 cloves of garlic, 1/2 pint soy sauce, 2 tablespoons hot sauce, salt and pepper to taste. Cook the rice until dry and fluffy and set it aside. Dice the onions, peppers, pimentos, rutabagas and fry until three-quarters done. Take both the lean and the fat of the pork loin, shoulder or leg that you use, cut it into long narrow strips and fry with garlic, soy sauce, hot sauce, salt and pepper until well done.

Heat the mushrooms. Make plain flat omelettes from the eggs. Dice the egg omelettes when they cool. When the various ingredients are prepared as prescribed, mix them all together. The whole should be served piping hot. (Feeds 42.)

Too Windy To Sail With Gayle

To the Editor:

I am writing this little piece in regards to our trip so far on the Pennmar (Calmar) in behalf of myself and the rest of my brothers on here.

I have read previous articles on the exploits of Captain Windy Gayle of the Pennmar. So for a little firsthand information, I decided to make a trip on her. And boy, am I and my fellow Seafarers getting it on this trip with both barrels!

We have just as good an SIU crew as I have ever had the pleasure to sail with since I first joined the SIU. Each and every member knows his job and does it to the best of his ability.

Cap Pans Crew

But Capt. Gayle does not agree with me. For instance, his pet remarks are: "These men call themselves seamen and the Union backs them up in it. They don't know their jobs. The Coast Guard gives them their papers and the Union ships them out as competition. And I as captain have to suffer the consequences." He pans not only the seamen, but other departments as well. He is continually damning the SIU and all of its members.

The captain goes out of his way to make it as miserable as possible for all hands concerned. For instance, on arrival in port with men free and ready to go ashore, he will hold up the draw for as much as five to six hours. On one occasion in Frisco, the hall had to be notified before a draw was given out.

On almost any ship the wheel and bow watch can be split evenly between the three men on watch at sea during night hours. But on the Pennmar, only the ABs can take the wheel, leaving the OS with the bulk of the bow watch.

If any Seafarers figure on making an intercoastal run, there are lots of ships other than the Pennmar. A number of my brothers, including ship's delegate G. Loeffler, H. Sanderlin, AB, Robert L. Ferguson, oiler and engineers' delegate, Robert E. Wagner, wiper, Robert Reynolds, OS, Troy Thomson, deck delegate, Gettis Lightfoot, stewards' delegate, and Harold C. Powers, join me in signing this letter.

Thomas D. Foster

Persian Gulf Hot For Patton Boys

To the Editor:

If Hades is hot, we're having a good sample of it now as we are stuck in the Persian Gulf sweating out a berth at the unloading docks. I am on the General Patton.

We have the usual make-shift swimming pool and a tarpaulin rigged up to sleep under here in the tropics. We have a heads-up crew and Johnny Riley is our deck delegate and a very energetic one too, if I may say so. We don't figure to be here long, so I advise anybody who wants this run to be at the hall ready to ship. Up to now, she has been about average in my estimation. The oppressive heat is offset in great measure by the good chow and feeling of brotherhood among the crew. This vessel, by the way, is the former Harry T. I like her present name better and we of the crew have nicknamed her "Old Blood and Guts."

Greets Friends

Before I go any further, I would like to say hello to my old friend, George Vourloumis, who was in the Brighton, Mass., USPHS Hospital the last time I wrote him. Hurry back to sea, George, and

• L E T T E R S •

let's live those happy times again. Also, I wish to say hello to all of my acquaintances in D-6 at Staten Island USPHS Hospital, as well as the nurses and doctors and especially "Slim" who impressed me as a militant oldtimer in the SUP. He had the bunk next to mine.

Hi to Champ at the Port O'Call Bar. I wish Rocky could have made this trip but no dice. Give him my best. Sometime we'll be able to take a ship together, eh Rocky?

Buddy Cousins

~ ~ ~

GI Anxious To Come Back

To the Editor:

I'm writing this letter in reference to my book which Brother Lindsey Williams informed me he had sent to headquarters. Brother Williams suggested that I write to you and ask for my retiring card which should have been sent to me by this time. I shall enclose the letter I received from the New Orleans Branch.

If I am too anxious to receive my retirement card, I'm sure you can understand my wanting to have everything ship-shape when I get out of the Army so as to sail again with my former shipmates. I am now at Camp Rucker, Ala. I shall appreciate every consideration you give this matter. Also, I would like my name put on the mailing list to receive the SEAFARER LOG, so that I can keep up with my Union activities.

Pvt. James W. Sumpter

(Ed. note: The retiring card has been taken care of, and the LOG will be sent regularly.)

~ ~ ~

Appreciates SIU Hospital Benefit

To the Editor:

I would like to take this opportunity to express my sincere appreciation for the wonderful way in which the SIU takes care of its members.

After many many months as a TB patient and with many more months ahead of me, it's a wonderful feeling to know that with our welfare plan, at least my financial problems will be taken care of. With our hospital benefits, we are assured of better than the bare necessities and pocket money for an occasional pass.

Also, orchids to Walter Siekmann, who has given of his time, and plenty of his own, I betcha, to make our stay more pleasant. He takes a great interest in us and our problems and he deserves all the praise we can give him. Thanks a million.

Victor Milazzo

~ ~ ~

Asks LOG Follow Him To Korea

To the Editor:

This is to let you know that I received my copy of the LOG while on Guam, and I really enjoyed it very much. I'm also very glad to see that such great forward strides have been made by the SIU since I stopped shipping.

I regret that I cannot sail now. But when I get out of this outfit, I will be around again at the hall. In the meantime, I would like to continue receiving a copy of the LOG here in Korea.

Jonathan N. DuBose

(Ed. note: The LOG will follow you to Korea.)

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of October 2, 1952 and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krona.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.55 cents per bolivar.

Fairisle Crew Is 'Flashiest'

To the Editor:

This Waterman "Bucket," the Fairisle, crewed up in Seattle. The jobs were shipped at 9 AM and everyone busted their back getting their gear together and farewelling their romances. The ship was due to sail at 2 PM. But as we all know, Waterman will be Waterman. Arriving at the Todd shipyard, we found her high and dry with no screw and half the shaft out.

The sight of this caused a mad rush for the telephones to give the romance department the good word. Nine days later we sailed, right in the wake of the Jean LaFitte, another Waterman nightmare, for Canada and a load of iron ore. We headed down the coast to Wilmington then back to Frisco. Many headaches later, the Fairisle was loaded and the gear secured. We were ready to sail at 6 AM with a 4 AM call back for the deck gang. "How unlucky can you get?" was the typical retort because Saturday night is Saturday night no matter what port you're in. But it was back to the galleys anyway.

This is positively the best dressed crew at sea today. Reason? All 12 passengers are camera fanatics. The slopchest is already out of white caps and hair oil. The crew was just about out of smiles by the time we reached Yokohama. "Valentino" Tony Nottage is the crew photographer and he really keeps his shutter shutting. We also lay claim to having the tallest crew in the Far East ranging from a short six feet to 6'4" for bosun Cal Wilson and deck engineer Hank Moller. Mike Gison, AB, gives us the honor of having the "widest" crew. Boston should be proud of his 365 pounds.

All the "Red Bean" boys are real.



Here is the Fairisle crew over which Terry Paris gloats in his letter above. Front row, (L-R): Pat Pacola, wiper; Al Brown, wiper; Whitey Welch, FWT; Stan Schick, OS; Mac McDougal, AB. Back row, (L-R) are: Jack Enoch, OS; Billy Edelman, DM; Cal Wilson, bosun; John Hillman, DM; Paris; and Chuck Hill, DM.

happy. Steward Dave Blumlo keeps a pot of rice in the galley that can be ordered three times a day and at coffee time. There is a gang of good guys aboard including: Cal Wilson, Bill Edelman, Chuck Hill, John Hillman, Mike Gison, J. J. Flanagan, Billy Hill and all the others. In closing we send our best to "Mother Tommy Lyons," the Serang on the Seacoral.

W. Terry Paris

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Seafarer Wants To Sell 7 Lots

To the Editor:

Retired salts may be interested in buying seven lots, 50 by 225 feet, which I now own at Mastic Acres in Shirley, Long Island. Therefore, would you please publish this.

The lots are on Westend Avenue, above Dawn Drive, and are about four miles from the water. Construction of summer and winter homes is progressing very quickly in this area, which is a popular resort. The lots cannot be flooded in stormy weather and there are no swamps. Special buses are available to take the children to school daily. For all seven lots, I am asking \$230. Clear deeds will be given after the total price is paid. Interested parties can reach me at 154 Auburn Ave., Mastic Acres, Shirley, LI.

Donald S. Gardner

~ ~ ~

Bids Ships Wire Folks In Mishaps

To the Editor:

I was on the Michael when she crashed and burned in the Delaware River. After we put the fire out, we heard on the radio that the Michael had crashed and sunk.



Smerczanski

I went to the radio shack and asked that a radiogram be sent to my folks letting them know that I was okay. The operator said he couldn't accept my message unless I could pay for it on the spot.

A lot of other men on the ship were in the same fix. Fortunately, one of the fellows had money on him and the ship's fund had about \$20, enough to send out the messages.

I think that in an emergency situation like this, they should permit a man to let his family know that he's still alive. After all, they can always deduct the cost from your payoff.

Edmund P. Smerczanski

Says Trieste Wants Freedom

To the Editor:

Everything has been swell on the Compass during this trip except for the cockroaches and overtime work. We have asked the patrolman in Norfolk to come down to the payoff to have the ship fumigated.

When it came to overtime work that has to be done, things began getting tough. In due time, this company will understand that by paying the men to do overtime, it will gain more because a lot of work has to be done in making the ship look better and cleaner. We have done some work which was needed badly. But the bulk of the work must wait for the next trip.

There wasn't much time in Trieste for the crew as we had to ship out quickly. There was a little discussion on who would get Trieste once the Americans leave. The people do not like to see them go. All of us Seafarers wish the people to be free, live a real life and not be dictated to. There are a few Commies who will definitely cause trouble. Trieste is not far from the Commie lands, which is another danger. But the people will fight to keep their country free. All in all, we do wish them the best of luck.

Johnnie Hoggie
Ship's delegate

~ ~ ~

Lakes Vets Ask USPHS Coverage

To the Editor:

We are a bunch of retired sailors living on our old age pensions which are not much. We enjoy reading the LOG and we would like to receive it regularly and pass it around among us.

We are all members of the old Lakes Seamen's Union when it was on the Lakes. I still have my blue book which was issued in 1918 at Chicago. Do you know that vets who gave some 50 years of steady and faithful service, can not even get out-patient care from the USPHS? It seems to us that it is not a very fair deal to those who gave the best years of their lives in the merchant marine. And why is there no merchant marine pension?

Thanking you for any interest you may show in our behalf. We will look up our old LSU members if necessary.

Frank C. Lindsay

(Ed. note: Copies of the LOG will be sent out regularly.)

~ ~ ~

GI Lauds Recent Union Progress

To the Editor:

I would like you to send an application for validated seamen's papers to my home in Raleigh, NC. I may not get back to sea, but I intend to if nothing happens to change my mind before my discharge from Uncle Sam's Army.

I have really enjoyed the LOG since I have been here in "sunny" Austria. It has kept me informed of the goings-on in the maritime world and also on the growth of the SIU. The Union's progress in increasing the number of contracted companies and benefits to the membership has been astounding in the last two years.

I will soon be leaving here, thank goodness. I would like to continue getting the LOG. I will finish with this as it is about time for the first sergeant to blow his whistle.

James D. Allen

(Ed. note: We will gladly comply with requests for the papers and the LOG.)

Hits CG Dumping Of Port Garbage

To the Editor:
During the three-week stay of the Lone Jack at the Todd Shipyard in Galveston, Tex., garbage was continually dumped over the side of a Coast Guard vessel which was tied up at the nearby CG station.

I saw the garbage dumped over once and I saw garbage floating in the water on two other occasions. Perhaps the Coast Guard was fined \$50 for doing this. I don't know and want to register this protest to so unsanitary a thing.

Morris J. Black

Thanks Buddies For Blood

To the Editor:
I want to thank the members of the SIU who donated their blood when I needed it while undergoing a lung operation in the Marine Hospital on Staten Island. The boys always come through.

I spent four months in the hospital and have nothing but praise for the doctors and nurses and the other employees there. I certainly got the best of care.

The Union's hospital fund was a great help to me while laid up. It enabled me to buy cigarettes and even to send money home.

Now that I'm home and on the mend, all I can say is, thank you for everything.

William Atchason

Navy Radioman Likes SIU Set-up

To the Editor:
I have never been a member of the SIU, but I still wish to receive the SEAFARERS LOG. I am now a radioman aboard the United States Ship, Tutulla, a reconverted Liberty ship.

When my four-year enlistment expires, I would like to sail with the SIU because of all the great things I have heard about your Union. Thank you kindly.

Leslie A. Goldstein

Acid Cleaners Tough To Use

To the Editor:
It's becoming a regular practice on ships to use acid mixture for the purpose of cleaning paint. It has many good points and does a good job of cleaning, but it is disagreeable and unpleasant to work with on a large scale.

I suggest then that when acid is used it should be included as overtime on a basis with spray painting.

Harry Collier

Backs Ex-Seaman In Army Beef

To the Editor:
I ran across a former Seafarer, PFC. Raymond Winnberg, here in Kunsan, Korea. He is a cripple. He was wounded twice; one of his wounds being in the leg, and though he walks fairly well, he has a prominent limp.

Winnberg is harbor master for the port of Kunsan, and periodically has to pilot ships into this harbor. He also pilots the courses of storms and typhoons. Both of his predecessors, who held down the same job for the Army, were master sergeants. He remains a PFC. Why?

I have authentic proof of the above, and if anyone doubts it, I'll gladly furnish proof upon my arrival in the US about October 15.

Everything is going smoothly aboard the Liberty Flag as far as

LETTERS

Constitutions Of US, SIU Alike

To the Editor:
From all rumors now in circulation, the new SIU constitution should go over by a tremendous majority. By reading it, you can see that it resembles the American constitution more than any other in the maritime industry and more than any other labor union constitution on the universe.

As we have so often proved to the world at large that we are a genuine democratic union of 48 states, and as most educators, the dictionaries, etc., define democracy as government by the people, government in which voting power is retained by the majority and is exercised directly or indirectly through our duly-elected officials, the same applies to us, the SIU.

Change Is Necessary

The writer may be wrong, but I think that Andrew Furuseth, the great union leader of the past, made the following statement: "We, and I mean all working men, desire to have unionism, American style, and in having that," he also stated "to keep it intact, no man was a real unionist unless he desired for his union brothers the same as he desired for himself."

In speaking of constitutions, let me state that there are numerous fundamental principles in our great American constitution, and one of the best is that it can be revised or amended, and so, we the members of the SIU have exercised our rights as good Americans and Union brothers to revise our constitution. It is a wise man that will change his ways with the trend of the times, but a fool sayeth "Nay."

David Casey Jones

Wanted: Info On Bill Burris

To the Editor:
I am enclosing a photo of a close friend who has been missing for three years. Could you publish his photo in the LOG or help us some way in finding him? His name is Bill Burris. He weighs approximately 225 pounds, height six feet, grey eyes and black curly hair with an olive skin.

He is an electrician by trade and told me that he was going to New Orleans to join the SIU. I told him all the benefits that the Union offered if he did join.

Please let me know if you hear about him as his mother and other relatives are very worried about him. They asked me what to do. So I suggested the SIU. It has helped so many people in so many ways. If you can help us it will be greatly appreciated. My address is c/o Gen. Del., Tatum, N. Mex.

R. R. Wheelington

(Ed. note: There is no record at SIU headquarters of Mr. Burris ever having joined the Union).

Amputee Thanks SIU For Help

To the Editor:
I am ashamed for not writing sooner of the fine treatment our organization gives its membership when they are in a hospital, but I know the membership will excuse me. I entered the hospital in Quebec, Canada, from the Coeur d'Alene Victory on which I was steward. I had gangrene in my leg and was there from June 7 to July 23, 1951. I transferred to the USPHS hospital at Staten Island and had my

left leg taken off and went out as an outpatient on December 23,

I had to return to the same hospital and have my right leg amputated. Now I have no legs at all, so you can see what pain and agony I went through.

I'll never forget when I opened a letter from the Union in the Canadian hospital and found a check in it. It sure came in handy, as I am a cigar smoker and left the ship with no money. Mind you, I never asked for any money.

Now that I am in the Staten Island hospital it sure is nice to see Walter Slekman come up each week and hand you the welfare cash.

I was up to the new building once and was surprised to see just how it looks and how far our organization has advanced.

Remembers Early Days

You see, I remember the Union from Stone Street when patrolmen managed to get paid if enough dues came in that week, because there was nothing in the treasury. In the ten years that I am a member I've seen lots of changes and they were all for the best.

In closing I would like to say, being totally disabled I'll never be able to sail again, so I wish all our membership the best of health and happiness.

Maurice Burnstine

Wants Regular Info On Atlantic

To the Editor:
I worked on an Atlantic tanker this summer. It was through your SIU organizers that I first came into contact with the LOG.

I signed a pledge card and worked with your organizers, but I had to leave the ship recently in order to continue school at the University of North Carolina.

I would like very much to keep posted on the Atlantic organizing drive and to keep up with shipping news in general. That is why I am sending in my subscription to the LOG. Please let me know the cost of the LOG when you send it to me.

Clarke L. Sharpless

(Ed. Note: The LOG is on its way. There is no subscription for the paper which is supported by voluntary contributions.)

Child Licks Polio, Dad To Return

To the Editor:
I would like you to put a few words in the LOG for me. The reason why I have not been shipping



Cynthia with her Dad

for the last year is that my little girl, Cynthia Klinger came down with polio. She is all right now, and so I hope to be seeing all of my brother seamen soon. The best of luck to all.

Dick Klinger

Last Alexandra Crew Was Tops

To the Editor:
When I left New York after a week's wonderful vacation around the hall and about town, I headed for Philly to look into the organization of the Atlantic tanker fleet.

Here I found the agent, Blackie Cardullo and two organizers, Roy Oates and Frank Bose doing a wonderful job. I could not get on an Atlantic tanker at once so I was forced to grab a bosun's job on the Alexandra for a six-month trip. We may hit some good ports, Dakar, Naples and others.

Clean Ship

I would like to commend the crew of the last trip on the Alexandra for bringing in such a clean ship in real SIU style.

It is a pleasure for a bosun to come aboard a ship which has been running so smoothly, find that the crew gets along together like a true Brotherhood of the Sea, lockers and foc'sles clean and in order and no beefs. After more than six months overseas, she was only eight men short.

I would also like to say "Hello" to all of the guys in New York, including Percy Boyer, Frenchy Renaud and others wherever they might be. I just hope we can bring this ship in as clean and beef-proof as the last crew did. The new crew on the Puerto Rico can get the advocate equipment from the dock manager, Mr. Gierl, at the Bull Line Terminal.

Thurston J. Lewis

I believe all steward department heads should be required to have soap and paper towels in washrooms at all times for sanitary reasons. The deck department on this ship is very sore at the chief mate and will probably have a number of things to straighten out at the payoff. The steward is very cooperative and not too much with the company.

Asks Soap For Ship Washrooms

To the Editor:
We are now well on our way around the world, and I thought you would be interested to know that as steward department delegate on the Steel Recorder (Isthmian) I came across a very interesting requisite for all SIU-contracted ships.

Hugging Equator

I wish this trip would hit some of the northern ports but unfortunately it is going to hug the equator most of the way. Congratulations to Keith Terpe on his new job. I think he will succeed in all of his efforts. He has what it takes to do a job. Signing off with my best wishes for our union's future prosperity.

Al Fabricant

SIU Twins Now Fight In Korea

To the Editor:
As the mother of William D. Malpass and his twin brother Harry R. Malpass, may I suggest that you discontinue sending the SEAFARERS LOG to them as both are in the Army.

Both boys served in the SIU for three years during the second World War and stayed together at all times. The draft finally got Bill in April, 1951 and he is now in Korea. Harry was drafted into the Marines this past April and is leaving for Korea shortly. Both of them always enjoyed reading your paper.

Mrs. Malpass

Our 1st Victories As 'The Sea's Minutemen'

Back in the days when America's merchant vessels had to fight the country's wars as well as carry supplies, the records were filled with cases of unusual victories, and some surprisingly successful bluffs.

One of these records was made by the American privateer, General Pickering, in 1780. It all happened in the Bay of Biscay, while the General Pickering was on a "routine" voyage carrying sugar to Bilbao.

A "routine" voyage, in those days of fairly heavily armed and fast merchant ships, consisted of carrying cargo one way, while stopping long enough to engage any enemy vessels that were sighted. Once the cargo was unloaded at its destination, the return trip was made without any cargo, and usually turned out to be a "hunting" expedition for enemy vessels.

Sight Sail

Just before reaching the Bay of Biscay, the General Pickering was attacked by a British cutter of 22 guns. The Pickering carried 16 guns, but managed to beat off the British ship and continue on her way. Once in the Bay of Biscay, a sail was sighted. It proved to be a British privateer schooner, the Golden Eagle, carrying 22 guns.

The Pickering came alongside the Eagle at night, and hailed her by stating that the Pickering was an "American frigate of the largest class" and telling the Eagle to surrender or be blown out of the water.

Because of the darkness, the Eagle surrendered without a fight.

While escorting the Eagle into Bilbao, the British cruiser Achilles, carrying 42 guns, was sighted. The Achilles and the Pickering closed just off-shore.

Captain Haraden, skipper of the Pickering, maneuvered so that the Achilles would have to pass under his broadside, or else run onto the reefs.

Achilles Becalmed

The Achilles decided to risk it, but got becalmed while making the passage, and was under the guns of the Pickering for almost three hours. The Achilles thus was in such a position that only a few of her guns could be brought to bear on the little American vessel.

After the third hour, the wind came up and the Achilles turned heel and sailed away badly damaged.

When the Pickering's crew

landed, the Spanish on the island carried them to town on their shoulders, crying that the Pickering had looked like a longboat alongside a ship during the battle with the big British vessel.

The Pickering made some repairs, and then headed home. On the way, she fell in with three English merchantmen, the 14-gun Pomone, the 12-gun Royal George, and the 14-gun Hope. Again she faced 40 guns against her 16. The Pickering managed to cut out the vessels, one at a time, and after a day's work, there were prize crews aboard all three English vessels.

However, shortly after that, the Pickering fell in with a King's packet, boasting about 32 guns, or twice the Pickering's strength. The Pickering went right into battle, however, since overwhelming odds seemed to be the particular favorite of her crew.

One Shot Left

The two vessels pounded each other with cannon fire steadily for over four hours. Then, both of them fell off to make quick repairs on their rigging.

A quick inventory showed that the Pickering had only enough powder left to load one gun. Af-

ter one shot, she'd have no ammunition. A quick conference was held, and then the Pickering tried an even bigger bluff than she had pulled on the Golden Eagle.

Loading the one gun, the Pickering closed on the packet. As the Pickering came alongside, a red flag was run up on the Pickering's halyards. The red flag, in those days, meant that no quarter would be shown by the vessel and that no prisoners would be taken.

Then, as the vessels got closer, Captain Haraden hailed the packet and told them that they had five minutes in which to surrender. He told them that if they didn't surrender within the five minutes, all aboard the packet would be killed and no quarter shown. To emphasize the threat, he stood next to the one loaded gun, gunner's match in one hand and a watch in the other.

Every 15 seconds, he and the entire crew of the Pickering would shout the amount of time left out of the five minutes.

At the end of four minutes, the British packet lowered her colors and surrendered. The Pickering had successfully brought off one of the biggest bluffs in Naval history.



With only one shot left in one of her guns, the Pickering tried one of the biggest bluffs in history as she closed on the Golden Eagle, threatened to show the British crew no quarter, and gave the crew of the British Naval vessel five minutes in which to surrender.

Railside Observations Of Trieste

By FRENCHY MICHELET

If you were standing beside me at the rail on the boat deck of this good ship the Genevieve Peterkin and watched her being warped into her berth here in Trieste, you might see the giant crane that is scooping great mouthfuls of coal from the dirty old Greek tram just abaft of us in an altogether different light than I regard her, for, as the Sanskrit Aesop has observed, "It's a difference of opinion that makes horse racing." Or at least he should have said so, because it's an observation worthy of the sagacity of that fountain of wisdom.

To me then that great mechanical monster perched high up on its steel footing and seeming to bend its long neck forward and open its ponderous jaws to scoop up the coal is remarkably suggestive of those tyrannosaurus or brontosaurus or whatever you call those dinosaurs that are plastered all over Pennsylvania oil cans to create the impression that the company is peddling a product that has been properly aged. You know what I mean—those prehistoric monsters that resemble lizards with their thyroid glands gone haywire. That's what I see when I watch them biting away at the coal.

A Present Day Monster

Certainly the illusion is heightened when you reflect that ancient man who ran and hid trembling in his dark cave whenever one came browsing around the doorstep in that long ago Mesozoic age was not a whit more frightened and bewildered than these poor Communist stooges are who have painted hammers and sickles all over this modern industrial monster in this latter day maladjusted world.

A large percentage of the dockworkers in Trieste are Communists, as the hammer and sickles plastered all over much of the shore-side gear would indicate. They have a large brick building on the dock which I understand is their club and recreation quarters. I stuck my head into the doorway and saw a giant picture of Stalin framed over the lintel. He was

smiling so very benignly, as though he would just love to embrace his Italian children. Odds are that they would find the hug a trifle bearish though.

I'll bet those two-hundred-pound



Frenchy Michelet

women who unloaded the allied ships in Archangel during the war could tell these poor deluded stiff a thing or two about what kind of working conditions to expect if Uncle Joe ever takes over their country. He'd teach 'em to strike.

'Souvenirs, Joe?'

As the ship is secured to the dock the bosun, Roy Clark, leads his gang 'midships to drop the gangway. Then a whole slew of official-looking visitors troop aboard. Bringing up the rear with a huge pack on his shoulders is the prototype of the Italians that Rossellini had in mind when he said that his people are natural actors.

See him throw his heavy pack upon the forward section of number four hatch and open it to reveal his treasures to the searching light of this lovely Italian morning.

It contains gorgeously colored tablecloths, scarves remarkable for nothing so much as their brilliant hues, odds and ends of brightly dyed damasks and linens, a multitude of liquor bottles whose very shapes suggest that they were designed to contain nothing less than the nectar of the gods—an illusion that can be speedily dispelled at any time by simply taking a slug of the contents.

That Tapestry

Cheap cameos of every conceivable design and, oh yes, the inevitable tapestry. You know the kind I mean—one of those monstrosities that you bought when you were an amateur traveler and had yet to serve your apprenticeship to life and brought home to your mother who promptly went into rhapsodies over it until you had safely shipped out again and then she stashed it away at the very bottom of the darkest corner of the least used locker in the house until some sucker in the family got married when she exhumed it and gave it to the hapless couple as a wedding gift and they being as young and as silly as you, promptly put it on the deck of their new home under the impression that it was some sort of Turkish carpet until a more worldly wise visitor came along and showed 'em how to hang it on the bulkhead on a broomstick where it remains as a staple item in the diet of the family roaches to this very hour.

All of his merchandise spread out for inspection, our friend the peddler turns his smiling face upon the little group of seamen gathered by number four starboard winch and reveals considerably more teeth than you might reasonably suppose one month could comfortably contain.

"You buy, yes," he invites all

and sundry. Josh Lee, the ship's delegate, Eddie Laurent, the chief cook and Ted Schultz, the night cook and baker approach and warily inspect the wares while senior peddler stands by and goes into an ecstasy of contortions at the very thought of the fabulous value of any trinket that his prospective victims chance to fancy.

"Do you have any olive oil?" the chief cook asks.

"Do I got olive oil!!! Prima! Prima! Prima!" He spreads his hands and screws up his countenance to indicate the rapture with which the mere thought of this treasure inspires him. Then he reaches among the bottles and breaks out a crummy bottle covered with Italian hieroglyphics and clutches it to his bosom in a reverential manner that suggests that you might just as safely seek to part the lioness from her cub.

"But I want it in cans," the chief cook objects, "because I want to take it home and the roll of the ship might break it in bottles."

The peddler leaps about five feet in the air as though someone had shot him with an air rifle. He screams, "he wants it in cans!" He walks around appealing to everybody in his agitation at the chief's abysmal ignorance and he even ventures to lift his eyes to the boat deck and call upon me to witness such heresy. I shrug my shoulders and lift my eyebrows to indicate that if it was me now, I'd want bottles, but you know that mule-headed cook.

He goes back to the book and, bending almost double with his hands outspread in his most eloquent gesture, he says, "But Chieeeeeef it ain't no goooooood in cans!"

I find it beyond my powers to give more than a blurred picture of the guy. His is a character worthy of the creator of Mr. Boffin himself. However, the next time you see Josh Lee get him to do a takeoff on this guy.

LOG Welcomes Stories, Pics

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

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

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

DIGEST of SHIPS' MEETINGS

EDITH (Bull), September 7—Chairman, Cyril Wagerford; Secretary, H. Greenwald. Estal Potts was elected ship's delegate by acclamation. Motion was made that each member contribute at least 50 cents toward the ship's fund.

PETROLITE (Mathiasen Tankers), September 3—Chairman, Vincent D. Kickirillo; Secretary, Paul Nabours. Washing machine will be repaired in the next port if it does not cost too much.

MARYMAR (Calmer), July 27—Chairman, B. Smith; Secretary, James G. Byrne. Delegates reported nothing to report. Motion was made to have each member contribute 25 cents toward the purchase of an electric iron and ironing board.

September 1—Chairman, C. McCabe; Secretary, James F. Byrne. All three departments will make up repair lists for the boarding patrolman. Steward asked that all soiled linen and coats be turned in at the pay-off.



BEAUREGARD (Waterman), August 29—Chairman, R. Ramsey; Secretary, R. Eden. Delegates reported no beefs. Motion was passed to hang clothes around the sides of the recreation room rather than across. Ship's delegate will see the captain about getting additional stores and gear on the West Coast.

FEDERAL (Trafalgar), August 17—Chairman, A. Malone; Secretary, W. Kilgore. Repair list will be made up and turned in. Steward asked that all coats not in use be taken off the deck.

DOROTHY (Bull), August 17—Chairman, K. Hatgisimis; Secretary, Thomas Cornick. There should be better cooperation in keeping the messhall and recreation room and laundry clean.

AMES VICTORY (Victory Carriers), August 28—Chairman, K. H. Rice; Secretary, James A. Mackenzie. This is a good trip except for the lousy skipper. All fo'les need painting badly, as well as messhall and recreation room.

NORTH PLATTE VICTORY (Mississippi), August 13—Chairman, Green; Secretary, Welsh. Ship's delegate reported that new fans, mattresses and pillows are aboard. Steward says he has sufficient stores.

STONEWALL JACKSON (Waterman), August 30—Chairman, J. B. Morton; Secretary, J. Johnson. Captain will issue cigarettes before reaching Japan. Crewmembers will clean up the messhall after

eating. Department delegates will make up a repair list before the next meeting.

OCEAN LOTTE (Ocean Trans.), August 31—Chairman, Max Lipkin; Secretary, Earl Poe. Captain will issue discharges for the coastwise trip as soon as possible. One man was injured and went to the Marine Hospital at Staten Island.

MARY ADAMS (Bloomfield), August 24—Chairman, Red Fink; Secretary, Robert M. Douglas. Crew was asked to help conserve stores. Captain will try to get necessary stores for the slopchest from the Army, if the ship shuttles.

CATAHOULA (National Nav.), August 23—Chairman, Frank Haglin; Secretary, B. E. Phillips. Repair list was made up and turned over to department heads. Fumigation will be taken up with the patrolman.

No date—Chairman, W. L. Sanders; Secretary, William Hall. Steward will order new linens from San Juan. Action on roaches will be tabled until arrival in New Orleans.

GREECE VICTORY (South Atlantic), August 18—Chairman, William Janisch; Secretary, Amos Baum. Delegates reported everything in order. Ship's delegate will see the mate about installing new springs in the hospital bunks and sougeeing or painting the hospital and messhall.

August 17—Chairman, Anthony Esposito; Secretary, Amos Baum. Ship's delegate will find out why repairs have not been made. New hospital bed springs have not been installed.

August 24—Chairman, John W. Thompson; Secretary, Amos Baum. Ship's delegate will contact the patrolman about the condition of the hospital. One man was hospitalized in Holland.

MARY ADAMS (Bloomfield), July 13—Chairman, T. D. Smith; Secretary, J. Longfellow. \$30-worth of pocketbooks was purchased in San Pedro. There is now \$3.00 in the ship's fund.

AFONDRIA (Waterman), August 24—Chairman, N. Wuchina; Secretary, V. Carnegie. Repair list was not completed; company didn't build a catwalk.

MARGARET BROWN (Bloomfield), August 9—Chairman, Paul J. Morgart; Secretary, B. F. Grice. James E. Bell was elected ship's delegate. Complaints were made about the poor meals.

August 24—Chairman, Morgan Harris; Secretary, B. F. Grice. Members of the engine department had the green light for making all the overtime that they

'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.

wanted. Motion was passed to have the slopchest and the repair list checked before sailing.

DE SOTO (Waterman), August 10—Chairman, A. Donne; Secretary, P. M. Reyes. Repair list was not fully acted on in Mobile. Another repair list will be made out in Mobile. Delegates reported everything in order.



SEAPENDER (Orion), July 19—Chairman, James Kelly; Secretary, Earl Harrison. James Kelly was elected ship's delegate. Locks and keys are needed for the crew's living quarters.

PERSONALS

Vincent Chavez Contact Angeles Deheza at 213 Boerum St., Brooklyn, N.Y., Telephone HE 3-4883.

Carl Wilhelm Johnson Your wife, Mrs. Ivy Myrtle Johnson, at 2826 Baronne St., New Orleans, La., wants to hear from you.

Henry T. Buckner Contact your brother, Manning, at 2018 Water St., Corpus Christi, Texas.

Joseph Herbert Camp Please contact your father, W. M. Camp, at 100 Broad St., Rome, Ga.

Henry J. Foy Please write your father at 630 South Palmway, Lake North, Fla.

Jim Doughty Please contact Bill Cox at 1801 Fair Park Blvd., Little Rock, Ark.

Anybody knowing the whereabouts of Mrs. Mary F. Parady David's son, please contact her at 115 Austin St., Worcester, Mass.

Blackie Mason Get in touch with your daughter, Mrs. R. W. Ganous, at 4220 Ternton, Houston 16, Texas.

Joseph Dodge Please contact your brother, Harry.

will be contacted in San Pedro about the neglected repair list.

August 17—Chairman, James Kelly; Secretary, Earl Harrison. Ship's delegate has contacted the chief engineer and had repairs made. New library is aboard. All quarters were painted except the black gang's.

COUNCIL GROVE (Cities Service), September 4—Chairman, H. King; Secretary, E. McGurk. Chief mate said that repair of locks is a shipyard job. There is \$44.81 in the ship's treasury.

ALCOA RANGER (Alcoa), September 2—Chairman, Johan Nordstrom; Secretary, N. J. Barnes. Delegates reported no beefs. H. Gallagher was elected ship's delegate.

MORNING LIGHT (Waterman), September 7—Chairman, William Simmons; Secretary, Henry W. Miller. Delegates reported everything running fine. Stewards department was complimented for its fine feeding.

WARHAWK (Waterman), August 31—Chairman, Fernandez; Secretary, Kleserek. Ship's fund stands at \$1.93. Logs will be referred to the patrolman on arrival.

ANNISTON CITY (Isthmian), August 10—Chairman, John Kulac; Secretary, Michael J. Carlin. Sparks informed the ship's delegate that messages could not be sent from the Middle East area.

GENERAL PATTON (National Waterway), July 4—Chairman, Clarence J. Cousins; Secretary, Robert J. Landry. Washing machine should be kept clean; anyone caught leaving it dirty should be forbidden to use it.

August 24—Chairman, John Michaelis; Secretary, Robert J. Landry. Motion was passed that there be no sougeeing or painting topside quarters other than men on watch until crew's quarters are cleaned up.

STEEL ARCHITECT (Isthmian), August 2—Chairman, John Latella; Secretary, W. R. MacDonald. Motion was passed to sell the washing machine and start a ship's fund with the money. Ship's delegate reported that the captain refused to see him without first making an appointment with the chief mate.

OCEAN ULLA (Ocean Trans.), no date—Chairman, Michael Deliano; Secretary, William F. Barth. Most repairs have been taken care of. Steward asked that all dirty linen be turned in at the time of issue.

MALDEN VICTORY (Mississippi), July 29—Chairman, George Glennon; Secretary, R. Nargren. Overtime will be referred to the patrolman. Delegates will list all repairs. Fo'les should be cleaned before the pay-off.

NOTICES

Will the following brothers contact Dry-Trans, Inc., 25 Broadway, NY, relative to money matters: Wallace E. Cooper, oiler; Francis Corcoran (Corrigan), messman; William Dauphney, AB; Michael Dietz, OS; Girard Maher, AB; Andrew Morales, messman; Henry L. Souza, oiler; Charles C. Varn, oiler; Lewis M. Young, FWT.

trip, especially for the good dinner on the fourth of July.

MARVEN (Inter. Nav.), June 27—Chairman, Herman R. Whinnot; Secretary, Frank Van Dusen. Board of Health and Agriculture Department should be notified of the meat bought in Argentina.

CAPE HORN (Mississippi), July 27—Chairman, J. J. Lawton; Secretary, H. Cordes. J. J. Lawton was elected ship's delegate by acclamation. No one is to use the tubs in the laundry to soak clothes in; they should be cleaned out after rinsing clothes.

SEATRIN SAVANNAH (Seatriner), August 28—Chairman, T. B. Lawson; Secretary, C. Weiss. No action has been taken on fans for the galley or fireroom. Ship's delegate will see the patrolman again on this. Motion was passed to start a ship's fund. Cups should be returned to the messhall.



MASSILLON VICTORY (Eastern), August 17—Chairman, John Long; Secretary, Philip Maschling. Men who missed work because of being drunk will be dealt with by the Union. All crew's quarters need painting. They have not been painted since 1950.

TADDEI (Shipenter), July 28—Chairman, Jimmie Walker; Secretary, O. L. Wahlen. One brother paid off in Miami due to illness. New fans will be installed immediately where needed.

August 23—Chairman, Morris Copenhagen; Secretary, O. L. Wahlen. Each delegate should make up a repair list and hand it in to the ship's delegate. As many repairs should be made before the ship arrives in port as possible.

FRANCES (Bull), August 31—Chairman, A. Campbell; Secretary, E. Manthenski. Laundry schedule is to be maintained. Water fountains should be cleaned occasionally. Crew should be notified of time changes. Laundry will be kept clean by each department for a week.

SEATRIN NEW JERSEY (Seatriner), August 26—Chairman, F. Holcombe; Secretary, Mateo H. Larence. There is \$37.18 in the ship's fund. One man missed the ship at Edgewater, NJ. Brother Kubicki was elected ship's delegate by acclamation. Laundry man will be contacted to see if personal laundry and dry cleaning can be done in Edgewater.

LAWRENCE VICTORY (Mississippi), August 23—Chairman, Antonio Slavovone; Secretary, Robert Bowley. Blank re-

(Continued on page 25)

Photos Faded In New Books

Headquarters advises that many photos in the new membership books and in headquarters files are fading, and that the following men should either send in their books with three passport photos or stop in for new ones as soon as possible. Further lists will be carried in following issues of the SEAFARERS LOG.

Tony Mastantuno, M-30; John Mastrovavio, M-44; Erling Melle, M-46; Edward McInnis, M-48; Victor Menor, M-49; Jose Melendez, M-50; James MacCrea, M-57; Joseph Mucia, M-58.

Frank Metzler, M-63; Carlos Mojica, M-69; Aurelio Martinez, M-71; Henryk Mikulski, M-79; Alonzo Milefski, M-80; Miguel Medina, M-81; Francisco Morcillo, M-84; Owen McEnaney, M-85.

William Mellon, M-91; Derwood Mann, M-96; Alfonso Maldonado, M-98; Edward McCormick, M-99; Andrew Martel, M-114; Vincent Mascitelli, M-119; Joseph McPaul, M-115; Samuel Merkeron, M-120.

Antonio Melendez, M-121; Ervin Max, M-123; James Morin, M-124; James McFarlin, M-125; Vincent Monte, M-126; Charles Misk, Jr., M-127; James Murphy, M-128; Perfecto Manguel, M-132.

John Molin, M-133; Richard Motika, M-134; Jobe Mullen, M-162; Terence McNeer, M-167; Samuel Martin, M-173; Robert Morgan, M-174; Carroll Martin, M-175; John McLaughlin, M-176.

Dominick Maggio, M-177; Andres Molins, M-181; Edwin Mitchell, M-182; Jose Maldonado, M-184; Pavo Mertis, M-185; Nicholas Mark, M-186; James Meeks, M-189; Harvey Merria, M-190.

Vincent Mercom, M-191; William Moore, M-192; Francis Murray, M-197.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

NAME

STREET ADDRESS

CITY ZONE STATE

Signed

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

ADDRESS

CITY ZONE STATE

Maternity Benefits Make Them Happy



Robert M. Johnson's family found SIU \$200 benefit useful with five young 'uns to care for. Shown with Savannah agent, E. B. Tilley, they are: Nancy, Mrs. Johnson with Richard, Bobby, Ellen, Janet.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Pablo Rios Lopez, Jr., born August 24, 1952. Parents, Mr. and Mrs. Pablo Rios Lopez, 129 Columbia Street, Brooklyn, NY.

Carol Ann Broderick, born April 19, 1952. Parents, Mr. and Mrs. Norman Broderick, 44 Richardson Street, Bath, Me.

John Francis Fonseca, born August 26, 1952. Parents, Mr. and Mrs. Joseph F. Fonseca, 611 South 41st Street, Apartment 3, Richmond, Cal.

Linda Marie Hemby, born July 31, 1952. Parents, Mr. and Mrs. Clarence E. Hemby, Route 4, Box 486A, Mobile, Ala.

Iris Faith Stephenson, born August 3, 1952. Parents, Mr. and Mrs. Leo J. Stephenson, 138 South Lopez Street, New Orleans 19, La.

Lydia Lynn Lozier, born September 9, 1952. Parents, Mr. and Mrs. Walter Anthony Lozier, 3112 Anunciation Street, New Orleans, La.

Juan Rodriguez, Jr., born September 11, 1952. Parents, Mr. and Mrs. Juan Rodriguez, D. M. 7 Ave. San Fernando, Puerto Nuevo, San Juan, Puerto Rico.

Idalia Torres, born September 1, 1952. Parents, Mr. and Mrs. Julio Torres, 115 Fourth Street, BDA, Buena Vista, Hato Rey, Puerto Rico.

Stephen Michael Brown, born July 21, 1952. Parents, Mr. and Mrs. Richard G. Brown, 40 Middle Street, Orono, Me.

Raquel Lorenzo, born September 6, 1952. Parents, Mr. and Mrs. Mateo H. Lorenzo, 244 49th Street, Brooklyn, NY.

Alfreda Juanita Piland, born June 5, 1952. Parents, Mr. and Mrs. Horace O. Piland, 319 State Street, Berkley, Norfolk 6, Va.

Lise Christine Morgavi, born July 18, 1952. Parents, Mr. and Mrs. Isador W. Morgavi, 903 St. Mary Street, New Orleans, La.

William Strickland, born August 19, 1952. Parents, Mr. and Mrs. Milledge Strickland, Jr., 1645 St. Andrew Street, New Orleans, La.

Catherine Mae Lombard, born September 2, 1952. Parents, Mr. and Mrs. Paul E. Lombard, 254 Broadway, Malden, Mass.

Dewey Lafayette Bordeaux, III, born August 15, 1952. Parents, Mr. and Mrs. Dewey L. Bordeaux, Route 3, Wilmington, NC.

Wayne Sidney Johnson, born August 20, 1952. Parents, Mr. and Mrs. Richard S. Johnson, 832 Pleasant Street, New Orleans, La.

Stephanie Marie Cecil, born July 26, 1952. Parents, Mr. and Mrs. Andrew B. Cecil, Jr., 2234 18th Street South, St. Petersburg, Fla.

Danielle Anita Bourgeois, born June 26, 1952. Parents, Mr. and Mrs. Joseph L. Bourgeois, 177 Ocean Avenue, Salem, Mass.

Carol Sue Gribble, born August 22, 1952. Parents, Mr. and Mrs. John D. Gribble, Route 1, Colbert, Okla.

Carrie Gayle Martin, born September 3, 1952. Parents, Mr. and Mrs. Robert L. Martin, Route 1, Box 56, Chadbourne, NC.

Pamela Gayle Little, born May 7, 1952. Parents, Mr. and Mrs. Thurman T. Little, General Delivery, Fairhope, Ala.

Kathy Eileen Achee, born August 15, 1952. Parents, Mr. and Mrs. Edward P. Achee, Lee Road, Covington, La.

Colvin Dan Frazier, born August 12, 1952. Parents, Mr. and Mrs. Dan Frazier, Jr., 67 Fifth Street, Whistler, Ala.

Lucie Segesta, born August 26, 1952. Parents, Mr. and Mrs. Vincent J. Segesta, 1911 Royal Street, New Orleans, La.

Peter Frederick Remyn, born August 26, 1952. Parents, Mr. and Mrs. Adrianus Remyn, 763 Planners Avenue, Uniondale, NY.

Oliver Valles, Jr., born May 24, 1952. Parents, Mr. and Mrs. Oliver Valles, 56 East First Street, New York 3, NY.

Frank Michael Brazell, born June 8, 1952. Parents, Mr. and Mrs. Frank B. Brazell, Box 100, St. Marys, Ga.

Michael Bernard Tew, born September 11, 1952. Parents, Mr. and Mrs. Marshall Francis Tew, 854 Virginia Street, Mobile, Ala.

Michael Ducharme, born September 5, 1952. Parents, Mr. and Mrs. Louis A. Ducharme, 19 Clarke Street, Boston, Mass.

Barbara E. Gunderud, born August 24, 1952. Parents, Mr. and Mrs. Harry Robert Gunderud, 253 Third Street, Hoboken, NJ.

Shanan Taylor Callahan, born August 3, 1952. Parents, Mr. and Mrs. Robert J. Callahan, Route 1, Irvington, Ala.

Aubrey Williams, born August 24, 1952. Parents, Mr. and Mrs. Robert Williams, 1971 Dixie Street, Mobile, Ala.

George Franklin Kimbrel, Jr., born September 19, 1952. Parents, Mr. and Mrs. George F. Kimbrel, Sr., Route 2, Box 179 N, Mobile, Ala.

Viona Ciel Mang, born September 8, 1952. Parents, Mr. and Mrs. Arnold B. Mang, P. O. Box 4073, Baytown, Tex.

Melba Guadalupe Barboza, born September 9, 1952. Parents, Mr. and Mrs. Crespin Barboza, PO Box 631, Hitchcock, Tex.

Sharon Jo Ray, born July 20, 1952. Parents, Mr. and Mrs. Calvin Holland Ray, 1934 Marengo Street, New Orleans, La.

Stephen Douglas Jaynes, born June 24, 1952. Parents, Mr. and Mrs. Harold F. Jaynes, RFD, Camp-ton, NH.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL STATEN ISLAND, NY: Victor Arevalo, Eduardo Balboa, Jack Brest, William R. Burch, Maurice Burnstine, M. J. Callahan, George Canning, Robert Carey, Anthony Caruso, G. W. Cobb, Henry Connolly, Charles Cothran, S. Crowther, William Davis, Charles DeJesus, Steve Deri, Rafael C. Diaz, Alvero DosSantos, John Fanoli, John N. Fontries, Joseph F. Gamblick, Robert F. Gribben, Mohamed Halem, Isaac P. Hancock, Carroll E. Harper, Robert Hennekens, William Herman, George F. Immel, John B. Krewson.
USPHS HOSPITAL GALVESTON, TEXAS: Francis H. Coggins, John M. Peters, Billy C. Lynn, Donald A. Ruddy, W. McCulston, Clarence Sansome, James R. Mathews, Joseph L. Springer, Joseph Neubauer, John O. Strickland.
VETERANS ADM. HOSPITAL CORAL GABLES, FLORIDA: Enrique Bazo, Cortez J. Villar, Charles T. Ingram.
USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY: Carl S. Barro, Leo Kulakowski, Claude P. Blanks, Fredrick Landry, Rupert Blake, Francis J. Lawlor, Edmund C. Blosser, Francis F. Lynch, Wilson O. Cara, Harry F. McDonald, Walter Chal, Vic Milazzo, Chas. M. Davison, Lloyd Miller, Emilio Delgado, John R. Murock, James R. Downie, Eugene T. Nelson, John J. Driscoll, Pedro Peralta, E. Ferrer, John Richters, Leonard J. Franks, Robert Sizemore, Robert E. Gilbert, Henry E. Smith, Bart E. Guranick, Albert Thompson, John W. Keenan.
USPHS HOSPITAL BALTIMORE, MARYLAND: Ernest C. Anderson, George B. Little, William Borgone, Theodore Mastaler, Earl A. Bink, Ernest Mayer, Louis A. Brown, Morris Prizant, Henry K. Callan, Arthur S. Reinhold, Coley F. Crockett, Leo Rhodas, John R. L. Dodds, John Robinson, Robert L. Ector, Gilbert V. Sachs, John L. Fortuan, A. B. Seeburger, Gorman T. Glaze, Paul W. Strickland, Joseph F. Goode, Ralph K. Todd, L. E. Gregory, Jon E. Townsend, William C. Hall, Russel R. Henry, Vryl E. Williams, James E. Hillary, Roy G. Witt, Byron E. Karas, Joseph R. Wing, Alfred Leishman, John Zivotovsky.
SEASIDE GENERAL HOSPITAL WILMINGTON, CALIF.: Harold Stivers.
FIRLAND SANATORIUM SEATTLE, WASHINGTON: Emil Austad.
USPHS HOSPITAL SEATTLE, WASHINGTON: Anafrio DeFillipie, John Morrison, O. F. Griffith, Vernon O. West.
POTTENGER SANATORIUM MONROVIA, CALIFORNIA: Edw. L. Pritchard.
VETERANS ADM. HOSPITAL AUGUSTA, GEORGIA: Nelson Corbin.
POLYCLINIC HOSPITAL NEW YORK, NY: Lawrence DuBeau.
PERTH AMBOY GENERAL HOSPITAL PERTH AMBOY, NJ: Robert Dillon.
USPHS HOSPITAL FORT STANTON, NEW MEXICO: Otto J. Ernst.
USPHS HOSPITAL SAN JUAN, PUERTO RICO: Hector Guzman, Archie Milne.
BELLEVUE HOSPITAL NEW YORK, NY: Wm. P. Henderson, James R. Lewis.
USPHS HOSPITAL NORFOLK, VIRGINIA: Willie M. Baanight, Robert L. Martin, Dennis Cahoon, David A. Parris, Fred. E. Farrell, William H. Pierce, Robert V. Frye, Fred Reimolt, Eugene Gardner, Arthur Rosning, Donald H. Gray, S. E. Roundtree, Otis J. Harden, Harry S. Soas, Leslie M. Jackson, J. S. VanderEnde, Thomas J. Kustas.
USPHS HOSPITAL BRIGHTON, MASS.: Rich. P. Bowman, Raymond Harris, James J. Crotty, J. M. McFaul, George N. Clarke, C. A. Markell, John J. Flaherty, Harold J. Pitts, William Girardeau, Donald S. White, Ogil C. Harris, Zachariah Williams.
VETERANS ADM. HOSPITAL BOSTON, MASS.: Robert I. Mulken.
USPHS HOSPITAL NEW ORLEANS, LA.: J. H. Ashurst, W. L. McLellan, Lloyd T. Bacon, T. D. McLemore, John J. Blumit, Henry N. McNabb, M. L. Brooks, Sam W. Martin, Franklin N. Cain, M. V. Mobley, Ralph A. Canniff, Alfred J. Nassor, Oliver Celestine, J. H. Parsons, Jessie A. Clark, Harold Peacock, Rogelio Cruz, Dabio Perez, A. DiNicola, Edward Poe, Horace Douglas, Karl Raana, Thomas L. Dugan, Joseph A. Ricks, Leo Dwyer, A. A. Sampson, M. Eurlas, Sedrick Schieffler, B. D. Foster, Wilbur H. Scott, E. E. Gross, James Snell, John E. Hane, Andrew Stauder, Joseph Kamiensky, Clyde L. Still, Manuel Laca, William Vaughan, Leo H. Lang, J. E. Ward, Clyde H. Lanjer.

How to Apply For Birth Pay

- Applications for the maternity benefit must be supported by the following documents:
• Your marriage certificate.
• Baby's birth certificate dating birth after April 1, 1952.
• The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

KO'd By Boom, He Gets Speedy Help From Union

The SIU's welfare services were probably the farthest thing from Seafarer Steve Deri's mind last month while he was sitting at the top of the crossbeams of the Ocean Lotte collaring a boom. A few minutes later a guy wire or runner snapped and the boom slammed Deri square in his face knocking him out and taking six of his teeth with it.



Deri

Deri's life was saved only by the quick action of his shipmates who hung onto him until help came. He was unconscious for two days afterward. As soon as Deri was removed to the hospital and headquarters learned of the accident, the SIU Department of Welfare Services swung into action. As a result,

Deri has received a check of \$502 representing a month's wages plus 30 days maintenance and cure for the period. In addition, he got the usual SIU hospital benefit of \$15 a week for the time he was in the Staten Island USPHS hospital.

Handled All Details "The hospital benefits and the other money certainly came in very handy, particularly when you're on your back," Deri said. "I certainly appreciate the way the SIU looked after me while I was in there. The Union representative handled all the details and even took care of my luggage for me because I couldn't carry it myself."

SEEIN' THE SEAFARERS



With WALTER SIEKMANN

(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

Charles Cothran really attracts everybody's attention when they walk into his ward over at Staten Island. Charlie, who hails from New Jersey, is a writer, and he's sure making the most of the time he has on his hands in the hospital. Whenever you walk into the ward, just about all you can see is Charlie's head sticking out of a big pile of papers that covers his whole bed. He's managed to write some pretty good poems and short stories since he got into the hospital, but the thing that really marks him is this big pile of papers that always covers his bed. Then too, he's also got some leather stacked on the bed along with the papers. The leather he uses to make belts and so forth.

Visiting Seafarers

Ran into Tom Gould over at Manhattan Beach Hospital. Tom's not in the hospital, but he and a couple of other Seafarers are going to mate's school over at Manhattan Beach. They deserve a little pat on the back, because even though they are kept busy at the school, they always find some time to stop in at the hospital and visit some of their old buddies. It sure would be a good idea if other Seafarers would take an hour or so when they're on the beach and stop in at the hospitals to see some of their old buddies. The guys in the hospital sure appreciate a visit like that when they've got so much time on their hands.



Frost

C. W. Cobb, who got off a tanker to go into the hospital is out now, and is taking it a little bit easy down in Mobile before he gets ready to go back to sea.

Elmer Frost had to get off the Beatrice in San Juan to go to the hospital there. He's back home in Tampa now, resting up with a heart condition, and would appreciate hearing from some of his old buddies. Anybody who wants to write him, can send the letter in care of the Tampa SIU Hall and he'll get it.

Lots Of Visitors

Charles DeJusus is one Seafarer who isn't having any trouble getting visitors while he's in the Staten Island hospital. Charlie's got a nice big family, and his children stop up to see him just about every day. George Meshover is over in Staten Island hospital now, and he keeps himself pretty busy traveling around the wards and visiting with some of his old shipmates. He's always got a smile for everybody and sure helps to brighten up the place over there.



Cothran

Bill Thompson ran into a little trouble with the Coast Guard that might serve as a warning to some other Seafarers. A couple of years back, Bill misplaced his seamen's papers, so he got a set of duplicate papers. Then he found the originals, and continued to ship with the originals. A little while ago, he applied to the Coast Guard for some duplicate discharges, and when the Coast Guard checked back, they found that he still had both sets of seamen's papers. They took both sets away from him and now he's trying to ship on a waiver until the red tape gets unsnarled.

Turn In One Set

The deal is that it's illegal for anybody to have two sets of seamen's papers. So, if you get duplicate papers and then find the originals again, be sure to turn the originals in to the Coast Guard, and just keep the duplicates. If you keep both sets of papers, you'll probably get caught in the same red tape sooner or later.

James Lewis got out of Staten Island hospital a while back, was out about a week and then got taken sick while he was in New York. He was taken to Bellevue Hospital, and of course, he's getting his hospital benefit there. He was worried about a bunch of yarn that he had with him to make belts, but disappeared when he was taken sick, and nobody has been able to trace it.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

John William Gowling, 55: On September 10 Brother Gowling fell from a window at his home, 465 State Street, Brooklyn, NY, and died at Kings County Hospital. Born in England, he joined the SIU in New York in 1951, sailing as a messman in the stewards department. Burial took place at the Long Island National Cemetery, Pinelawn, NY.

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Walter J. Hackett, 58: While boarding the SS Marven at Molao of Porto Marghera, Sicily, Brother Hackett fell from the gangway to the quay, an accident which caused

his death on September 2. Born in Ohio, Hackett joined the Union in 1944 at Norfolk; he was an OS in the deck department. Surviving is his wife, Rosemarie Hackett, of 505 West Delaware, Toledo, Ohio.

Alexander McHarg, 48: An AB in the deck department, McHarg died of natural causes at the USPHS Hospital on Staten Island, NY. Burial took place at the State of Heaven Cemetery, East Hanover, NJ. Brother McHarg is survived by his wife, Cristina McHarg, of Middleton, County Cork, Ireland.

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Edwin E. Robinson, 54: Brother Robinson suffered a fractured skull when he fell down a flight of stairs at his home, 339 Chartres Street, New Orleans, La. He died at home on July 6.

Getting The News At The Hospital



John Murdock, (left), and Robert Sizemone, patients at the Manhattan Beach USPHS hospital, catch up on the latest doings in the Union. SIU representative brings the LOG to the hospital as well as that hospital cash every week in person.

'SIU Only One That Helped'

On September 3rd, Mrs. Rosemary Hackett received a telegram at her home in Toledo, Ohio, from the International Navigation Company informing her of the death of her husband. He had fallen off the gangway of the Marven in Venice, Italy, several thousand miles away.

For five days Mrs. Hackett tried in vain to get details about the tragic accident and arrange for release of the body and its transportation back to the States. Finally on September 8 she got in touch with SIU Welfare Services and explained her plight.

Got Transportation

The Union got to work on the case and in short order secured a promise from the company that it would take care of transportation back to the United States. Further it found out the details of the accident and was able to assure Mrs. Hackett that her husband did not suffer very long as a result of the accident.

Steps were then taken to provide the widow with the \$2,500 death benefit she was entitled to. Ordinarily it would have been necessary to wait a considerable length of time for the American consul in Venice to send an official certificate of death before the money could be paid.

Death Benefit Paid

Here too, the Union speeded up things considerably, and by securing proof of death through the captain of the Marven was able to make the death benefit payment to the widow.

Mrs. Hackett was most grateful to the Union for clearing up the

difficulties and getting her the information she wanted. As she put it in a letter to the Union, "I placed several inquiries but I would like you to know that the SIU was the only one that gave us any attention or consideration, and it will not be forgotten."

The very last words her husband told her before he left, Mrs. Hack-

ett said, was to get in touch with the Union if anything happened to him. In the upset and excitement of finding out about his death she tried in vain for several days to get something accomplished through the company and the State Department. Then she recalled what her husband had told her and contacted the Union.

Death Came On His First Trip, Widow Collects Union Benefit

INCHON, Korea—Veteran Seafarer James P. Downey, chief cook on the Heywood Broun (Victory Carriers), passed away September 11 from cerebral thrombosis aboard the Navy

hospital ship, USS Repose, near here. His death was mourned by the officers and crew who sent a letter to Mrs. Downey at her home in Somerville, Mass., expressing their "deepest sympathy" on her bereavement.

Officers Helped

While Downey was still aboard the Heywood Broun, the ship's skipper and other officers did everything possible for him with whatever medical supplies they had on hand.

Downey was well known to Sea-

farers sailing out of the Boston hall, as he shipped regularly from there between 1944 and 1948. Subsequently he went to work shore-side and this was his first trip out since coming back to sea. His death left his wife with four children to care for.

In the letter, Captain James B. Wallace, speaking for the crew, said that "Jimmy was a very fine shipmate and we are all saddened at his sudden departure." Downey became ill September 9, when he had convulsions. He recovered from this attack, but had a relapse the next day.

When Mrs. Downey learned of his death she got in touch with the SIU Boston port agent, Jimmy Sheehan, who immediately notified the New York welfare office. Although this was Downey's first trip out after several years ashore, his widow was eligible for the standard \$2,500 death benefit which is paid to the beneficiary of any Seafarer as long as he has sailed for one day in the 12-month period before his death.

Ship's delegate A. O. Roy expressed the crew's "sincere thanks and appreciation to Captain Wallace, third mate M. D. Alpert and W. Alvarro, steward, for their time and effort expended in administering to Downey and other ailing crew members throughout the voyage."

That Maternity Payoff



Collecting his 200 bucks from headquarters cashier Paul Sanford is Seafarer John Friend, oiler, who just became the father of his first child, Robert. SIU Welfare Services Director, Walter Siekmann, stands by with \$25 bond from Union.



Our New SIU Constitution

S EAFARERS have voted overwhelmingly to adopt the proposed new constitution which incorporates into one package the rights our members have enjoyed through adopted policies, tradition and the old constitution.

What took place during the weeks the new document was being considered is a shining example of trade union democracy in action.

The proposed document was drawn up by the elected representatives of the Union; three times it was read in all membership meetings throughout the District; it was air-mailed to all ships; it was carried in the Union's newspaper; it was studied by an elected membership committee, and it was then voted upon for 30 days in secret referendum.

Through democratic procedures the SIU has taken all possible steps to insure full knowledge and voice in the selection of a new constitution. This, then, is our chosen guide book for the future.