

# THE PLOT AGAINST PHILIP PRON

A PRIVATE EYE STALKS A BLINDED SEAFARER

Story On Page 2



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## SEAFARERS LOG

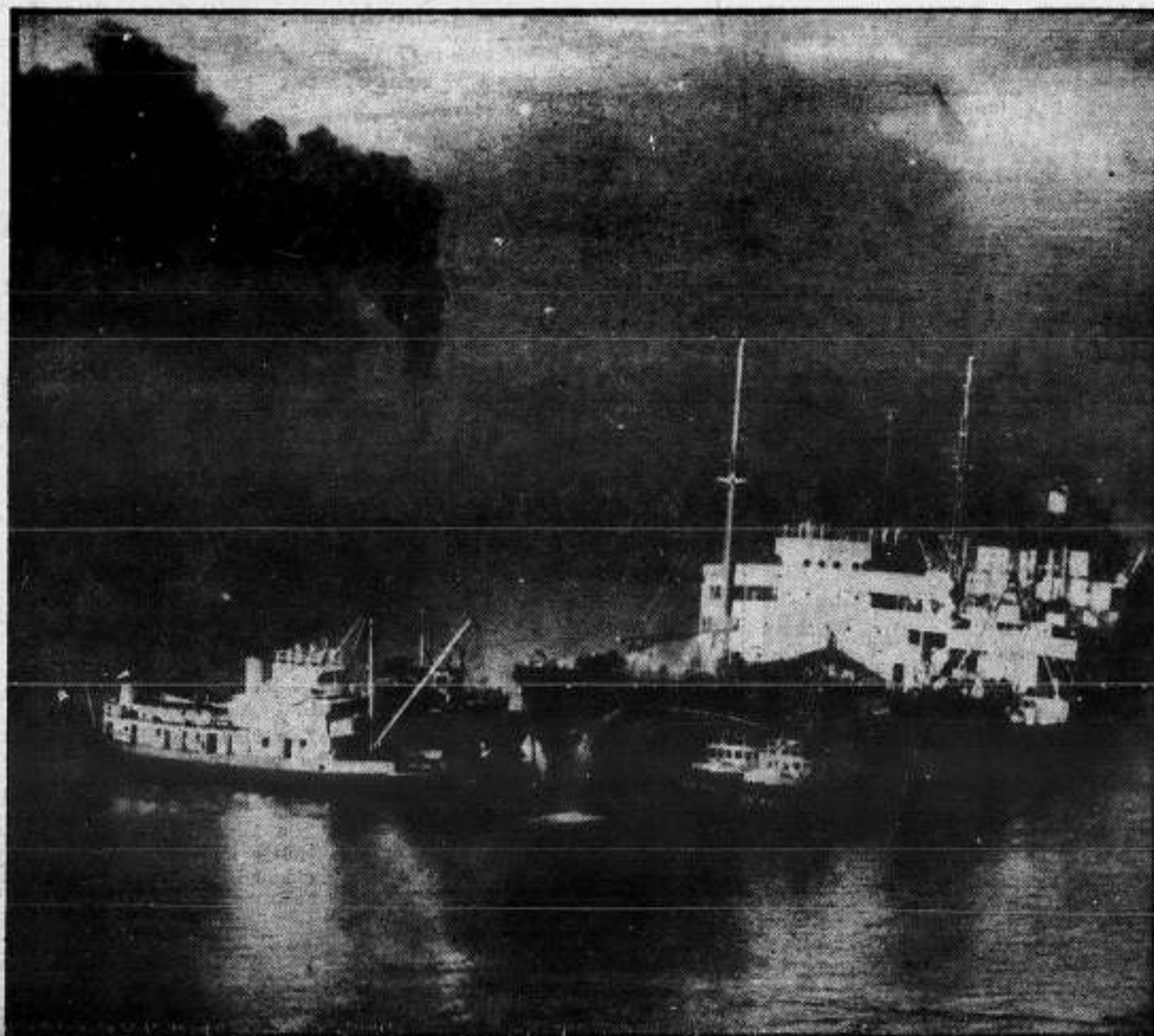
MAY 30  
1952

OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

# SS MICHAEL BURNS -2 CREWMEN LOST

Story On Page 3

**Prize Winners.** Only winners of the SIU Art Contest on the beach and able to attend receive their prize wristwatches following a presentation at the recent headquarters branch meeting. Out of all the talented art work sent in by Seafarers all over the globe, judges picked three winners in each of four groups. Here (L-R), SUP member John Suutari, who copped third prize for drawings; LOG editor Herb Brand, who made the presentations, and Seafarer Walter Schnyder, winner of the first prize for oil paintings, show their stuff. That's Eddie Parr, Frenchy Michelet and Keith Terpe on the platform. (Story on Page 3.)



**'Jinx' Ship.** Coast Guard rescue craft water down SIU - manned Carras tanker Michael after disastrous collision with oil barge A. C. Dodge (burning in background) and hazardous night-long fire May 26 in the Delaware River south of Wilmington. Two crewmen from the Michael died, in addition to eight men from the barge missing and presumed dead. The mishap was the third in the area in 11 days. For the Michael, it wound up an eventful Persian Gulf trip which saw the vessel grounded and adrift without power twice in the Middle East. (Story on Page 3.)

# THE PLOT AGAINST PHILIP PRON

## A PRIVATE EYE STALKS A BLINDED SEAFARER

A shabby attempt to damage the lawsuit of a once-blind Seafarer by getting his ex-shipmates to testify against him unwittingly, was exposed by the SEAFARERS LOG this week. The central figure in this attempted deception turns out to be a private investigator, Horace W. Schmahl, who three years ago was part of an infamous anti-labor apparatus directed against the SIU during the Cities Service organizing campaign.

The story was turned up after investigation of a letter sent to dozens of former shipmates of Philip Pron. Seafarers will probably recall that Pron was saved from blindness by the unselfish generosity of a fellow Seafarer, Eric Joseph, who last year donated the cornea of his damaged eye so that Pron could see again. The incident received widespread national publicity.

### Lawsuit Filed

Subsequently, Pron filed suit against the Seas Shipping Company for \$500,000 charging that his blindness resulted from an accident which befell him aboard the Robin Trent on May 11, 1950.

The letter in question was mailed out last week to men who had shipped with Pron on various vessels in years before the accident. It carried the letterhead, "Daniel T. Archer, research editor" and supposedly sought information for a "national newspaper publication on the unusual story of Philip Pron."

The letter went on to review the story and the success of the operation, then added, "many people have expressed doubt that his vision was really very poor before the operation. No doubt you were able to observe that he could hardly see when you were shipmates together."

Archer then requested that the men drop him a line in an enclosed envelope. He added, "If I can find that I can use your testimonial, I will of course, compensate you for the same. I would appreciate it if in your reply you would let me know that you have

observed that Phillip Pron's eyesight was very poor."

### Check With Union

Upon receiving this clumsy attempt to lure Seafarers into giving information unwittingly, a

This feature is the outcome of thorough investigation into an attempt by a private investigator to secure information from Seafarers that would damage the lawsuit filed by Philip Pron, once-blinded seaman, against the Robin Line. It delves into the methods used by the investigator to achieve his purpose.

What makes it particularly interesting to Seafarers is the fact that the investigator, Horace W. Schmahl, was a key figure in an anti-labor apparatus which harassed the SIU during the Cities Service organizing campaign. The editors believe that the details uncovered make for important reading for every Seafarer.

large number of alert Seafarers who smelled a rat, brought the letters to the Union.

The LOG immediately launched an investigation to learn the true motives behind Daniel T. Archer's letter. The facts uncovered thus far are as follows:

1. The address given by Daniel T. Archer as his business address (181 North Corona Avenue, Valley Stream, Long Island) is the private residence of Horace W. Schmahl, a professional "private eye" who specializes in maritime cases.

2. The phone number on Archer's letterhead was listed only under Schmahl's name in the phone book.

3. Despite Archer's Valley Stream address the letters were mailed from New York. The LOG has learned that they were

stamped with Schmahl's own postage meter, apparently in violation of Federal postal regulations which call for only the meter-owner's name to be used on metered mail.

### Hired By Robin Line

4. After much probing, the LOG was able to establish that Schmahl was retained on the case by the Robin Line through its law firm, Barns and Cook. Further the LOG learned that his assignment was to gather evidence relating to the condition of Pron's eyes before he sailed on the Robin Trent in May, 1950.

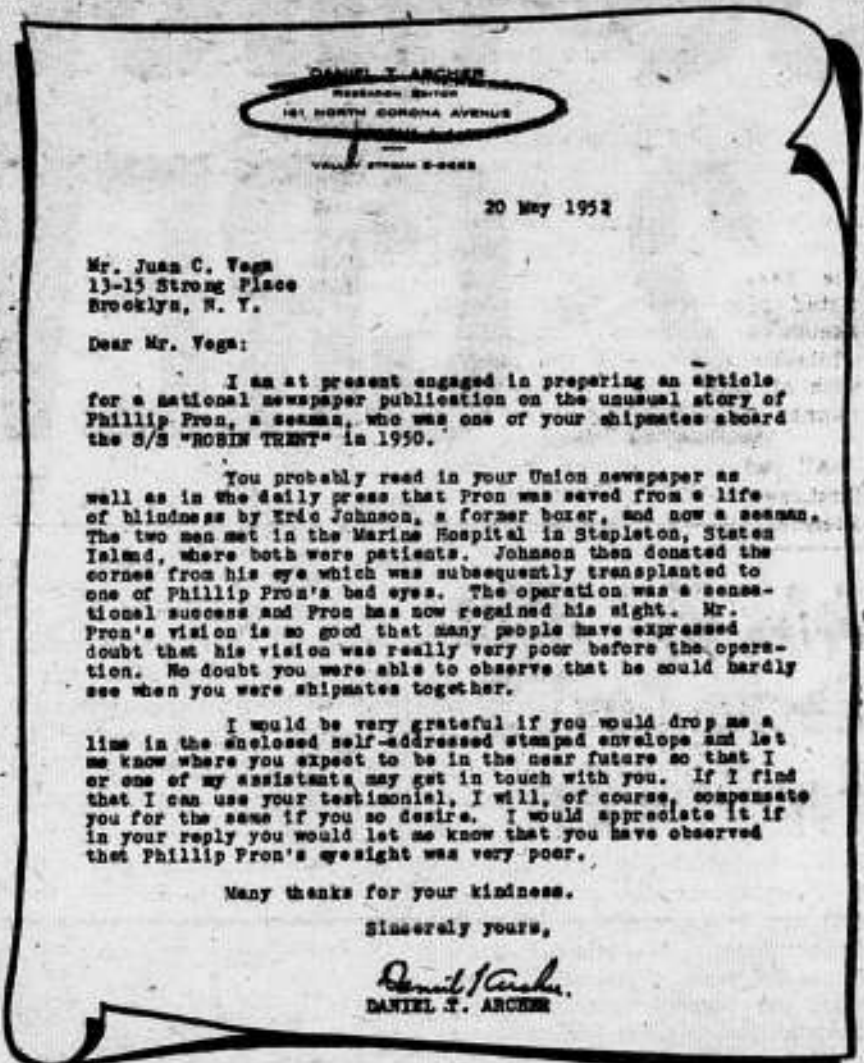
5. The LOG also found out that Schmahl, as is customary in such cases, was given a free hand as to the conduct of his investigation, and that Robin Line wasn't interested in the methods he used as long as he came up with the information they wanted.

6. Some of the same letters were sent out under the letterhead of Patricia Schmahl, 62 William Street, NY, where Schmahl has his business office.

When Schmahl learned that the LOG was after him in this case, he contacted the editor through an intermediary and attempted to kill the story by ill-concealed threats of counter-action. He declared that he knew the police very well in Nassau County and hinted he could make things "tough" for the editor.

Subsequently, the editor had a direct telephone conversation with Schmahl and informed him that the LOG intended to do an article on the case. Schmahl declared that the LOG could expect to be sued for libel for anything that would reflect unfavorably on his reputation.

He objected to a LOG reporter making a call on one of his clients, the Robin Line, and served warning to the LOG that another of his clients was an attorney who was



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Seafarer Phil Pron (left), posed for this picture with Union Brother Eric Joseph just before they went to the hospital a year ago to have Joseph's right cornea transplanted in Pron's right eye. The operation was a success, and Pron can now see—the only thing that saved him from a lifetime of total blindness.

one of the best libel lawyers in the country.

### Dr. Archer's Background

Schmahl asserted further, that Daniel T. Archer was a doctor who was a relative of his wife; that Archer was a professor of ophthalmology in Chicago; that Archer, like his wife, was a writer and was preparing an article on Pron; that Archer was on the editorial staff of the magazine, "Perfect Vision"; that Archer comes to New York occasionally and stays at Schmahl's home when he does, but that he was in Chicago at the present time. (Schmahl's wife, however, had told the LOG previously that Schmahl's home was Archer's office.)

Further, Schmahl declared that if he were actually doing any investigation, he would not have carried it out so crudely. He expressed surprise at the LOG concern with the case, saying that it was settled a year ago and was a dead issue. This differed considerably from the attitude of the Robin Line as they are very much concerned over Pron's suit for \$500,000.

### Hard To Find

On the basis of Schmahl's remarks, the LOG immediately attempted to locate the elusive Daniel T. Archer. The following steps were taken:

- 1) The Chicago telephone book

Ostensibly designed to gather material for "national newspaper publication on the usual story of Philip Pron," letter from Daniel T. Archer (bottom) bears home address of private investigator Horace W. Schmahl, whose home is shown at top. An identical letter bearing name of Schmahl's wife Patricia was on letterhead bearing business address of Schmahl himself.

was checked. There was no Dr. Daniel T. Archer listed; nor did he have any connection with the University of Chicago which is the leading university in the area.

2) The American Association of University Professors in Washington told the LOG they had no record of a Dr. Archer in their membership, which includes the bulk of the country's professorial talents.

3) The American Medical Association had no record of a Dr. Daniel T. Archer in their membership.

4) The American Ophthalmological Society had no record of an ophthalmologist by that name. Nor was he listed in the record of US medical specialists. They knew nothing of a magazine called "Perfect Vision."

5) The American Optometrical Association had never heard of a

(Continued on page 17)

# 1st Seafarers Art Contest Big Hit; Judges Announce Prize Winners

Amid the resounding applause of several hundred Seafarers, winners of the Seafarers First Annual Art Contest were announced, and those present introduced, at the headquarters membership meeting of Wednesday, May 21.

Present to receive their awards were Walter Schnyder, who took first prize in oils, and John Suutari who won third prize in drawings. They got a big hand as they were introduced to the membership and their work held up for display with other winning entries including those of John Bluit who took the watercolor honors, Pvt. Christopher Alonzo, first prize in drawing, and Phillip Reyes in the miscellaneous division.

Telegrams were dispatched to all prize winners notifying them of their success.

The panel of judges that passed on the entries consisted of Ham Fisher, cartoonist of the well-known comic strip, "Joe Palooka;" Walt Kelly, creator of "Pogo;" Dr. John I. H. Baur, curator of the Brooklyn Museum, and Bernard Seaman, art editor of the SEAFARERS LOG.

Schnyder took the prize in oils with a painting of a dockside scene based on the Norfolk waterfront. Bluit's entry was a watercolor painting of the SIU freight ship, the Yaka. Alonzo's winner consisted of a striking pastel chalk sketch on a black background, while Reyes impressed the judges with his huge square knot display banner.

### Watches As Prizes

All winners, whether running first, second or third, will receive identical awards. They are stain-



Art contest judges concentrate on selecting winners. They are (L-R): Walt Kelly, cartoonist; John I. H. Baur, Brooklyn Museum curator; Bernard Seaman, LOG art editor; and on right, Ham Fisher, cartoonist. LOG managing editor Ray Denison is in rear.

less steel self-winding Swiss watches that are waterproof and shockproof.

All of the entries were on exhibition throughout the week in the headquarters library. Large numbers of Seafarers and outside visitors stopped in to see the unusual exhibit, representing as it did the work of Seafarers from all parts of the country.

While the sailor's popular topics, ships and women, were well represented there was no lack of variety in the entries, which included landscapes, still lifes, and portraits. The Seafarers had shown considerable ingenuity in making use of whatever materials were on hand. Where canvasses and artist's oils weren't available, substitutes were pressed into service.

One Seafarer painted a portrait of his wife on the back of a jacket,

using red lead and other ship's paints. Another did a racing yacht scene on a piece of a cardboard carton.

Crayon and pencil drawings were done on old pieces of wrapping paper, while Reyes' huge symmetrical square knot design was made out of a sheet of ship's canvas that had been unraveled and knotted together again.

The setting up of the entries on Monday morning May 19 was no more than half done when curious Seafarers started drifting in from the shipping hall to see what was up. Two men were intrigued by a painting of a lush crimson sunset over the China Sea. "That's one of those Chinese junks," one said.

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# Two Lost in SS Michael Crash, Fire

Paulsboro, NJ—Seafarers aboard the Carras tanker Michael succeeded in a valiant six-hour fight to save their ship and their own lives May 26 following a collision and thunderous oil fire on the Delaware River south of Wilmington.

Shaken and grimy from an ordeal which might never have taken place if an almost identical disaster had not occurred 11 days earlier, they ended their "jinx" trip here at the payoff the same night.

Words like "pluck," "guts" and "chance in a million" dropped from the lips of eyewitnesses to the scene when at 10:34 PM the night before, the Michael, inbound with a full cargo of crude oil from the Persian Gulf, collided with the barge A. C. Dodge heading downstream. The impact, subsequent explosion and outburst of oil fires brought death to one SUP crewmember and the third mate. Eight men from the barge are missing and presumed dead.

This was the third oil disaster since the barge F. L. Hayes, sister ship of the Dodge, collided with another freighter and exploded almost alongside the SIU-manned Bull Line freighter Angelina May 15 and a week later another tanker bumped a tug towing two barges, all in nearby waters. Both earlier mishaps accounted for seven deaths. (See map.)

### SUP Man Dies

Known victims of the Michael were DM Clarence Backman of the SUP and Third Mate Alfred Magnuson. A score or more of the Seafarers and ship's officers

aboard also suffered various degrees of burns on different parts of the body.

The accident happened near Reedy Point Light while many in the crew were in bunks anticipating the payoff the following morning from their three-month,

(Continued on page 17)



Numbers show location of three tanker collisions in 11 days. (1) Freighter collides with Hayes in Delaware-Chesapeake Canal May 15, damaging Angelina. (2) Tug sinks in mishap with tanker May 22. (3) Michael and Dodge collide May 26.

# Jobs Dip; NMU Backs Govt \$ For Training

Washington—In the face of a growing surplus of maritime officers, supporters of the Kings Point Merchant Marine Academy won a round in their fight for larger Government appropriations to train additional unneeded officers. A sub-committee of the Senate Appropriations Committee has recommended restoration of a \$1 million cut that was voted by the House.

While all maritime unions, licensed and unlicensed, including the SIU, have long been opposed to the Government program, the National Maritime Union reversed its long-standing position last week apparently under pressure from United States Lines, one of its operators, and announced support of the fund restoration.

The appropriation still has to be passed on by the full committee, the full Senate, and then a Senate-House conference.

### NMU Reverses Engines

The sudden turnabout by the NMU proved to be the most interesting development in the Kings Point fight. Up until now the NMU had gone along with the SIU and other maritime unions in opposing training of officers for a civilian industry like the merchant marine in the semi-military atmosphere of Kings Point.

The NMU about-face took place May 14 in a letter sent out on the stationery of the CIO-Labor-Management Maritime Committee, an outfit whose co-chairmen are John M. Franklin of United States Lines, and Joseph Curran of the NMU. The letter, addressed to Senator Maybank, chairman of the Appropriations Committee, expresses great

(Continued on page 17)

# Strong 'Pro' Vote Seen On Bldgs

Balloting on a \$20 assessment for new branch halls reached the halfway mark with Seafarers registering their views in large numbers, judging from the amount of ballots used.

The resolution calling for the building fund assessment to provide new halls in Baltimore, Philadelphia and Galveston had previously been approved at all branch membership meetings.

A referendum was called for under the terms of the SIU constitution so that all Seafarers would have an opportunity to express themselves on the question.

The voting, which got underway May 15, will continue for another 16 days until June 15. Judging from numerous membership expressions of opinion, the resolution has attracted strong support.

The general consensus is that the comforts and conveniences of new halls such as now exist in New York and Mobile should be extended to the other outposts as rapidly as possible.

# Crew Saves Blazing Ship



Happy to be safe and sound, Seafarers and officers of the Angelina gather on the thoroughly-scorching ship's bridge as it arrives in Philadelphia. The crew has since paid off and the ship is undergoing repairs to the damage.

(Photo courtesy The Evening Bulletin, Philadelphia.)

Speedy emergency action by Seafarers and officers of the Bull Line freighter Angelina saved the vessel from almost certain destruction May 15 when an oil barge exploded and sprayed her with flaming gasoline in the narrow Delaware and Chesapeake Canal.

Still shaken and joking nervously almost a week after their experience, SIU crewmembers came in for a hearty round of praise for their seamanship and skill in handling the fire from Captain Thomas O. Rainier, the vessel's skipper, when the ship paid off in Brooklyn and began undergoing repairs and refitting.

As a result of the accident, two Seafarers on the Angelina suffered

injuries in addition to four men killed and six injured from the motor barge and another freighter involved directly in a collision a few minutes earlier. OS David Rivers was sent to the Baltimore USPHS hospital with a fractured ankle, while Utilityman Alex Smart suffered severe burns.

According to Robert Rivera, AB and ship's delegate, the disaster

took place just as the watch was changing at midnight, with most of the crew sleeping, at a point just past the Summit Bridge in the Canal when the freighter Barbara Lykes, heading through the Canal ahead of the Angelina, collided with the oil barge F. L. Hayes coming the other way.

The Hayes was beached by the

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# New Enterprise Medals Go to Southland Crew



The crew of the Southland formed a happy group in Savannah last February, when they received their first set of medals and plaques for their important part in the dramatic rescue of the passengers and crew of the ill-fated Flying Enterprise.

The crewmen of the Southland, who manned the lifeboat that rescued many of the passengers and crew of the ill-fated Flying Enterprise, have added some more medals to their collection. At the same time, the ship herself was awarded another plaque commemorating her part in the famous sea drama.

This time, the awards were made by the Isbrandtsen Company in ceremonies held last week at the New York State Chamber of Commerce.

"It is gratifying that the traditions of the sea and of mutual helpfulness came to the fore when the occasion required," said Hans J. Isbrandtsen, president of the company. "It is in this spirit that I have the honor and pleasure to present these tokens of recognition by my firm, with the added assurance of every man in our fleet that if they themselves should be confronted with similar conditions, that they also will not fail."

Among those who received the awards were Captain William P. Lawton, Jr., and second mate Henry E. Brazil, both of the Southland, who were given inscribed watches. Brazil commanded the Southland's lifeboat.

#### SIU Men Honored

The crewmen of the Southland who were awarded medals were: Marion D. Swisher, third mate; Denver C. Dulmage, second assistant engineer; and Seafarers Barney E. Swearingen, AB; Louis H. Blizzard, AB; Herman T. Nungezer, AB, and William D. Crawford, AB.

In addition, plaques were awarded to the Navy destroyers Willard Keith and John W. Weeks; MSTs ships Golden Eagle and General A. W. Greely, the Norwegian Westfall Larsen, and the German Arion.

The masters of these vessels were awarded watches, and the crewmen of the Greely who manned lifeboats were also given medals.

The Southland and her crew were also honored last February, when plaques and medals were awarded at ceremonies in the City of Savannah.

The Seafarer-manned Southland was the first ship to reach the Enterprise. She heard Captain Kurt Carlsen's SOS on December 28, turned into the trough of the seas and battled to within sight of the listing vessel by nightfall, losing her deck cargo on the way.

She stood by and guided other ships to the scene. At dawn, the Southland was ready to rescue, but waited two hours until Captain Carlsen finally signalled for rescue boats. The number one boat was launched and put a line aboard the Enterprise. One woman passenger was brought back.

On the second trip, Carlsen got the other passengers to go over the side by sending each one into

the water with a crewmember. A total of six passengers and eight crewmembers were picked up. It took the lifeboat crew half an hour to get one unconscious woman, who weighed over 200 pounds, out of the water.

#### Warhawk, Too

At the same time, the British ship Sherborn, the Waterman ship Warhawk, and the Norwegian and German vessels launched boats, but lost them in the heavy seas. The General Greely launched a motor lifeboat, but the motor died

after it picked up four survivors. The Greely boat drifted down on the Southland's boat, and disabled the Southland boat's rudder. Both boats and occupants were taken aboard the Southland, which then proceeded to Rotterdam.

The Southland's crewmen criticized Captain Carlsen's failure to try returning to port after his hull had cracked two days before; his delay in calling for the rescue boats, and claimed that the port lifeboat of the Enterprise had its motor running and could have been launched.

## Rescue Attempt Fails, Seafarer Dies In Fall

Despite alert rescue work by his shipmates, Louis A. Welch, 64, fireman on the Liberty Bell, died apparently from shock and immersion after falling off the dock at the Staten Island Army Base.

The fatal accident took place at 4 AM on the morning of May 28. The Liberty Bell has been berthed at Pier 12 for the past two weeks and Welch had been on board her for that period on the 8-12 watch.

Welch and two other crewmembers, Hugh Dryden, oiler on the same watch, and Ferdinand Szoblik, chief cook,

had all returned to the ship together in a car. Welch was first out of the car and while the others were getting out he walked over to the gangway. Apparently, he tripped in the darkness over the foot of the gangway and fell off the dock.

Dryden and Szoblik heard Welch's cry for help and rushed to the edge of the pier, but there was so much litter in the water and it was so dark that at first they couldn't spot him in the water. Szoblik dove in and located Welch 20 feet under the pier.

#### Pulled Out

The gangway watch on the ship threw a line to the two men and Welch was pulled out onto the pier. Artificial respiration was applied in vain, and when the doctor arrived Welch was pronounced dead. The body has been removed to the city morgue temporarily.

Welch, a native of New York City, had been sailing with the SIU since April, 1941. His next of kin is his cousin, James O'Toole, of Auburn, NY.

Crewmembers of the Liberty

Bell collected \$50 to be used to purchase flowers for their shipmate's funeral.



Welch

## Seafarer, Tug's Mate Rescue Man

Seafarer Tom King took a cold swim in Boston Harbor last week, and was credited with saving the life of a shipyard worker with an assist from the first mate of a towboat.

King is a member of the standby crew aboard the cruise ship Yarmouth. James Femio, a shipyard painter, was working in one of the Yarmouth's lifeboats, which are mounted in two tiers. He accidentally tripped the launching gear, and the next thing he knew, he and the boat were catapulted some 40 feet down to the water.

King was working nearby, and immediately dived over 30 feet down into the harbor. He caught Femio, but then found that he had no way of getting back aboard the high-sided Yarmouth.

Just then the tug Aries came along. The tug's first mate, Dave Hall, dived into the water and helped the two exhausted men stay afloat until they could be pulled aboard the tug.

When they got aboard, King recognized Hall as an old shipmate from the freighter Madaket.

## SIU NEWSLETTER from WASHINGTON

The following is not a shipping item but an indication of what can happen to the taxpayers' money if a close check is not kept on some government agencies. Washington has more cheap taxi service than any other city in the nation. The average cab fare for a trip is about sixty cents.

On the other hand, Washington also has fleets of government-owned, chauffeur-driven cars in the "motor pools" of the various agencies. Average cost per trip for these cars is \$2.30.

Why don't government officials use taxis? That's a question that continually comes up in Congressional hearings. Meanwhile, the car pools grow. For example, the Federal Security Agency's budget for the coming fiscal year 1953 calls for 124 new automobiles, 111 of which are for replacements and the remaining 13 for enlarging the pool.

The US has made only a small start on a much-needed ship construction program. But, if we rely solely on this present Mariner vessel class as the answer to our overall maritime needs, we may well again find ourselves in the "too little, and too late" category.

Two things were learned from the Korean affair in connection with shipping: (1) that the American merchant marine was able to accomplish everything it was called upon to do; but that (2) it demonstrated the need for newer, larger, speedier ships if we are to maintain our position on the sealanes of the world either in peace or in a major war.

America leads the world in the production of steel and machinery and other industrial products, yet in merchant shipbuilding it ranks fourth, trailing behind Great Britain, Sweden and Germany. A chief reason for this disparaging comparison is that foreign governments have long recognized their merchant fleets as instruments of national policy and national prosperity, and have subsidized them heavily.

During the 16 years since enactment of the Merchant Marine Act of 1936, shipbuilding subsidies have cost this government \$377,000,000.

Yet, to support the price of Irish potatoes alone, the Federal Government spent more than \$477,000,000 from late 1933 to 1951. Supporting the price of peanuts came to \$83,000,000 during the same period and supports for grain sorghum totaled \$38,000,000. During this period, the total loss to the government through support of agricultural prices was more than \$981,000,000, not including the wartime program of direct subsidies, which cost more than two billion dollars.

During the average peacetime year, we have spent nearly three times as much money to support agricultural prices as we have spent to encourage the building of an adequate-up-to-date merchant marine.

While not meaning to imply complete disapproval of the farm support program, because a healthy agriculture is certainly necessary to the country, the Congress should keep in mind that a healthy Merchant Marine also is vitally necessary to the US.

For a number of years now, this nation, as a matter of policy, has been pouring billions into foreign countries "to keep peace with the world." However, in strengthening the structure of the free world, and building toward a durable peace, failure to build strength in the merchant marine field will represent fatal negligence.

While none of us are prophets, yet we definitely can see shadows in the crystal ball, and without too much exercise of the imagination, these can be interpreted as storm warnings for the future.

Congress and the American people must be made more conscious of the merchant marine.

The scope of future operating activities of the National Shipping Authority is entirely dependent upon the extent of military requirements for ocean shipping and the extent of our foreign economic aid programs. There will be no increase in NSA shipping needs within the next couple of months. However, coal exports may increase during the coming Fall and Winter months, meaning that many of the Government-owned ships now being returned to reserve fleets, will be put back into operation.

At the present time, Congress is considering legislation having to do with the disposition of wages and effects of deceased and deserting seamen. Under existing law, these effects of such seamen may be delivered by District Courts to a legal representative of the deceased or deserting seamen if they do not exceed \$300 in value.

US Government agencies are supporting measures now in Congress which would amend the existing law so as to increase this \$300 limitation to \$1,000 in value. In other words, the legislation, which is expected to be passed by Congress, provides that the monies and effects of such seamen, in the custody of a US District Court, could be paid over or delivered to closest relatives if the value thereof does not exceed \$1,000 instead of \$300 as at present.

Since passage of the 1936 Merchant Marine Act, only 13 American steamship lines have qualified for an operating-differential subsidy. A large majority of American operators are not eligible for subsidy. Of 1,288 privately-owned American ships, there are in operation today 452 tankships not eligible for operating subsidy; 154 dry cargo ships in the domestic services not eligible for subsidy; 250 tramp vessels which cannot qualify under existing law. This leaves 245 dry cargo vessels operating under subsidy contracts, and 187 American flag cargo common carriers in the foreign trades which are eligible to, but are not presently receiving subsidies.

In order to be eligible for an operating subsidy under the 1936 statute, an American company must be operating either dry cargo ships or passenger vessels on any of the so-called essential trade routes prescribed by the Government in the foreign trades. Those lines operating in the coastwise, intercoastal trades, and in the tramp-line and ore business are not eligible.

Your SIU Washington Reporter

**Senator Finds Seafarers Skilled Off The Job Too**



Admiring entries in the SIU Art Contest, which he called a "wonderful way to show the off the job talent of the skilled seamen who man our ships," Connecticut Senator William Benton, an enthusiastic visitor (left), tours headquarters with SIU Assistant Secretary-Treasurer Lloyd Gardner and International Representative Al Bernstein.

**Congress Weighs Probe Of LOG's Security Charges**

Fresh emphasis has been given to LOG charges of security loopholes on the US waterfront in a resolution introduced in the House of Representatives by Rep. Franklin D. Roosevelt, Jr., Democrat of New York.

The resolution calls for a full investigation of waterfront security conditions in and around the port of New York.

The partial text of the resolution calls on the House Committee on Foreign Affairs of which Rep. Roosevelt is a member, to "conduct a full and complete investigation and study of security conditions in and around the port of New York, in order to determine the effect of inadequate port security upon the mutual security programs of the United States and upon the shipment of materials, supplies, goods and equipment to Europe under such programs . . ."

The resolution is broad in scope, and covers all waterfront practices and conditions which might affect handling of aid cargoes, such as those now under the scrutiny of the recently-organized Brooklyn Port Council of the Maritime Trades Department.

**LOG As Background**

A spokesman for Rep. Roosevelt stated that material appearing in the SEAFARERS LOG, served as part of the background on which the resolution was based, and that the loopholes in entry of potential espionage agents on foreign ships was one of the subjects that could be covered by such an investigation.

Rep. Roosevelt's office is trying to get the Foreign Affairs Committee to act upon the resolution this week, or as soon as the foreign

aid bill is disposed of by Congress. Thus far no action has been taken by the committee on the proposal.

The terms of the resolution call upon the committee to report the results of its investigation to the full House by January 2, 1953, together with the recommendations.

**Aid Slash Will Curb Ship Boom**

The slashes made in the foreign aid budget by the House this week will probably result in the same type of slashes in the expected fall shipping rise observers pointed out this week.

The Senate is now considering the bill, and may go along with the lowered program passed by the House. The drop of foreign aid cargoes was blamed for the recent shipping slump and mass lay-ups of GAA ships.

At that time, it was pointed out that the 7.9 billion dollar MSA program would probably boost shipping in the fall, when foreign aid cargoes would be shipped once more.

A pickup in shipping is still expected for the fall, but if the slashed MSA program now passed by the House is approved by the Senate, the rise in shipping will not be as great as expected.

The House cut the MSA program down from its original 7.9 billion dollars to 6.1 billion dollars, a cut of almost 2 billion dollars. If the Senate goes along, the smaller foreign aid program will not result in as much shipping as the larger original bill would have. It is believed, however, that the Senators have their knives ready and expect to slash the bill further, inasmuch as this is an election year.

**SUP Strikes For New Pact**

Refusal of the Pacific Maritime Association to accept a compromise offer by the Sailors Union of the Pacific has led to a full-fledged general strike against West Coast dry cargo operators. The strike was approved at SUP membership meetings in all branches on Monday evening, May 26, by a vote of 3,510 to 68. Here in New York the 319 SUP members at the meeting voted unanimously for the walkout.

As a result 24 dry cargo operators, that are members of the Association had their vessels tied up on all coasts. In all, the association's members operate 350 vessels, but the SUP is sailing all ships chartered to the Military Sea Transportation Service or otherwise carrying military cargoes deemed essential by MSTs.

Not affected by the strike call are tankers and steamships which are covered by separate agreements.

**Full Support Pledged**

As soon as the strike began, the SIU, A&G District, pledged full support to the SUP in its fight for contract improvements. A similar pledge was issued by the recently-organized Maritime Trades Department which numbers in its membership the SIU and SUP as well as all other AFL waterfront unions.

The SUP's original demands which were presented to the operators under a reopening of the agreement, called for payment of penalty pay for standing watch on Saturday; a \$30 monthly increase for daymen; a five percent raise across the board for all ratings and a four watch system to replace the present three watches. Figured on an AB's base pay, the five percent would come to \$14.40 a month.

**Owners Reject Compromise**

When the operators refused to accept these demands, the SUP came back to negotiations with a compromise offer. This too was turned down by the operators leading to the strike vote.

One cause for the breakdown in

the negotiations was that the operators balked at paying extra for Saturday watches although they had previously agreed to this provision in contracts recently concluded with other maritime unions. In addition the operators insisted that the SUP should give up any rights to reopening contracts in the future.

As a result of the association's failure to agree on the compromise, SUP Secretary-Treasurer Harry Lundeberg declared that "from here on in we're sticking to our original demands."

The immediate effects of the tieup were difficult to determine, since a great many of the ships

involved were out on voyages and will not be tied up until they return if the strike is still on. However it is known that several SUP ships in New York and other East Coast ports were caught at the piers when SUP members walked off in response to the strike call.

Since the strike covers only members of the Pacific Maritime Association, none of the ships manned by the SIU, A&G District, are affected.

At last word, Federal Conciliation Commissioner Omar Hoskins was trying to break the deadlock and get the operators back at the negotiation table to arrive at a peaceful settlement.

**Time Running Out For Shipping Bill**

With the time factor steadily working in favor of the opponents of the Long-Range Shipping Bill, the House Merchant Marine Committee began consideration of the bill late this week, the SEAFARERS LOG learned, although public hearings on the measure ended three weeks ago.

Observers have repeatedly pointed out that the only hope for passage of the bill is in speedy committee action and equally speedy House action. The measure has already been passed by the Senate, last August.

However, the time is quickly approaching when Congress will adjourn to attend the party conventions. Unless the committee reports on the bill in the very near future, there will be no time for the House to act on it. Despite this, the LOG learned, it will probably be another week or two before the committee has its report ready.

**"On the Shelf"**

At the same time, while the urgently needed shipping bill was allowed to lie "on the shelf" from May 9 to May 28, Congressional action on funds for merchant marine academies has been progressing from day to day. This policy has been termed putting "the cart before the horse," by the SIU. "We need ships, not more men," said an SIU spokesman.

The Senate passed the badly needed Shipping Bill last August. Then it stayed "on the shelf" until late last month when the House committee held public hearings on it. Although the measure received the wholehearted support of the shipowners, shipbuilders, all unions in the industry, and veterans, and

other groups, it was opposed by the Treasury and Budget Bureaus for its tax provisions, which are designed to encourage the building of new vessels.

The measure would make the first major change in government maritime planning since 1936.

The LOG learned that the committee began executive session consideration of the measure this Wednesday. It was indicated that the group began by studying the "non controversial" provisions of the bill first, saving the "controversial" parts until last.

**NYC AFL Body Finds That Beef Isn't Always Steak**



Operations of headquarters set-up where patrolmen are dispatched to the ships are explained by SIU Secretary-Treasurer Paul Hall (right) to Martin T. Lacey (second from right), president of the NYC AFL Central Trades Council, touring SIU building with Council Executive Board during recent visit. Group represents largest local body of AFL workers in US.

**Get New Books Through Agents**

Seafarers who applied for new membership books in New York but are now sailing from outports don't have to come to this city to get their new books.

If the men involved will write to headquarters and tell the Union which port they are sailing out of, the Union will forward the book in care of the port agent.

Under no circumstances however, will the books be sent through the mails to any private addresses.

# Ocean Ship Firms Sign In Canada

Following on the heels of a new agreement with Great Lakes ship-owners, the SIU's Canadian District has won new wage gains for deep-sea members up to \$20 a month.

Other improvements in the new 1952 contract call for a shorter work week at sea and other improvements in working rules.

The contract was completed after months of negotiations with the deep sea operators. Originally, the companies offered \$6 a month but in successive meetings raised its offer as the Union refused to accept an unsatisfactory settlement. With the SIU ready to strike if necessary, the shipowners finally came across with concessions that were considered fair ones by the Canadian District negotiators.

### Freight Rates Off

Successful negotiation of contract gains came in the face of slumping freight rates in Canadian shipping and layups of some ships. The grain trade, Canada's chief export commodity, was hardest hit, with per ton freight rates tumbling from a high of \$32 a ton to an all-time low of \$7. It was this situation which made for hard and tough bargaining on the part of the shipowners.

Wage scales under the agreement range from a minimum of \$155.50 to a top of \$235 with an AB getting \$198 a month. Overtime rates are 75 to 95 cents an hour in the various categories.

In previous negotiations with Great Lakes operators, who constitute the bulk of the Canadian shipping industry the Union obtained an increase of \$25 a month for the fresh water sailors.

# Nations Agree On 3 Changes In Ship Laws

A diplomatic conference on maritime law ended in Brussels, Belgium, with agreement on three changes in laws pertaining to collision and arrest. The United States was represented at the 26-nation conference by observers.

The first new convention provides that in the event of collision, the officers and crews are subject only to criminal or disciplinary action by the authorities of the country under whose flag the ship was operating.

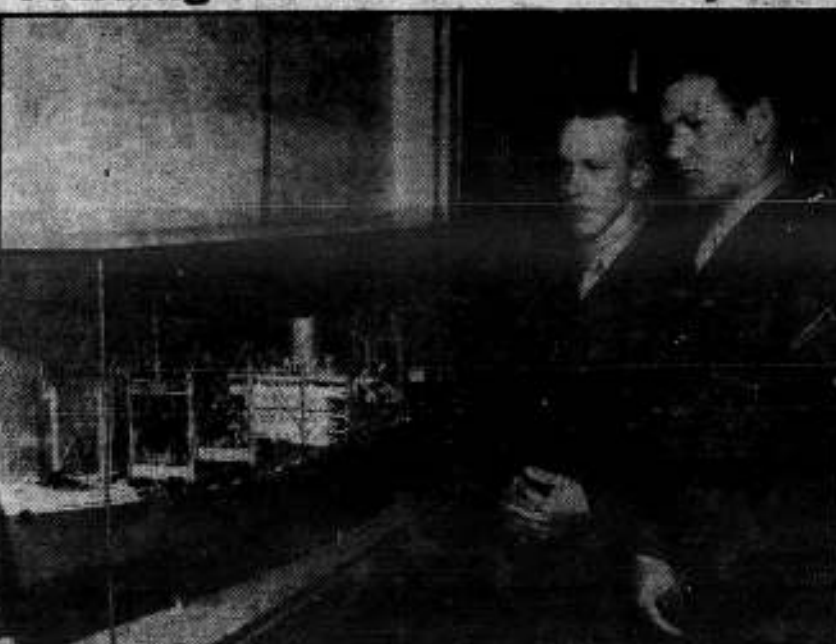
This action was designed to prevent cases like the one faced by an officer of the French passenger ship Lotus. She collided on the high seas with a Turkish ship. The officer, in addition to facing French court action, also had to face Turkish court action.

It also provides that each state reserves to itself the right to take action in respect to certificates of competence or licenses issued by it, and that each country will have the right to prosecute its own nationals for crimes committed aboard a ship flying another country's flag.

It does not apply to any collisions within a port or inland waters of a country.

The second defines the conditions for bringing civil actions in the case of collisions, and the third deals with arrest for debt of ships in port. It defines which creditors may have a ship seized, and which courts must handle the proceedings.

# Yearning For The Good Old Days . . .



Marine PFC Charles Hilbert (right) gets a wistful look on his face as he looks over the model of a C-3 type ship in the SIU's New York Headquarters. Hilbert, a former Seafarer, sailed aboard the Robin Mowbray and the Polarix Sailor before going into the Marines. He and Pfc Edmund Gast (left) have just finished boot training, and are now headed for training as paratroopers.

# Czech Fleet Created To Carry Red Arms

Latest Communist country to build a merchant marine out of thin air, land-locked Czechoslovakia has started off her fledgling fleet with ten second-hand ships.

One of them is a 9,000-ton vessel, the Republica, formerly under the Panamanian flag. All will operate out of Polish ports and are expected to join other Polish units now running arms and other war goods to China and the Middle East.

A sure-fire argument which may have persuaded the Prague-Moscow government to undertake a sea-going merchant fleet of its own was the probability that they could always claim to be neutral traders in case the sea routes to China were attacked by Nationalist forces.

### Smuggling Nothing New

Arms-smuggling on Communist-owned ships is nothing new. Recently several instances turned up showing the methods the Moscow puppets have been using in the name of legitimate merchant marine operation. One such involved a Polish vessel unloading at Alexandria, Egypt, where broken crates marked "Porcelain" spilled out revolvers and bullets before startled native dockers.

Reports drifting through the Iron Curtain indicate that the Czech fleet will be manned largely with Chinese and other Asiatic seamen, more than 300 of whom are believed now waiting in Polish

ports to crew up the ships as soon as they are refitted by their new owners.

It is estimated more than two dozen Polish vessels are servicing trade routes in the Far East and Middle East, principally to trouble spots where Communist agitators are drawing the best audiences.

## Notify Union When In Hosp

Seafarers who are admitted to hospitals should immediately notify the hospital delegate at the nearest Union hall by postcard or telephone. Be sure to give your name, book number and the number of your ward. A list of Union halls with their addresses and phone numbers can be found on page nine.

### Staten Island

Those Seafarers admitted to the Staten Island Hospital should notify Hospital Delegate Eddie Parr at the New York headquarters hall. He visits the hospital as follows:

Tuesdays: 1:30 to 3:30 PM; fourth, fifth and sixth floors.  
Thursdays: 1:30 to 3:30 PM; first, second and third floors.

# Low-Priced Gear For Ships

Seafarers riding ships into the port of New York have a chance to save a lot of that payoff dough when they use a service offered by Union representatives coming aboard with samples of work and dress gear from the SIU-operated Sea Chest at headquarters.

Those who haven't yet heard of this new service or had the opportunity to take advantage of it are advised that the men lugging those bulging sample cases to your ship are members of the SIU, acting in behalf of the SIU-owned and operated Sea Chest.

Operation of the Sea Chest in headquarters has been so well-received by the branch membership that special efforts are being made to offer men coming into the port the same chance to get at well-made, bottom-priced gear if they can't get to the beach to come into the store and see what's what.

Stock carried varies from A to Z, including work clothes as well as the latest styles in men's dresswear and accessories. Suits, shoes, shirts and furnishings of all types, in addition to luggage and miscellaneous items not found in comparable haberdasheries, particularly at these prices, can be had within hours by ordering from the samples carried by the SIU representative who comes aboard the ship.

At the present time, the service is still on an experimental basis, in order to gauge the demand for it in New York and elsewhere. Eventually, it is expected a similar service will be operated out of stores to be set up in major outports.

# Top of the News

**MARATHON TALKFEST**—Korean truce talks have come to a dead end with the prisoner of war issue providing the big snag in future progress of the negotiations. The North Korean and Chinese negotiators insist upon return of all prisoners of war, while the UN has taken the position that the many thousands of prisoners who do not want to go back to Communist rule should not be compelled to do so. Nevertheless the talks are continuing because nobody wants to take the responsibility for breaking them off. They are now being used mainly as an outlet for Communist propaganda charges about "germ warfare" and "torture" of prisoners. It is now almost a year that the truce talks have been underway without achieving their aim.

**SPUDS IN THE LIMELIGHT**—The lowly potato, formerly cheap and plain fare for the poor and the thrifty, has become something else again as the result of a national shortage of this item. A potato black market has sprung up and anxious housewives have been raiding store bins paying up to 15 cents a pound or more for the kitchen staple. Cause of the situation is a considerable reduction in potato plantings because they are no longer price-supported. The price supports were withdrawn by the Agriculture Department during the time of heavy potato surpluses a couple of years back when growers refused to accept acreage controls.

**DISABLED VETS GET INCREASE**—Approximately 3 million veterans of World War II who are on the pension lists will receive increased benefits amounting to about 400 million a year under two bills recently signed by President Truman. The bills increase the amount a veteran may have to be eligible for such pensions, as well as increasing disability benefits from five to 15 percent over existing figures. Benefits for widows of veterans who died of disabilities received in service are also raised.

**NEW "ATOM TRIAL" LOOMS**—An American scientist who was under scrutiny previously by a Congressional committee because of alleged Communist connections while working on a wartime atomic energy project has been indicted on perjury charges in Washington. The indictment accuses Dr. Joseph W. Weinberg of having lied under oath when he denied to the House Un-American Activities Committee that he had never been a member of the Communist Party during committee hearings in 1949. During those hearings, the committee charged that Steve Nelson, a Communist Party leader, had established contacts in the University of California research laboratory in order to obtain information about atomic energy development. At that time Dr. Weinberg was employed on the California project.

**QUINTS GOING TO COLLEGE**—The world-famed Dionne quintuplets have passed their 18th birthday on May 28 and graduated from high school in their home town of Callander, Ontario, that same day. Next step for the five sisters will be a girl's college, site unknown. As the result of the mass graduation, the school will be closed as it was originally established on the site of the original quintuplet's nursery for them and nine other girls of their own age.

**PRISONER RIOTS BUST TWO GENERALS**—Poor handling of Communist prisoners on the island of Koje, South Korea, cost two Army generals their rank and jobs. Both General Francis T. Dodd and his successor, General Charles F. Colson, were broken to colonels by the Army and given a dressing down. The incident arose when General Dodd allowed himself to be seized and held hostage by prisoners of war, and Colson, who took over the camp agreed to "concessions" worded by the prisoners to make it appear that the Army had been violating international law. One upshot of the affair is that the Army is now breaking up large groups of prisoners into smaller ones, since Communists among the prisoners had seized control of the camps and had been running things pretty much as they pleased.

**WEST GERMAN TREATY SIGNED**—West Germany has been recognized as a free and independent nation under the terms of a peace contract signed between that country's government, the US, Britain and France. In order to get France to agree to the agreement, the US government issued a guarantee that US troops would stay in Europe "as long as necessary." While the German Federal Republic has been recognized, US, British, French and Belgian troops will continue to remain in Germany and have special rights. Germany will be allowed to manufacture arms but the types will be limited. The treaty was signed in the face of Russian objections.

**CONGRESSIONAL SLOWDOWN**—Congress has been so lax in getting work done on major bills that it may have to come back after the Republican and Democratic conventions to take action on necessary bills. Among items remaining to be disposed of are the regular appropriations bills, foreign aid bills, extension of price, wage and rent controls, Presidential emergency powers and other items. With so much unfinished business, Congress may have to go back into session after the conventions and try to get some work done while the campaign guns are sounding.

**LAWYERS MOVE TO CLEAN HOUSE**—The American Bar Association has announced that it will take action to disbar attorneys who cooperate with big-shot racketeers and advise criminals on how to evade the law. The association also announced that it was working on a proposed law to provide for closer supervision of local police departments so as to make more difficult large scale tie-ins between the underworld and city police groups. The recommendations are an outgrowth of a study conducted as a result of the Kefauver committee revelations of last year.

## Use Distress Call For Fire In Port: CG

With a number of "confusing and conflicting" fire signals now in force for berthed or anchored vessels, the Merchant Marine Council of the Coast Guard has issued a plea that only the distress signal be used in case of fire.

The council has pointed out that the continuous sounding of the whistle or siren is the internationally accepted distress signal. Since the Pilots Rules for all US ports also call for the continuous sounding of the fog signal by vessels in distress, it is also a nationally accepted signal.

### Made Their Own

Many ports, said the council, have taken the attitude that this signal is applicable only to vessels under way, and have formulated their own signals for fire aboard vessels berthed or anchored. Some of these signals are permissive, others are mandatory. The council claims, however, that all these signals are too easily confused with the many other signals used in major harbors, and are too complicated.

Seamen "should not be required to flip pages in a desperate search for the local fire signal in a time of stress," said the council. The continuous blast of the fog signal "is an easily recognized, simple, effective, attention-arresting" signal and should be universally used.

### New NY Signal

Latest new local signal is that adopted for New York harbor on Jan. 1, 1952, which consists of five prolonged and two short blasts.

As an example, the council said, the International Fire Chiefs Association has adopted a signal of three long blasts, the American Association of Port Authorities has adopted a fire signal of five long blasts, and the Sandy Hook Pilots Association has called for a signal of five long and two short blasts in New York Harbor.

All these signals, said the council, are confusing. They resemble too closely many signals already in use, and do not draw as much attention as the continuous blast of the whistle or siren would.

## Family Portrait, Seafarer-Style



Seafarer K. C. Smith, oiler, stops off in the LOG office while showing his Union to his three children, Richard, Mike and Kathy on his way back home to Maine. The children had been down South with their grandmother.

## AFL Engineers Win Top Tankship Pact

Cracking the tanker field for the first time, the SIU-affiliated Brotherhood of Marine Engineers has just reached a pace-setting contract covering licensed engineers on all ships of the Strathmore Shipping Company.

Earlier, new agreements covering engineers on Isbrandtsen and Isthmian freighters were nailed down and subsequently approved by the Wage Stabilization Board in Washington.

The Isbrandtsen pact features the highest wage scale paid in the industry plus retroactive wage and overtime payments dating back to last June 15. Amendments to the Isthmian pact boosted wage scales and overtime rates, in addition to providing penalty pay increases.

Expected to become a model in the tanker field, the BME agreement incorporates virtually all the superior benefits in the freighter contract and in some instances, notably on vacations, even exceeds liberal provisions now in force on the general cargo ships.

### Seek Seafarers

Noting the latest signings, BME leaders reiterated their hope that

Seafarers now sailing who have the required time for a license contact them on the procedure for sitting for a ticket.

Highlighting the BME's pact with Strathmore is a feature offering the fullest protection to engineers who have received length of service pay boosts from companies they have been sailing with for a long period. Under the agreement, these increases will continue under a clause assuring payment of length of service wages above standard contract pay minimums.

### Forty-Hour Week

The tanker pact also provides for the 40-hour workweek with penalty pay after midnight, monthly supper relief pay, overtime for being detained from shore leave, free launch service and various other beneficial pay and work clauses.

Generally, benefits of the tanker agreement are superior to anything in the industry today and stimulate hopes of BME officials to attract unorganized engineers and additional companies to their banner.

## Canadian Unions Quell CP Upsurge

A new flare-up of the Communist problem in the Canadian labor movement has developed with the suspension of 12 leaders of the United Textile Workers of America's Canadian division. The upsurge of Communist activity leading to the suspensions points out that while the Communists have been considerably weakened in the US and Canada they are still capable of carrying out assignments on behalf of the Soviet Union in the trade union movement and elsewhere.

The ousted men, headed by R. Kent Rowley, director of the Canadian division, were accused of following the Communist line and of "irresponsible and disastrous leadership" of two major textile strikes. Some 6,000 members of the union in Canada have been on strike for over ten weeks at two plants, one in Montreal and one in Valleyfield, Quebec. The UTWA announced it was planning a \$100,000 strike fund to carry the disputes through to a successful conclusion.

The textile union's action parallels the SIU's 1949 cleanup of Communist leadership in Canadian shipping, when the SIU broke the Communist-dominated Canadian Seamen's Union's stranglehold on the Canadian waterfront.

### Canadian SIU Gives Support

Immediate support for the textile union was voiced by Hal C. Banks, director of the SIU's Canadian District. Banks declared that he expected the Communists to fight the expulsion and warned, "I think there'll be strife and bloodshed and we're prepared to meet it." There has already been considerable trouble in connection with the two walkouts.

While well below their peak strength of the years during and immediately after World War II, the Communists are far from dormant on this side of the ocean. Furthermore, as these developments emphasize, the party still has considerable strength in limited sections of the labor movement, such as the West Coast longshoremen's union for one example.

In its present enfeebled condition, the domestic branch of the Party has been concentrating largely on the propaganda side, avoiding the direct action that has been characteristic of its policy in the past. This has been particularly true in the maritime industry

where Seafarers have been flooded in recent months with a considerable supply of propaganda on behalf of party causes. The SIU has been keeping a careful check of such material and requests that Seafarers receiving CP or CP front propaganda turn it over to the nearest branch.

Overseas, where the party is strong, or where it can count on the physical support of the Soviet Union, it is engaging in such direct action. The conflict in Korea, the long civil war in Indo-China, the renewed "Little-blockade" of Berlin, demonstrations in France and Italy, and the uprisings of Chinese

(Continued on page 23)

## Seafarer Wins \$85,000 Award In Ship Blast

An out of court settlement of \$85,000 was reached last week in the case of Seafarer Fred Huffman, who was injured in an explosion aboard the tanker Logans Fort (Cities Service) in January of 1951. The settlement was made on the eve of trial.

Huffman has recovered after months of treatment, for the burns he received, but still cannot do any heavy lifting or pulling with his hands.

Two other men were killed as a result of the blast aboard the tanker. The third mate, Basil Cubitt-Smith, and Seafarer Joseph Sheldrick both died.

The three men were working on the tanker while she was unloading some kerosene into a barge at the Cities Service terminal just outside Norfolk, when a mysterious explosion rocked the ship. A flash fire enveloped the three men in flames. Huffman and Sheldrick managed to jump over the side. Huffman was pulled back aboard the ship, but Sheldrick never came back to the surface. The mate died later in the hospital.

## Cartoon History Of The SIU

Courting The Seamen

No. 12



For the first time, the seamen were able to face the shipowners with an organization behind them. Finally, they were organized in their fight to get living wages and decent working conditions. Now, they had the strength of a union to back up their demands.



A shadow soon loomed up in the organization, though, as the Communists made a bid for control of the vital industry's manpower. Seeking to turn the seamen's fight for living wages and conditions into a political football, these groups conducted intensive campaigns from within.



The honest seaman, who followed the sea for a living and was interested primarily in bettering his economic lot, found himself courted from all sides by a number of different groups, the dogooders, the Wobblies, the Communists, the Trotskyites, and other political outfits.

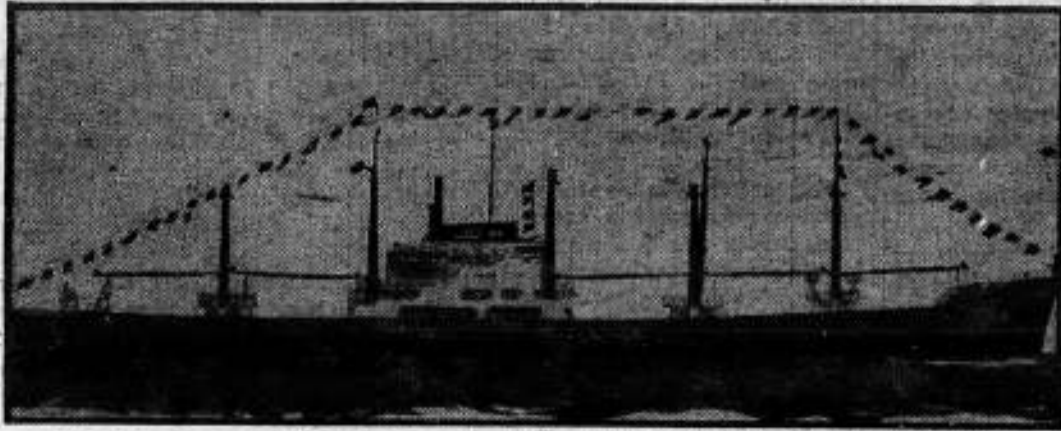






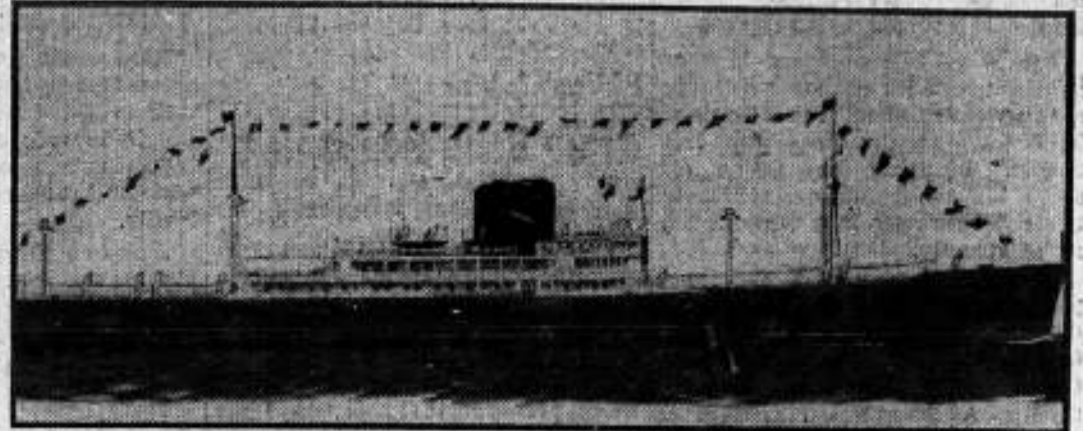
# AMERICAN MERCHANTMEN

*Second in a series*—From a portfolio of American Merchantmen painted by Lemuel B. Line. Reprinted through the courtesy of Fortune Magazine.



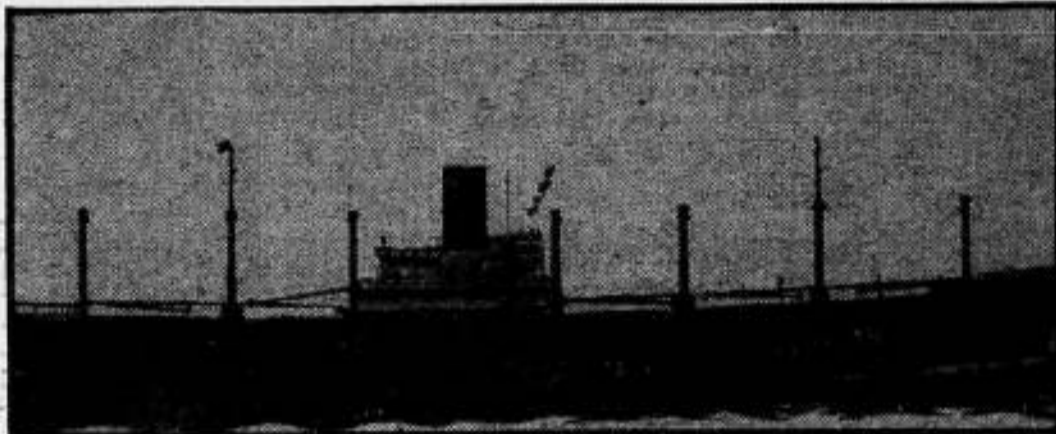
**C3-S-DX1** An experimental type launched in 1951 for the Maritime Administration, the SS Schuyler Otis Bland is chartered to American President Lines. There are two kingpost-like stacks abaft her dummy stack.

10,316 Tons  
18½ Knots



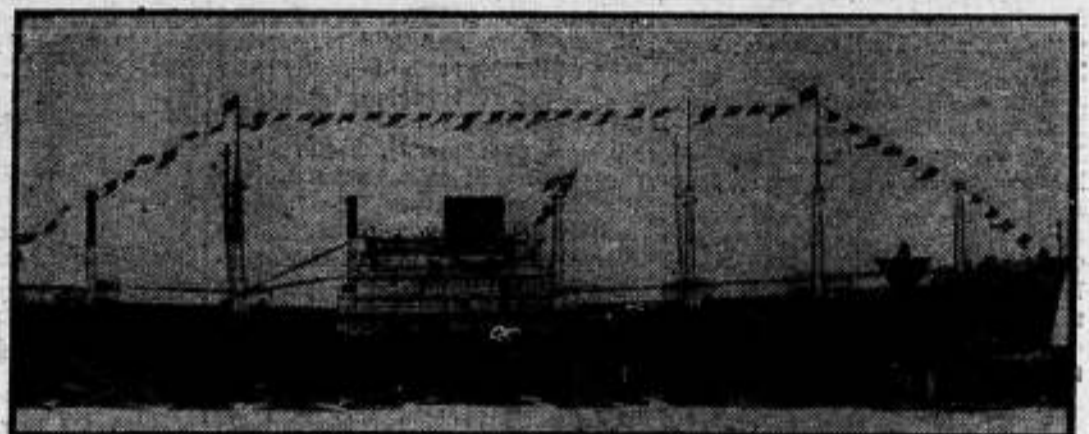
**Modified C3** A smart-looking passenger-cargo ship, Farrell Lines' SS African Enterprise carries 80 passengers and general cargo between New York and South Africa. Her usual round trip takes about two months.

8,602 Tons  
17 Knots



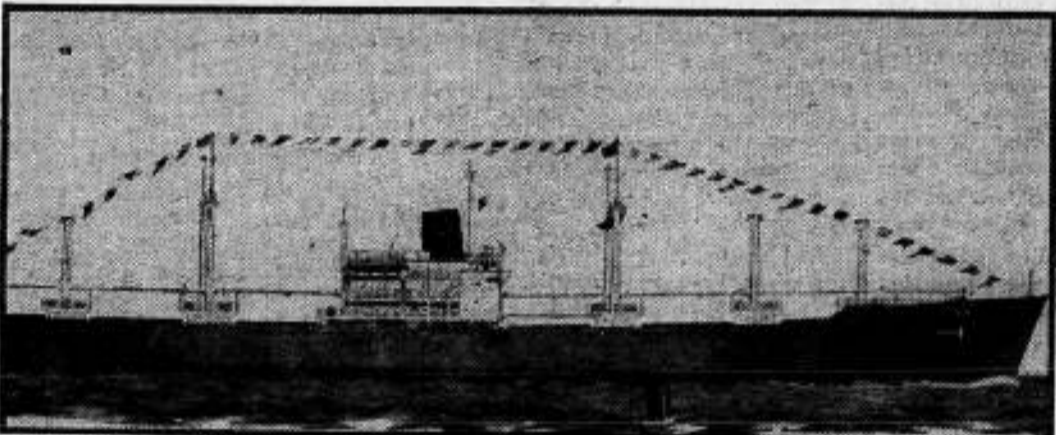
**C3-S-A2** Specially equipped for the San Francisco-Hawaiian trade, the Matson Line freighter SS Hawaiian Merchant has tanks for molasses as well as refrigerated cargo space for frozen pineapple from the islands.

12,177 Tons  
14½ Knots



**C3-S-A3** One of seven fast new freighters owned by Moore-McCormack Lines, the SS Mormacmail and her sister ships offer regular general cargo service between US, Scandinavian and many South American ports.

11,400 Tons  
17½ Knots



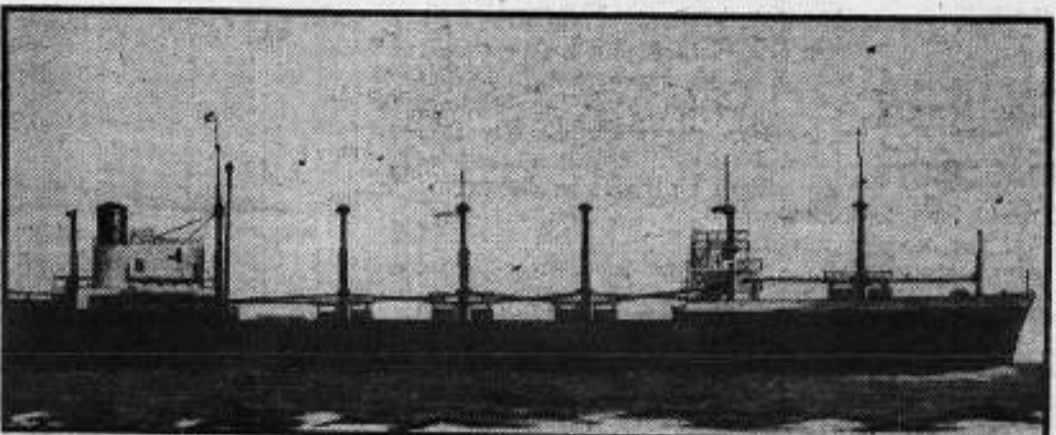
**C4-S-1A** Expected to be in service soon under charter to an SIU-contracted company, the SS Keystone Mariner is the first of 35 new Mariner ships. She has a helicopter platform for use in anti-sub warfare.

12,910 Tons  
20 Knots



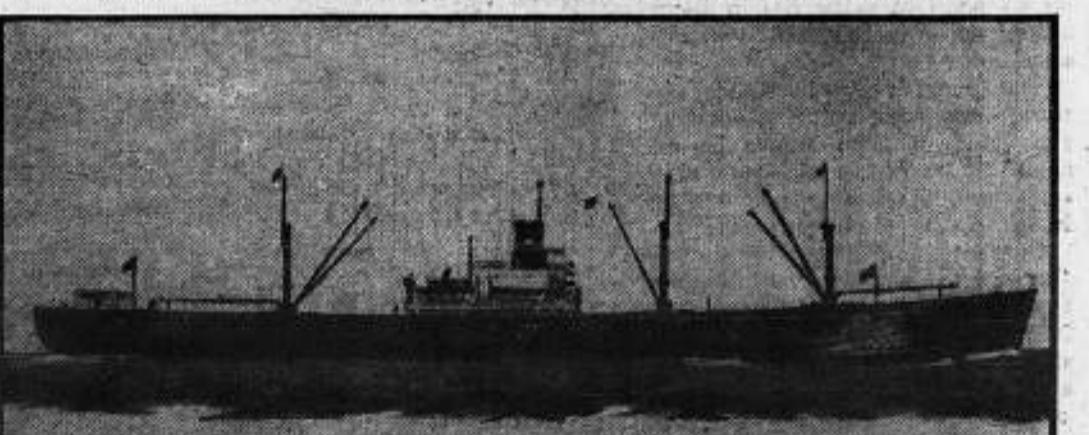
**R2-ST-AU1** Easily able to carry 80,000 stems of bananas, the refrigerated ship SS Parismina is one of the United Fruit Company's "Great White Fleet" operating between the US and various Latin American ports.

7,005 Tons  
18½ Knots



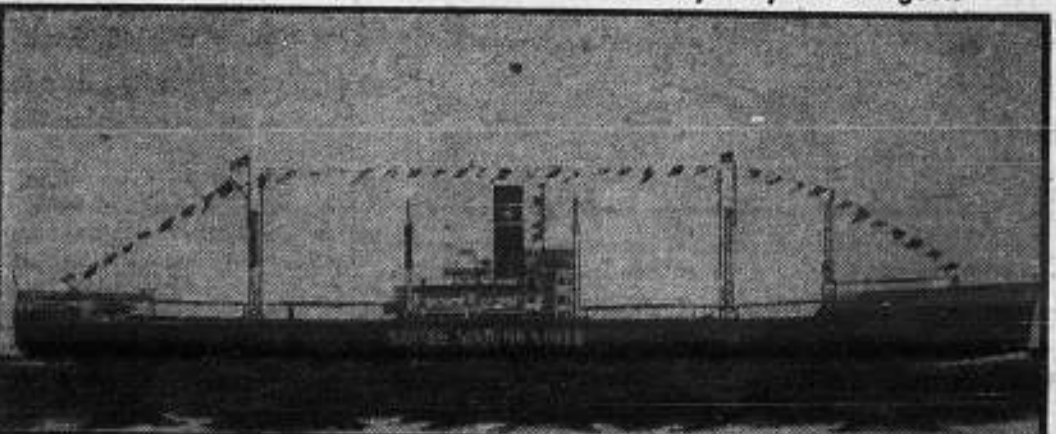
**C4-S-A4** Right now chartered to MSTs, the SS Nevadan is one of five ships designed for the American Hawaiian Company's intercoastal trade. A large sweep of deck enables her to carry bulky deck cargoes.

14,860 Tons  
17 Knots



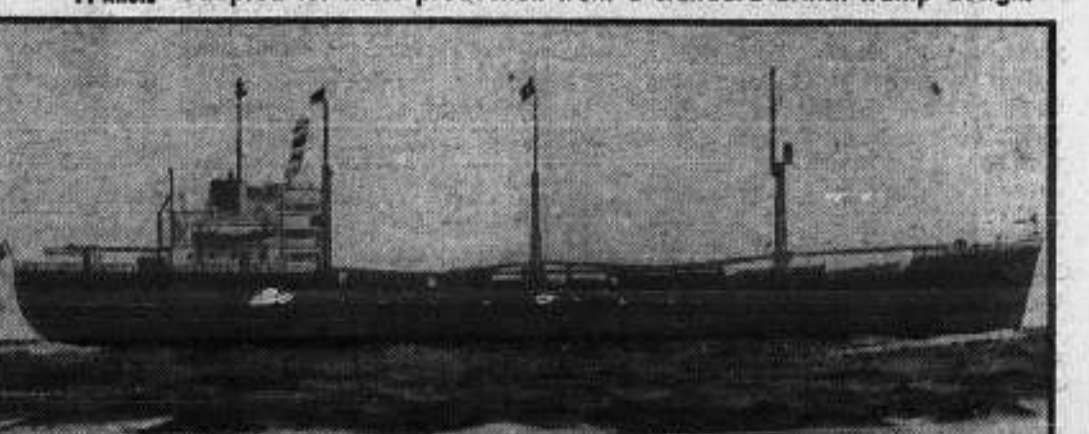
**EC2-S-C1** Workhorse of World War II built to make up for tonnage lost in sub warfare, the Liberty, of which Orion's SS Seagallant is typical, was adapted for mass production from a standard British tramp design.

10,831 Tons  
11 Knots



**VC3-S-AP3** States Marine Lines' SS Buckeye State is an example of the Victory ship, another war-built class designed as a faster and more efficient cargo carrier than the Liberty, with geared turbine propulsion.

10,595 Tons  
17 Knots



**C1-M-AV1** A standard, small coastal freighter chartered from the Government by the Alaska Steamship Company, the M/S Coastal Rambler runs a regular cargo service between the US West Coast and Alaskan ports.

6,023 Tons  
12 Knots

# 400 Lighthouses Stand US Vigil Against Sea

Although the business of tending the lighthouses that dot our coasts is usually a lonely job, it isn't always a dull one. There are innumerable instances of adventure and heroism among the men that maintain the flashing lights and croaking fog horns which warn ships of dangerous shoals and rocks.

Ever since the first US lighthouse was constructed in 1716 in Boston, hardly a year has passed without at least one new light structure being constructed. From a humble beginning, the lonely outposts in the fight against the sea have grown to a total of well over 400.

As if the sea sensed that the lighthouses were there to help thwart it, the seas have managed to destroy a good number of them, some along with their keepers.

Then too, during their history the men that were responsible for the lights have had to fight Indians, enemy troops, enemy vessels, and brave storms and surf to help rescue the crews of ships that didn't heed their warnings.

One of the most famous of the Indian fights took place at the Cape Florida lighthouse during the Seminole War in 1836. The lighthouse, which warns ships of the dangerous Florida Reef and guides them into Cape Florida Channel, was manned only by John Thompson and an assistant when a large body of Seminoles attacked.

The two keepers manager to barricade themselves inside the 65-foot lighthouse tower and held off for a while, but the Indians managed to set fire to the base of the stone structure. Their musket balls had perforated the oil tanks for the light, and about 225 gallons

of oil has spilled over everything inside.

The two men retreated to the top of the tower and cut away the stairs, but the fire crept up inside the structure. Their clothes,



The "Honeymoon Castle," the Tree Point Light Station off the Alaskan Coast is hard to beat as far as a lonely location is concerned. Now manned by a Coast Guard Chief Boatswain's Mate and his former SPAR bride, the installation is six hours' sailing from the nearest small town. It is located on a barren peninsula-island and just about cut off from civilization.

soaked with oil, began to burn. They threw off a keg of gunpowder to the bottom of the tower. It exploded but didn't put out the fire.

The assistant was killed by Indian musket fire. Thompson decided to jump off the tower, but collapsed inside the railing on the top and just lay there. Within minutes the fire went out and the Indians, presuming him dead, left in the station's sloop.

Later in the afternoon, a detachment of seamen and marines from the sloop-of-war Concord landed on the station, after recapturing the sloop from the Indians. They managed to get a line to the top of the tower, rigged a block and lowered the burned keeper.

### Crossed Signals

The keeper of the Nantucket (Great Point) Lighthouse was a busy man between 1863 and 1890. The lighthouse had just been rebuilt, but its signal lights were often mistook for the signals of the Cross Rip Light Ship. So often mistook, that during these nine years there were more than 43 shipwrecks at the Great Point light.

The keepers of the light participated in rescues of most of the crews on the wrecked ships, despite heavy seas and dangerous surf. The wrecks slacked off after 1890, when a red section was put in the light to mark the Cross Rip Shoals and the other shoals to the south.

The famous Cape Hatteras Lighthouse has had to fight the sea, lightning and poor equipment since its establishment in 1798. The light itself has been moved four times. In 1851 the Navy reported the light was "the worst light in the world." A new structure, then the largest in the world, was built in 1871, but by 1935 the surf had eaten its way to the base of the tower and a new light was built further inland. It was also struck by lightning and cracked.

An anti-erosion program was started and the old structure was again put in use in 1950.

### The Sea Wins

The Timbalier Lighthouse, off Louisiana, was built in 1864 on a "sandy strip of beach." During a hurricane in 1867, the beach was swamped and the seas knocked over the building. The two keepers survived after spending two days in an iron can buoy.

A keeper was killed when the seas toppled the Minots Ledge Lighthouse on the Cohasset Rocks off Massachusetts. It was built in 1850 on a small ledge that was dry for about two hours at low tide. The original keeper abandoned it as "unsafe" shortly after he took over the new building, and two other keepers were hired. In 1851 a storm struck while on of the two men was ashore. The building toppled over into the sea, and the second keeper went along with it.

But there's some romance in the business too. Coast Guard Chief Boatswain's Mate Jim Gavin recently took over the Tree Point Light Station off the Alaskan Coast.

While on duty in Alaska, Gavin met Spar Coxswain Ann Jacobs. They were married shortly after, and now both of them man the lonely lighthouse situated about six hours away from the nearest village.

At present, all US lighthouses are under the control of the Coast Guard.



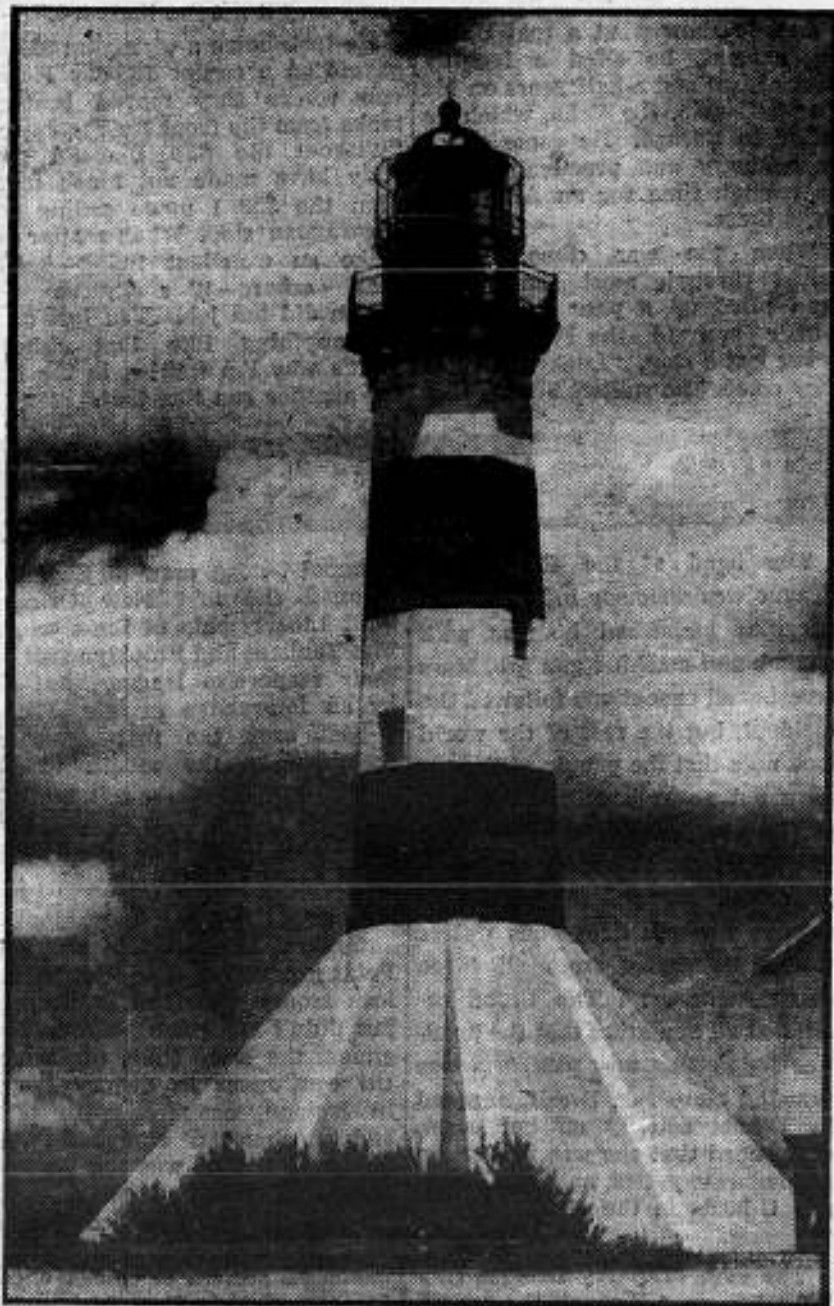
The Liston Range Front Light is an example of one of the older and simpler lighthouses in the US. This one, located at Middletown, Delaware, is simply an old house, with the blinker light installed in the tower. It has a fixed blinker instead of a sweeping light, thus making this type of installation practical. The keeper and his family have their quarters in the lower part of the house. This type of installation is fairly easy on the keeper and his family because of the size of the building.



The Egmont Key Lighthouse, on a tiny sandy island, is a familiar sight to those entering the ports of Tampa and St. Petersburg, Fla. The first light was erected on this island in 1848. The present tower was put up in 1858, and is still in operation after almost 100 years of constant service.



The Cape Hatteras Lighthouse is once again in operation after it was threatened by the sea, struck by lightning and abandoned. A temporary steel light tower is still being kept in reserve in case the sea comes back and starts to undermine the present tower once again.



The sandy, marshy ground upon which this Sabine Pass Light Station at Louisiana stands makes necessary the unusual buttress base. Today, there would be another solution for the problem, but in 1856, when the tower was built, the buttresses seemed like a good idea. It was the only building on the island to survive the hurricane of 1886, and the only time its light has been out was during the Civil War when the station was evacuated by the Federal forces.

## Foul-ups Warned: Keep Out!

The SIU membership is proud of its Union as a group of hard-working responsible Seafarers who know the importance of doing their job well in order to protect their contract gains and safeguard themselves on the job.

The membership has long been on record to weed out the small minority of pilferers, junkies, performers and other undesirables. We cannot tolerate these disrupters aboard our ships, nor can we permit them to drag down the good name and reputation of our Union.

With the many newcomers entering the shipping industry today, Seafarers must be vigilant to detect and expose irresponsible characters who think that they can get by on SIU ships with these undesirable practices. We hereby serve notice that charges will be placed and severe penalties will be imposed on all men guilty of performing on the job, or having marijuana or other narcotics in their possession on board an SIU ship or in the vicinity of an SIU hall.

# IN THE WAKE

Junk, as a term for any old or discarded material, really stems from sea language. In bygone days it meant old cable or cordage set aside for making mats, swabs or oakum, as derived from the Latin word for bulrush, from which ropes were made in ancient days. The oldtime sailor who referred to salt beef as junk usually meant that it was just about as tough to eat as rope. The passage into the Red Sea was called the Gate of Tears by the Arabs because of the large number of shipwrecks taking place there.

~ ~ ~

Chinese are known to have used a sort of mariner's compass as a guide to sailors as far back as 4300 years ago, though its first recorded use in sea travel was made by a Chinese writer about 750 BC. Marco Polo introduced the compass to Europe after returning from his travels through the Orient. Years back the British army had lobsters in the ranks as well as in the cooking pots. Soldiers were called lobsters in the days when the red tunic was the required dress.

~ ~ ~

Located at the northwestern tip of Scotland, the Orkney Islands get their name from Orc, or Ork, a fabulous monster of the sea which early writers claimed would devour men and women. Actually, the monster referred to was the whale, since zoologists still class them by that name. The Orkneys, then, means Island of Whales, as the rest of the name comes from the Norse for island. . . . The Norsemen also give us the word "ahoy" as a call used in hailing from an old battle-cry used as they ran their galleys upon enemy ships.

~ ~ ~

One of the loneliest places on the globe is Tristan da Cunha, principal island in a volcanic group 12 square miles in area, about halfway between the Cape and South America. Its rugged shores make it a tough place to reach by boat. About 230 persons, descendants of shipwrecked sailors, and soldiers from St. Helena where Napoleon was exiled, eke out a

livelihood on the island, which is an important radio and weather station.

~ ~ ~

The word marooned, referring to a survivor of a shipwreck or a castaway, is thought to originate from the Negroes in South America and the West Indies who escaped from their slave masters and found refuge between Dutch and French Guiana in the region of the Maroni River. The term maroons, either for a group of such people or as a description of their condition, is said to arise from this river. . . . Historians name Ptolemy, a Greek astronomer, as the world's most famous map-maker, despite the fact that his works were not altogether accurate. He drew Britain practically upside down but got the bearings correctly.

~ ~ ~

Hard up as a phrase for someone in difficulties or short of money is supposed to be a sea term dating back to sailing ship days. The origin arose during storms, when the captain would order "hard up the helm" and the man at the wheel would try to put the tiller as far as possible to windward in order to turn the ship's head away from the wind and aid her to weather a blow. . . . The New Zealand legislature once passed a resolution for the protection of "Pelorus Jack," a dolphin that for many years picked up and accompanied ships along Pelorus Sound. He was considered a minor god by the native Maoris.

~ ~ ~

Three sheets in the wind, an old sailor's term for drunk, harks back to the times of wooden ships and sail where the "sheet" was the rope at the lower end of a sail used for shortening or extending sail. If allowed to run free, the sail would flop about and was said to be "in the wind." When all three sails of a ship were in the wind, the vessel lurched and staggered all over the water. Once ashore, a sailor who had one too many and followed the same zig-zag course in the street was described as being three sheets in the wind.

# THE INQUIRING SEAFARER

**Question: What's your idea of a good shipmate?**  
(Asked of Seafarers in the Mobile branch hall.)

**Tony Pisano, BR:** The best type of shipmate is a man who knows his work and does it. He's a guy who doesn't miss his watch and doesn't cause any trouble to the rest of the crew. Also a guy who knows when to beef and when to stay in-line.



**Harry Huston, steward:** A good shipmate is a guy who keeps his foc'sle clean, who will help you out with a buck when you need it, doesn't beef all the time and does his work well. He don't miss the ship every time you sail and foul everybody up either.



**James Branum, bosun:** Well, he's a man who's sober at sailing and when securing ship; because that's when a guy always has to be on his toes. He'll hold down his end of the work and, what's probably most important on deck, cooperate with all the men.



**Frederick Diekow, steward:** He'd have to be sober on the job, not a guy who turns to gassed up. A steady guy, a good Union man who lives up to Union conditions and does his work as he's supposed to do it. Not a beeper, but a guy who can take the ups and downs.



**T. L. Moss, FWT:** I can always get along with a guy who stands his watches, doesn't stick others with his work and don't beef every second word he says. For sure, a good shipmate is a guy who don't perform and is a good Union man all the way.



**W. B. Yarbrough, chief cook:** A man who will turn to in the morning and perform all his duties, who makes his bunk and is ready for inspection when the old man comes around. He'll assist newcomers coming aboard to learn their job by helping out.



# MEET THE SEAFARER



KENNY LEWIS, bosun

The consensus of SIU men who've tried working ashore as a change of pace is that you have to know somebody from Fort Knox to get away with it.

"Make a nickel, spend a dollar" seems to be the prevailing view of those who've tried it, among them Bosun Kenny Lewis, who heartily echoed this sentiment when a LOG staffer ran into him at the Mobile hall. Lewis was waiting for a ship making the Far East run, because the Japan-Korea shuttle always makes for a good trip and a husky payoff to boot.

A native of Dothan, Alabama, about 250 miles NE of Mobile, Lewis has spent nearly half his life in the sailing game. Now 34, he's been going to sea since 1937 and has been with the SIU right from the start of the Union. His first ship was on a Nicaraguan-flag fruit boat which hauled general cargo from the Azalea City across the Gulf to Mexico. He spent two months on her as a deck hand, he recalled, and about all he could say in her favor was that "she wasn't a bad feeder." Lewis made a handsome \$28 a month that trip.

About the same time, he made a few deep-sea trips fishing for snappers on a small boat sometimes out 25 days. They worked 12-15 hours a day, pulling snappers in on a three-hooked line baited with squid or skip jack. "I was single then and it didn't matter, but there wasn't any money in that either."

### Longtimer

Just to show what a real Union ship meant, he cited a lengthy stint of two and a half years on his first SIU ship, the Yaka, which he sailed to Europe. He came on as an ordinary and practically built up enough time for an AB ticket right there.

When the war came, Lewis sailed through most zones, and even piled up a year on a risky tanker run to the Pacific, but never lost a ship. "Lucky, lucky as they come," he smiled, adding that

"the oil run didn't bother me. I like tankers, but you just never know where they're going."

Generally sailing out of Mobile through the war years and down to the present, he tried the beach for a while as a welder at the Alabama Drydocks, but he couldn't look his pay envelope in the face. "You just couldn't support a wife and five kids on that kind of dough," he asserted, "so I gave it up pretty fast."

The family, he pointed out, comprised three boys and two girls, four of them already making their old man proud of the way they're getting ahead in school. Two other brothers are sailing with the SIU too. James, DM, was in town with him at the time, but the rest of the trio—Grady, also a bosun—was somewhere out in the Far East himself on a GAA run aboard the Waterman freighter Israel Putnam. "If I can get out there fast enough myself, maybe we'll get together one of these days."

### Gonna Stick

Grady followed him into the Seafarers by a year, but James is a newcomer, having joined about a year ago. "All of us are plenty satisfied with a sea career and intend to stick to it."

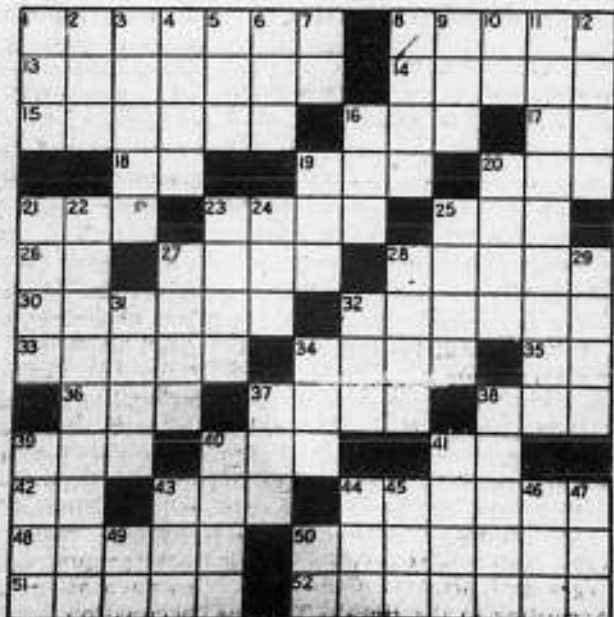
While he's home and the weather's right, Lewis spends a lot of time hunting for ducks and squirrels. "Sometimes I get the limit—six this year, then go back to the lakes to fish for trout and bass." The kids go right along with him too. "Of course, they're too small to do much, but in a couple of years they'll get the limit too."

He took home a whopping \$2,400 payoff on a recent 105-day Korea run where they moved beat-up tanks from the front back to Japan. "Without the SIU I could possibly have made not much more than the \$28 I made sailing the Nicaraguan ship. When a sailor can make an excellent living—better than ashore—it's obvious the Union did the job. You just can't do anything like that ashore. That's why I'm waiting in the hall for another run like that."

# The Seafarers Puzzle

- ACROSS**
- Where the new Pier 37 will be
  - Florida port, scene of "Red" incident
  - Islands of the S. Pacific
  - Eagerness
  - Threw to a base illegally
  - Inquire
  - Rhode Island: Abbr.
  - Hogan is one in N Y
  - Bother
  - Miss Hagen, actress
  - Acres: Abbr.
  - Smooth, as sea
  - To and
  - River in Italy
  - Port in Algeria
  - Some foc'sle yarn-spinners
  - One of the oceans
  - Port in Ireland
  - Coral island
  - Destroyers
  - With: Prefix
  - Regret
  - Black
  - What a tug does
  - Good golf score
  - Galway is one
  - A senior's "yes"
  - Ocean: Abbr.
  - A hobby
  - Reply
  - Maine is one
  - Durocher or Stengel
  - German city
  - Most northern of Virgin Is.
- DOWN**
- Bump
  - It helped Europe
  - Joins ship's plates
  - Waterman ship
  - Unit
  - Free of
  - Knight of St. Andrew: Abbr.
  - Any job on ship
  - It made port on Ararat
  - Where San Juan is
  - Opera song
  - Part of an anchor
  - des Pins
  - River in Russia
  - Samoa Island
  - Good things to fight for
  - Export to Europe
  - Gloucester cape
  - Little white lies
  - Bad humor
  - Breathing organ
  - What Greenland has
  - Sullen
  - Sec. Kimball of Navy
  - Reef in Gulf
  - Ship channel
  - County in NY
  - Sit for a picture
  - British gun
  - Party for men only
  - Chowed
  - Sailed
  - Bearing of Haiti from Jamaica
  - Unwanted as member of union
  - Malayan coin
  - Like
  - Mother

Puzzle Answer on Page 27



# TEN YEARS AGO

The head of the Gestapo in Prague was seriously injured when guerrillas ambushed his car with a bomb and machine gun fire. Mass arrests and executions followed the incident, but the rest of the world took note that the people of Europe were not entirely willing hostages of the occupying Nazi forces. . . . The Coast Guard ruled that additional lookouts needed aboard ships passing through dangerous waters should be drawn from all three departments. . . . The Union reminded all Seafarers that the deadline for getting new passports was drawing close. . . . Brazil, angered by U-boat activity off her coast, announced that she was instituting a submarine patrol, and would sink any U-boats in the area.

The case of Harry Bridges continued to drag through the courts. Bridges was ordered deported as a member of the Communist Party, but promptly announced he would appeal the decision to a higher court. . . . Nazi tanks kept pushing toward Tobruk in a two-pronged desert offensive led by General

Rommel. . . . A crew of Seafarers manned the first New Orleans-built Liberty ship of the war. . . . The Yankees and Brooklyn still led their respective leagues, but not by an impressive margin. . . . A U-boat sank the first American freighter in the mouth of the Mississippi River. . . . It was announced that a total of about 175 merchant ships had been sunk since Pearl Harbor.

General Marshal told the West Point graduating class that "American troops will land in France," but didn't say when. However, at almost the same time, the largest US contingent in history landed in Ireland, complete with tanks and mechanized equipment. . . . Tobin of Boston was the National League's leading batter, while Gordon of the Yankees led the American League. . . . A number of Seafarers started to collect checks for the clothes they lost aboard sunken ships above the \$150 allowance allowed. The SIU warned all Seafarers to make a complete list of all gear they took aboard ships so they could collect the extra money above the minimum allowance.

# SEAFARERS LOG

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## A Seaman's Distrust...

One of the frequent complaints made by the shipping operators is that seamen will run off to the Union or to lawyers when they have a problem instead of coming to them. They imply that their feelings are hurt when a seaman does this, inasmuch as such action carries a tinge of mistrust in the motives and good faith of the operators.

The companies repeatedly assure all members that any such implication is not justified as they are ready, even anxious to see to it that the seaman's welfare is fully protected.

In view of the above, we wonder how the companies can explain the case of Philip Pron, which is gone into at great length in this issue. Nor is the treatment accorded Pron unusual in the light of the many instances of shabby handling that have come to the Union's attention.

The seaman has grown justly suspicious of companies, lawyers, investigators, etc., because he carries bitter memories of the many years that he was kicked around and jobbed by these groups. It's no surprise to find that the only outfit he trusts is the Union that represents him.

Until such conditions as outlined in the Pron story cease to exist, we expect the seaman's attitude to stay that way.

~ ~ ~

## NMU 'Abandons Ship'

The saddest thing that can happen to any union is for it to become the tool of management. When that occurs, the interests of the membership become secondary to the demands and policies of the employers.

Something of this nature must have taken place between the NMU and United States Lines. Otherwise there is no way to explain why the NMU has abandoned a long-standing union policy of opposition to Government training of merchant marine officers.

The SIU has always believed that the Government has no business in the maritime training field. The Union objects very strongly to the idea of men coming out of a naval academy (which is what Kings Point is to all intents and purposes) being put in command of civilian mariners. It is the Union's conviction that men coming out of the foc'sle make better officers and have a sounder understanding of the men's problems than any cadet trained at Government expense. And when unlicensed rated men are needed, the SIU can train them in adequate numbers, as it has already demonstrated.

The NMU now holds otherwise. It prefers that our merchant marine be flooded with an unceasing stream of unneeded Academy graduates. By doing so it is helping deprive its own members of a chance to go out for a license and improve themselves.

No doubt United States Lines has its own reasons for preferring Kings Point graduates, and it is free to act accordingly. But the spectacle of the NMU knuckling under to the company on a matter of long-standing union principle is not pleasant to contemplate.

~ ~ ~

## Safety Needs

The problem of ship safety has again been thrust to the fore as a result of two severe accidents involving SIU-manned ships, the Angelina and Michael. Despite all modern aids to navigation, radar included, these disasters continue to occur with discouraging frequency.

In the case of the Michael it was a near-miracle that the ship, loaded as it was with fuel oil, did not go up in one flaming explosion.

These latest accidents show that much remains to be done to make ships and navigation safer for men who go to sea. Nobody connected with the industry can afford to be complacent about the problem as long as such accidents persist.

~ ~ ~

## Thanks for Entries

With the handing out of prizes and cheers, the SIU Art Contest has come to a close. Judging from the response of the hundreds who came to see the exhibit, the contest was an unqualified success.

The editors of the LOG want to thank every Seafarer who sent in an entry for making the contest as successful as it was. We'll be looking for your stuff next year.

# LETTER of the WEEK

## Oldtime Sailors Differ With LOG

To the Editor:

After reading your article in the LOG on "Stick and String Sailors," I find that we oldtimers disagree in many ways. These are our ideas on the subject.

One distinction between the oldtime sailing ship man and the so-called modern version, was not his reliance on elbow grease; although it played a large part in good seamanship and always will.

There were other sources of power used such as knowing the amount of line and purchase to use so that no seaman had to lift or pull more than 40 pounds.

As for steering when a heavy sea was running, they knew how and used a relieving gear, jamming it with a rope end, rather than straining against the wheel. Our modern ships carry such a gear made of wire but few seamen of the new type know how to hook it up.

### Ship Took Up Slack

Weighing anchor was not a heavy task. The ship took up the slack as we do today, by going slowly ahead, while the seamen took it in with four men on deck, just as you see in the models of sailing ships in the lobby of the SUP Hall of San Francisco. (There is much to be learned from these models.)

Reefing of sail was made easy by stringing out, evenly spaced, and working together, the same as if we were in a lifeboat with a stroke oarsman. The result was the same.

Our diet was as good as many of our ships of today. We put into all ports when need be, that was on or near our course and got fresh fruit, vegetables, meat, milk, water and what stores were available.

The "Stick and String Sailors" (as it pleases you to call us) through our endeavors brought about a change in menu which you now use and is enjoyed by all hands.

There is much debate on whether the bakers of today are better than our sailing ship bakers were. The oldtimers had more experience as they baked all of their bread and knew how to get a start on yeast and keep it going. Many of us believe that we were better off, as ice box bread is not as good as fresh.

This information was given to me by an oldtimer of Snug Harbor who was irked by the article on "Stick and String Sailors" which he read in the LOG.

He has given me much more valuable information on good seamanship which I will tell about at a later date.

Dan Agnew

(Ed. note: The LOG will welcome information, reminiscences and stories from any of you oldtime sailing ship seamen who are among the readers of this newspaper. Material of this type would prove interesting and informative to the present day Seafarer.)

## 'Under Surveillance'



## As I See It

by PAUL HALL



FOR THE FIRST TIME SINCE 1946 our brothers in the SUP have hit the bricks in a general strike against all West Coast operators. The SUP voted this strike only after the operators kicked around a compromise offer on the SUP's reasonable demands.

It may come as a shock to some Seafarers to find that shipping operators in this year of high profits still prefer to force the sailors out rather than share some of the benefits of shipping prosperity with them. But this is a condition that maritime unions have to face and prepare for.

Our own contracts are running out and we go into negotiations this summer. In the past few years your Union has been able to obtain new contracts time and again without having to resort to the general strike. Our strike actions were against individual companies and they resulted in important advances for the Union.

We believe, and the record bears it out, that the Seafarers have obtained considerable benefits during this period—not only as a result of the strike actions—but as a result of the work of the negotiating committees and the all-out support of the membership.

We must bear in mind that it is possible for the operators to gang up on us and thus force us to use the general strike to achieve our objectives, as is the case out on the West Coast at present. That is something your Union must always consider—and prepare for accordingly.

As to the present tie-up by the Sailors Union, the Atlantic and Gulf District is ready, when called upon, to aid our SUP brothers in any shape, form or manner they might require.

AS MENTIONED IN THIS CORNER in the last issue, revelations by the LOG of loopholes in the country's security are having widespread effects. The latest development is a series appearing in the New York Herald Tribune, one of the country's leading newspapers, confirming much of the charges first printed in the LOG. According to the Herald Tribune

articles, a world-wide smuggling ring exists, with the avowed objective of helping aliens to get into this country illegally.

The people running this international racket are charging anywhere from \$100 to \$1,500 to get an alien into this country. While their methods are many and devious, one of the most popular procedures is to furnish the alien with seaman's papers, ship him out and then instruct him to jump ship when he arrives in this country. This is the loophole which the LOG pointed out needed closing.

Your Union cannot blame any alien for wanting to enter this country so that he can enjoy the benefits of our democracy. We count among the ranks of Seafarers a large number of such men who have proven themselves time and again as good citizens and good shipmates.

However, as the Herald Tribune rightly emphasizes, this racket affords cheap and easy entry into the US for any number of undercover Communists and professional spies. It was this danger that the LOG stressed very heavily in its expose.

There are signs that the US Government is preparing to study this condition with a view toward remedying it. In any event, it would appear that action is long overdue on this serious problem.

### TWO TRAGIC ACCIDENTS

Involving the loss of many lives, as well as serious injury to several Seafarers, have taken place in the past week. Both the freighter Angelina and the tankship Michael were involved in brushes with oil barges which compelled the crews to battle gasoline blazes to save their ships.

We were relieved to learn that thanks to the discipline and alertness displayed by Seafarers aboard these ships the vessels were saved and far greater catastrophes averted.

These disasters emphasize again that the life of the Seafarer is loaded with risks and dangers not present on other jobs. They point up the fact that Seafarers need and deserve proper protection and just compensation in their dangerous occupation.



FIRST ANNUAL  
SEAFARERS  
ART CONTEST  
EXHIBIT

2<sup>nd</sup> FLOOR LIBRARY

It was a week of "oh" and "ah" in the SIU headquarters as Seafarers in port and hundreds of other persons trooped through the headquarters' library to look over the entries in the First Annual Seafarers Art Contest.

Some 70 works sent by Seafarers on ships all over the world were on exhibit from May 19 to May 23 in the library. The contest was such a rousing success and the response was so good, it was decided to make the contest a regular annual event.

Everyone was impressed by the work which showed that Seafarers can handle the arts as well as a running line. Even the judges admitted that there were so many excellent works they had trouble picking out only three in each category for prizes.

The LOG and the Union extend their thanks to those men whose ambition and interest made the exhibit a resounding success, a success that reflects credit upon them as individuals as well as upon their Union.

The winners who were in port were given their prizes at the regular meeting. All of the winning works were announced and displayed at the meeting. (For a full story on the awards see Page Three.)

The 1952 contest has ended, and most of the works have been taken down, but those who didn't win, as well as those who did, are already painting and sketching harder than ever for next year's contest.



Just a few of the many entries in the contest are shown here. The winning ones can be identified by the ribbons attached to them. The works deal with all sorts of subjects and cover all the categories.



Walter Schnyder looks proud at the regular headquarters meeting as he shows his painting which took first prize in the oils division.



The LOG was host to the judges at luncheon in the Port O'Call Bar. Left to right are: Ray Denison and Herb Brand, LOG editors; Walt Kelly, ("Pogo"); Ham Fisher, ("Joe Palooka"); Bernard Seaman, LOG Art Editor, and John I. H. Baur, Brooklyn Museum's painting and sculpture curator.



Seafarers discuss some of the entries (top), while (bottom) one Seafarer models and another examines a painting on the back of a jacket.

The judges concentrate while jotting down their choices. Many excellent works, but only three prizes in each category, made the choices tough.

A Seafarer studies a patriotic entry (top) in one corner of the exhibit, while the judges (bottom) discuss the qualities of an entry.



Three Seafarers take a close look at some of the entries in the contest. This corner of the library was the meeting place for three of the four categories. The man at left looks at drawings, the man in the center at "miscellaneous," and the one at right at watercolors.

There'll always be kibitzers, and the judges draw more than their share as they look over the entries in one corner of the library.

# MARITIME

Cargo vessels of the future will have the engine room in the stern, a convention of the International Cargo Handling Coordinate Association has been told. The future cargo ships will also have full scantling decks, because the 'tween decks hatch coamings on shelter deck vessels impede the mechanical handling of cargo between decks. . . . Although 13 more passenger vessels are being added to the New York to Europe runs, there will still not be enough ships to take care of the demand for accommodations. The new ships include the United States, the French Flandre, the Holland-American Maasdam and the Italian Andrea Doria, as well as older ships being transferred to the run. . . . The Great Lakes fleet carried a total of 14,521,660 net tons of ore, coal and grain during April.

The American tanker Fort Mercer which broke in two during the past winter's Atlantic storms is now being refitted. She's getting a new and longer bow section, which will add 41 feet to her original length, and also add an additional tank with a 2,000-ton capacity. She was originally a T-2. . . . The superliner United States completed her initial sea tests, and was scheduled to make a speed test this week. On the basis of the initial tests, where she was reported to have travelled at 32 knots for a short time, her skipper was "sure" she is the "fastest liner afloat." The results of the speed test will be kept secret because of defense considerations.

Soviet ships seized the English trawler Valafell of Grimsby, England, while the vessel was fishing well off the northern Russian Coast. Her owners reported that the 380-ton trawler was last seen by other fishing boats while she was under escort by two Red ships heading toward the Russian coast. . . . The RAF took the chief engineer off the American freighter William Kennedy after he was taken violently ill off Sumatra. The rescue seaplane flew the engineer to Singapore, where he was hospitalized with a skin ailment. . . . A similar rescue attempt by the Navy transport Gen. M. L. Hersey proved useless. The transport raced to the side of the Norwegian freighter Mosdale after the freighter reported one of her crew was having trouble breathing. The man was dead when the transport's doctor went aboard the Mosdale.

The carrier Wasp rode out of drydock in New York and went to Norfolk to pick up her air group and get further orders. The three-admiral Navy board of inquiry into the collision between the Wasp and the destroyer-minesweeper Hobson which cost 176 lives wound up its hearings, and was scheduled to report its findings in the very near future. . . . The Buckeye Mariner will be launched next week. . . . The Navy has ordered construction of its first self-propelled refrigerated lighter. . . . The 690-ton livestock freighter Blue Prince went aground at Malagash, N. S., in a heavy fog. Loaded with cows, calves, pigs and sheep, she radioed for tugboat assistance.

The Panama Maru, Japan's newest and fastest cargo-passenger ship, arrived in New York on her maiden voyage. She made the trip from Yokohama in 24 days, 2 hours. . . . The Navy has asked for plans to be drawn up for fast conversion of C4-S-1A type ships to destroyer tenders, and C3-S-DX1 type ships to supply vessels. . . . The government of South Africa has paid Danish ship companies \$1,680,000 for the seizure of four ships in 1940 when the Nazis overran Denmark. . . . Japanese shipowners have announced their government is "seriously considering" giving them indirect subsidies. . . . Two tankers that collided off Point Dume, Calif., made their way safely into San Pedro. The David E. Day had a fire aboard after she collided with the Marine Flier, but the crew was able to control the blaze.

When the new coastal liner Irish Coast sails on her Belfast to Dublin run, there'll be plenty of painting to do. When the new liner pulls into Belfast, at one end of the run, her stack will always be a bright red. When she sails into Dublin, at the other end of the run, her stack will always be painted a gay green. Her operators said that Northern and Southern Ireland "haven't quite seen eye to eye" for some time, and that the painting of the stack is "just a matter of diplomacy."

The rapidly expanding Japanese merchant fleet will get two new freighters in the very near future, including one twin-screw freighter that will rank with the fastest cargo vessels in the world. She will be the first in a series of twin-screw "express" freighters, now planned since shipping limitations imposed by the occupation have been lifted. . . . The 600-ton BF, a St. Lawrence River pulpwood carrier, has been given up as lost along with her ten-man crew. She has been missing for two weeks. . . . Ten longshoremen were overcome by carbon monoxide gas in New York when a gasoline-powered hoist with which they were working consumed most of the oxygen in the hold of the freighter Eucadia. Seven of the men were treated at the hospital and then sent home. . . . The Japanese ship Yoshino Maru sank after running aground in a channel off Shikoku. The ship broke in two, but her crew of 34 was rescued.

# THE LABOR ROUND-UP

Although the labor front shifted with a slow settlement of the oil strike, and a settlement of the long Western Union strike, the big news came out of the Senate Banking Committee, news that could have far-reaching effects upon all labor.

After a long delay, the committee suddenly voted to scuttle the present Wage Stabilization Board. The board, at present, is made up of three union representatives, three business representatives and three public representatives.

The Senate committee voted to throw that setup out, and to form a board made up of all "public" representatives, which would have no power to do anything except advise Economic Stabilizer Putnam.

The new setup, of course, still faces action by the Senate, the House Committee and the full House.

Otherwise, the labor situation looks something like this:

**Steel** — The CIO Steelworkers' convention voted to hold out for the WSB recommended settlement and hinted at a strike although the industry is in Government hands. Philip Murray told the industry to "go to hell" for "violating the rules of common decency," and promised no further compromise. Meanwhile, the Supreme Court has heard arguments for and against Government seizure of the industry and is now considering the case. It has ordered no wage or price changes until it makes its decision.

**Telegraph** — The Commercial Telegraphers Union (AFL) has won its long strike against Western Union. The company, which stubbornly refused to even make an offer, finally agreed to a salary increase for its employees. The union said the new wage scales would bring the average workers earnings up to \$1.54 an hour. The union, in turn, agreed to support the company's request for a 10 percent rate increase now pending before the FCC.

**Oil** — The Wage Stabilization Board recommended a 15-cent compromise settlement for the industry, and most of the 22 striking unions have agreed to accept the figure. The strike is ending slowly, since the settlements are being reached on an individual operator-local basis. Vice-President B. J. Schaefer of the Oil Workers said they were "reluctant" in accepting the 15-cent raise. "The oil companies still owe us a dime," he said, "and when the day comes that we can bargain free of Government interference, we're going to get that dime—with interest."

# On the Job

The only reason for having a merchant ship being its ability to deliver cargo undamaged and intact, it follows that care and handling of cargo and cargo spaces is one of the most important functions of the crew. In the main, this involves preparation for loading and stowing, securing the ship after loading, and checking the condition of the cargo en route. All of these duties are the responsibility of the deck gang. Proper cargo handling is more than just a matter of taking care of the shipowner's interest. It is also essential to the safety and well-being of the crew.

As soon as a ship starts unloading the crew can begin to clean out the various cargo compartments for the next load. This involves sweeping the decks, bulkheads, stringers and beams free of litter, or washing them down with fresh water where the previous cargo left damaging odors. The damaged and dirty dunnage should be gathered up and good dunnage, as well as other objects such as wedges and quoins, should be stowed neatly for future use.

After the hold has been readied for the new cargo, the bilges have to be pumped out with the remaining water taken up by buckets if necessary. The rose boxes (strainer boxes) are removed and cleaned, then painted with red lead. Pipes, valves and sea cocks are checked as well as 'tween deck strainers.

### Inspection Follows

With everything spic and span in the hold, it is customary for the mate or an AB to give it a thorough inspection. Among points to be stressed are the following:

Hold ladder rungs are checked for looseness. They might be dislodged during discharge of cargo.

The inspector should be on the lookout for sweat on the metal beams. If the ship has a psychrometer (instrument for measuring humidity) he can check this condition on it.

Limber holes and limber boxes should be clean and dry. Rose boxes should be checked. Battens and tank covers should be in place and unbroken.

A thorough search should be made for leaks overhead. Rivets and welds should also be examined for leaks or missing rivets. Gaskets in ports and side ports should be in good condition, on tight, with the deadlights screwed down.

All of the piping in the hold must be examined as to its condition and freedom from damage. These include pipes carrying light wires, those that are part of the fire control system, pumping lines from tanks to bilges, and sounding pipes from the upper deck to the bilges and tanks.

The electrical wiring, whether carried in conduits or pipes, should not be chafed or bent and all lights should be working properly.

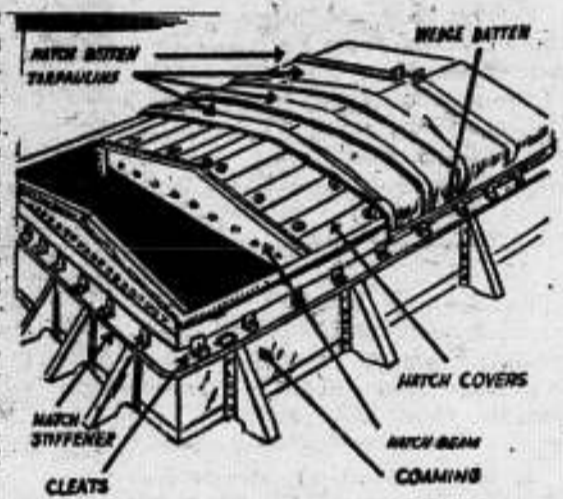
Hatch tarpaulins should be examined for fit and battens and wedges should be handy for use.

As each compartment in the lower part of the ship is filled with cargo, the intermediary hatches on the 'tween decks are closed. A tarpaulin is placed over them so that in the event the steam smothering system has to be used, the steam will be confined to the hold for which it is intended.

Once all loading is completed, the hatches should be battened down for the outgoing voyage as soon as possible. Each hatch is covered by three tarpaulins, all of which should be well secured by the battens. The wedges are tightened as the tarpaulin is stretched tightly over the hatch cover. Ideally, the wedges are placed fore and aft and from the wings to the center. Where seas are likely to break on deck, breakwaters should be erected to protect the hatches. Lengthwise and crosswise planks secured to the rings of the hatch coaming will do the trick.

When working around hatches it is well to remember that a common accident aboard ship is that in which a seaman falls through an open hatch into the hold. Nothing invites this risk as much as putting a tarpaulin on top of a hatch without any hatch cover underneath it.

Once the hatches are secured, the final steps are to secure the booms, either horizontally in cradles or vertically against the mast. Guys are unhooked, falls unreeved and coiled, winch-end up, and stowed below. The ship is then fully secured for a sea voyage.



Parts of the cargo hatch.

## Burly

Follow Burly Every Issue In The Seafarers Log





# THE PLOT AGAINST PHILIP PRON

(Continued from page 2)

magazine called "Perfect Vision."  
6) The editor and staff of the "Optical Journal" said they had never heard of a magazine or a book named "Perfect Vision," despite the fact that they receive virtually every publication connected with vision and the eyes. Nor had they ever heard of a Dr. Daniel T. Archer.

7) "Facts Incorporated" a research organization, checked the records of all US publications, house organs, supply houses, medical groups etc., and found no record of a magazine called "Perfect Vision."

8) Schmahll claimed that Pron had met Archer and had spoken to him. Pron told the LOG that he had never had any contact with anybody by that name.

Of course all the above does not definitely mean that there is no Dr. Daniel T. Archer. But it seems strange that a man of his standing would be unknown to any of the above sources; that he should happen to have a relative who was being paid by a shipping company to investigate Philip Pron; and at the same time Dr. Archer should be doing an article on the subject and asking for information that would be of great value to the Robin Line; and that he should use the address of the relative for this purpose and the relative's postal meter.

Further it is odd that a man of the education and standing of Dr. Archer should get the name of one of the principles in the case wrong (he called Eric Joseph "Eric Johnson" in his letter), and that he should involve himself in the case while legal action is pending.

## Schmahll's Background

Schmahll's background as a "private eye" makes for interesting reading and also won him some fleeting notoriety in the files of the National Labor Relations Board and the Committee on Labor and Public Welfare of the US Senate.

In the course of hearings before the Subcommittee on Labor-Management relations on September 25 and 26, 1950, Schmahll's unsavory role in the Cities Service drive was exposed.

Excerpts from the committee's testimony read as follows: "Lage (William Potter Lage, attorney for the Cities Service Oil Co.)... wanted fuller coverage ashore so he turned to Horace W. Schmahll... Schmahll's job was to uncover the backgrounds of Union officials and to screen seamen applying for jobs aboard Cities Service ships... He also checked into the records of men employed aboard the company's ships and potential employees."

## Access to Coast Guard

"In the presence of one of our men... Schmahll made the following statement: 'The Coast Guard files are an open book to me,' and said that if he wanted to check on any man, a phone call to the Coast Guard would produce results..."

"The Coast Guard connections would make it possible for Schmahll to... tell if the man had sailed aboard Union-contracted vessels."

"Lage became suspicious of James Hanaway, Cities Service shipping master in New York and had both Schmahll and Scotti (another investigator) shadow him. Hanaway was shadowed for over 4 months and his telephone tapped."

In other words, Schmahll was hired to get whatever dirt he could dig up out of the backgrounds of Union officials so that the company could use it to discredit the Union. He also spied on Seafarers with the use of information re-

ceived through the Coast Guard, so that he could point out to the company who the Union men were, and then they would be fired or blacklisted. On the side, the record shows, he checked up on the loyalty of Cities Service employees and did a little wiretapping in the process.

## Wired for Sound

Also before the Senate group, Albert F. Strasburger, attorney for the now-defunct Cities Service Tankermen's Association, a company union, testified that Schmahll was sent to his office to wire it so that Lage could check up on what was going on when a CTMA official, Fred Wright, met with an SIU representative. As Strasburger put it, "Wright called in and said he had made the appointment. I then told Lage that this meeting was scheduled... He sent Schmahll and some assistant of his and they proceeded to install a recorder."

Summing it all up, Schmahll was an all-around spy in the Cities Service case—he spied on the SIU for the company, on the independ-

ent union for the company, on the company's own trusted employees for William Potter Lage. There was a question raised at these Senate Committee hearings whether or not these activities consisted of labor espionage and as such whether they violated a New York state law which makes it a crime to engage in such activities.

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## Companies Exploit Men

"On the other hand, the Union has learned time and again of cases of exploitation of seamen when they do go to a company directly. There's many an instance we know of where a man got far less than the usual settlement in such cases because he did so.

"You can't expect one seaman to go up against a battery of corporation lawyers and come out with a decent deal, anymore than one seaman could bargain for wages and conditions all by himself. He needs protection in both instances.

"There's always the danger that methods employed by Schmahll and others might deprive an injured seaman of his just due. An investigator doing that is worse than an ambulance chaser in our eyes.

"When things like these come up, you can't blame the seamen for coming to the Union for advice because the Union's the only outfit he can trust."

One interesting sidelight remains in the case of the Archer letters. Schmahll's approach, clumsy as it was, is likely to prove of no value to Robin Line.

When the letters were mailed with enclosed self-addressed envelopes, the enclosed envelopes were run on a postage meter instead of being stamped. Postal regulations, which Schmahll should know, require that a metered envelope has to be mailed in the postal zone in which the meter is listed.

Consequently, any letters someone might send back to Archer with the statements being sought would in all likelihood never be delivered by the postoffice.

## Union's Role

The SIU's only interest in a case of this kind is to expose the unscrupulous methods being used here against a Seafarer's lawsuit. The Union objects particularly to the attempt to pit one Seafarer against another without the full realization and knowledge of those seamen whose testimony is being sought. Moreover, the SIU doesn't think that this is the only instance in which devious methods have been used against Seafarers.

The Union is not concerned in this story with the merits of the lawsuit involved. That is a matter for the courts to decide. It does feel very strongly that the methods employed by a company, a company agent or anybody connected with a lawsuit should be above-board. Whenever it finds they are otherwise it intends to point out the facts to the membership.

Dr. Kenneth R. Nelson, chief medical officer of the hospital, told the LOG that the regulations would most certainly apply to an attempt by Schmahll to get infor-

# Two Crewmen Lost In Michael Crash

(Continued from page 3)

20-day trip which appeared to have been "jinxed" right from the start.

Rain and fog hampered fire-fighting efforts from the moment of the impact, when Walt Sibley, ship's delegate, was at the wheel. Since the accounts are not clear, it is believed the third mate either was thrown overboard or jumped from the wing of the bridge. He is still missing.

According to Al Buck, chief pumpman, "We thought we could still save her so everyone shifted from the boats to fire stations to

barge blown right in her bow. Continuously flaming oil from the bow section bubbled up each time it was extinguished and caught on fire all through the night. The afterhouse, midship house and lifeboats likewise were scorched and damaged.

On the spot a half hour after receiving an SOS on her way to Philadelphia, the Isthmian freighter Steel King, manned by Seafarers, had her boats out to aid survivors but spotted none, either from the Michael or the ill-fated barge.

In retrospect, the Carras tanker seemed destined for trouble from the moment she left Paulsboro early in February. Scheduled to sail on short notice, she was barely able to take on stores before she was out to sea. Many in the crew spent the first night out removing stores piled on deck to storage spaces below.

A month later, March 18, she broke down in the Mediterranean and drifted for three days until finally gotten into Alexandria, Egypt. Nearing Ras Tanura, Saudi Arabian oil terminal, the ship ran aground for six days. After a tug finally got a tow on her, the line snapped, hit OS Bib Gribben, who broke his leg.

Looking back over the trip, Bosun Ed Fields, lookout on the bow when it all began, who suffered a bad leg burn, summed it all up by noting that "things didn't start out well and they wound up worse." He explained that the heat during the fire the night before was so intense that the men with hoses could take it only 15 minutes at a time while others played a water hose full on them.

The ironic note in the entire train of events was that during the hazardous night-long fight against the fire the oil barge F. L. Hayes could still be seen burning in the Delaware-Chesapeake Canal in the distance. Normally, the Dodge would have been traveling on the Canal but the collision involving her sister ship had closed it from traffic, and forced use of the river.



Picked up alive after being in water four hours, Clarence Backman died on way to hospital.

try and fight the blaze. You couldn't be sure of anything with that heavy, black smoke clouding everything up." All during this time there was the instant danger of an explosion on the Michael itself but no attention was paid to the possibility.

Six hours later when the fireboats and CG disaster craft arrived on the scene at 4:15 AM, the crew had the situation well in hand except for incidental blazes starting up all over the forward section of the vessel. The barge had blown up and remained burning where it had drifted away from the larger ship.

Echoing the versions of onlookers, veteran Captain Nelson M. Amey highly commended the crew for its "brave and uncalled for exposure to danger in fighting the fire aboard the vessel."

Singled out for praise from the Seafarers were: Radio Operator Edward Brittain, a member of the AFL Radio Officers Union, who stuck to his post although the flames and heavy smoke enveloped the entire midship house; first assistant engineer Arnold E. Evans who immediately went below and turned on the steam-smothering and fire-fighting system even before the alarm was sounded, and second assistant E. L. Feucht, both members of the Brotherhood of Marine Engineers, who worked side by side with the unlicensed crew fighting the fire and helped to keep up everyone's morale with jokes and stories, as well as chief officer Garon for his leadership in directing the fire crews.

Backman's tragic death, as related by fellow crewmembers, came when unexpectedly, he went over the side though encased in a plaster cast from the waist up due to a previous shipboard injury. He still also had a cast on his broken right ankle when he was picked up barely alive after four hours in the water. Backman died enroute to the hospital.

The ship, in addition to a scorched hull and superstructure, wound up with a six-foot hole apparently from a section of the

# Jobs Dip; NMU Backs Govt \$ For Training

(Continued from page 3)

concern about the cuts. It declares that the industry committee is discussing the "manpower needs of the industry" with the Maritime Training Service of the Government but cannot plan for the future in the light of appropriations cuts.

It then goes on to plump for the full appropriation for maritime training on the grounds that shipping and manpower shortages, "required expansion of the program to train urgently-needed deck, engine and radio officers."

In light of the current surplus of both licensed and unlicensed men, observers were at a loss to determine the reason for the NMU's concern over Kings Point and the rest of the Government training program.

However, it is generally known that United States Lines is one of the few shipping companies which prefers to get licensed personnel from the Kings Point Academy. In this instance the attitude of United States Lines may have been a determining factor in setting NMU policy.

# Owners, Aliens Make Merry When Seafarers Quit Tanker

Port Said, Egypt—Having ridden the Fort Bridger for over a year now (and being one of three Seafarers left on the ship) I heartily agree with Brother Sonny Simmons' article in the March 31 SEAFARERS LOG. He hit the nail right on the head when he told the fellows "Don't take a long trip if you won't see it through." My experience is a solid example of what happens when an SIU crew quits the ship and leaves it to be manned by aliens.

We signed 18 month articles way back on April 26, 1951, at Paulsboro. Of the 31 who signed on, there are only a chief cook (promoted from messman) another steward department man and myself, as steward, left on the ship.

It's true that in the beginning some crewmembers didn't get along with each other very well. But the trouble was, most of the fellows who signed on thought the articles were a joke and it was only going to be out five months. When after nine months they saw it was still out, all but the three mentioned had left.

While the reasons that caused them to leave are numerous, many got off just because they were "fed up." Maybe that's why the merchant marine gets kicked around so much because of the immature attitude of numerous men. It seems that this stems from social and financial insecurity. The SIU has licked the financial end but I'm afraid it may take time to conquer the other.

These men take to drink to build their ego up. With a few drinks under their belts they are as good a man as any. But when the liquor wears off they are like a deflated balloon, and are not much good on the job.

### Paid For Jobs?

Anyway, as each of these men left the ship, a stranger was shipped in his place. There has been much speculation (no proof however) that the Italians who shipped in Naples paid for their jobs. These men could speak very little or no English. One has been on the ship seven months who still can't speak or understand English and he is a 4-8 AB. As the ship was running into Naples for some time, all of our replacements were of this character. Most of them are ex-boat operators from the Santa Lucia district, the kind of fellows my Italian friends would call "ruffianos."

For example, these fellows de-

manded more than the American crew. They complained that the soap issue wasn't enough, but at Ras Tanura they boarded an Italian tanker with pillowcases full of soap and came back loaded with wine. I have to shake down the rooms every so often and find cans of fruit, sardines, salmon, tomatoes, cookies and excess linen. One man, although he was making \$400 a month saved several hundred empty beer, wine, whiskey and juice bottles to sell for \$3.20 (2,000 lire) in Naples when he got back.

### Coast Guard Disturbed

The Coast Guard representative in Naples, Captain McDacey, is pretty hot about this ship, with too many aliens aboard who could not speak or understand an order. I heard that he was going to pull the ship's certificate for "unseaworthiness." Anyway, the Fort Bridger does not go back to Naples anymore.

As a result, recently we have gotten ten new crewmembers, several Germans, a few Canadians, Englishmen, an Australian and a Dane.

I am steward on this bucket and have been sailing almost seven years in that rating. With the American crew on here there were not any serious beefs, and everything was adjusted as quick as it was mentioned.

The important fact to remember

is that the company is very happy about Seafarers getting off and getting replaced by aliens. This is a condition they encourage, and every one of the SIU crew who were paid off was greeted as "one more gone." Now, that the ship has no more left besides us, the skipper, mate, chief, first assistant and radio operator are the happiest men this side of the Atlantic. The aliens aboard don't know their work from a hole in the ground but they do what they're told after a fashion and don't give much back talk. That is what the company wants.

### Company Saves on Food

Meanwhile the company gets away with murder on the food. I have to buy meat and dry stores in Port Said. The corned beef is old fashioned salt beef packed in brine. The ham and bacon is too salty to eat. The fowl is foul, and no amount of stewing can make it tender. I would rather buy meat elsewhere but the company says to buy it in Port Said where it costs an average of 39 cents a pound.

Believe me, a man takes the Union too much for granted, but all he has to do is get tangled up in a situation like I am in now and then he realizes just what the Union means.

Lee de Parlier  
Ship's delegate

## Life Pleasant Way Down Yonder In Crescent City

New Orleans — After being away for one year I have returned to this southern port. Everything looks good here. The hall is in ship-shape condition and the boys have no trouble shipping out. There are some working ashore earning a few bucks while waiting for a particular ship.

George McFall, driving a taxi here under doctor's orders and losing plenty of weight. Expect him to return to the sea by September... Another brother working ashore until recently was Louis Peed. He now carries his right arm in a cast, but this doesn't stop him from fishing at the lake...

Speaking about the lake, you will always find Tex Metting swimming there. Tex doesn't care to dive from the float however... New Orleans is certainly a nice



port to wait for a ship. The lake is about eight miles from the hall.

Steady Rider  
Zeke Joblonski still on the Alcoa Clipper and intend to remain put for a while. His telephone

stocks are doing okay... Blackie Bankston on the beach but waiting for a Delta job. Should be out by the time you read this... Al Brindley, the man with the best manicured hands in the business, now sailing as AB on the Del Santos, South America bound. He's a former BR.

### Reyes Relaxing

On my trip south I paid a visit to Miami and found E. Reyes, creator of "Sailor Rags," taking it easy at home. He's on the Florida now, but I bet he'll be on the coffee run within three months... Brother Duet doesn't talk about anything else but baseball and that's because he's the manager of the Beachcombers, a team of boys who are now on the beach waiting to ship out. I understand they have a fine record.

Did you know Paul Warren was a midget car driver? He loves this sport but had to give it up on doctor's orders... "Red" Sully paying a visit to the hall in order to talk to the boys.

John Picou is looking to catch a ship and is willing to take anything going anywhere... George Guenard, age 34, sailed as purser and was well liked by SIU members. He died in New Orleans on March 12, 1952.

Salty Dick

## Did You Know . . .

That bullets fired to the right of a moving airplane have a tendency to drop but those fired to the left tend to rise? This occurs because the bullets fired to the left spin clockwise, and the friction from the wind exerts force at the top and bottom of the bullets.

That the members' book-to-job ratio is being maintained despite the present drop in shipping caused by the lay-up of government-owned ships? SIU members have no cause for alarm over getting jobs, since the Union is making continual efforts to sign new companies and assure greater work possibilities.

That the members' book-to-job contains a memorial plaque to a traitor? The name of the American Revolutionary War's "Quisling," Benedict Arnold, has been gouged out, so that he is identified only as a major general born in 1740.

That the work of one architect was so skillful that his eyes were put out to prevent duplication of his efforts? Ivan the Terrible used this method on the architect who built the famous St. Basil's Church in Moscow to avoid any carbon copies of the structure.

That a 14-inch cube of gold weighs a ton? At \$35 an ounce, this would amount to quite a tidy sum. An ounce of gold leaf, incidentally, can cover an acre of ground with a layer 1/200,000 of an inch thick.

That the SIU-affiliated Inland Boatmen's Union was one of the first CIO units to quit that organization because of resentment against Communist leadership in CIO waterfront unions? By a referendum vote, members of the IBU voted 6-1 to break ties with the CIO in February, 1948, and switched to the SIU.

That it wasn't the cold so much

as the thaws that defeated Napoleon in his Russian campaign? Despite the frosts encountered, which killed many of his men, the great difficulty Napoleon suffered was caused by the thaws which made it impossible to transport his heavy artillery and supply trains through the mud.

That a flea can leap a distance 30 times its own height? Named for a word meaning to jump, a flea can also draw 80 times its own weight.

That the most dangerous man on a ship is the gashound performer? Seafarers have always taken a stand against these foul-ups because their activities endanger the lives of every man on a vessel. Any man who drinks on the job or turns to gassed up is a threat aboard ship.

That Arlington National Cemetery in Virginia was established on land belonging at different times to the adopted son of George Washington and also to Robert E. Lee? The residence which served both during the period prior to the Civil War is still on the grounds and is maintained as a national memorial.

That ambitious, to the ancient Romans, referred to someone who was seeking election to office? The word meant to go around, and described a candidate who went round on a house to house canvass for votes. He was thus "ambitious for office."

That the word arena should never be applied to any open space, playing area or meeting-place? Arena is Latin for sand, from the days when sand was spread about the Colosseum in Rome to absorb the blood spilled in combats between gladiators, or the Christians and the lions.

## Moon Will Welcome Tips—On Growing Healthy Spuds

The Seafarers Marching and Courtboullion Club held its first annual outing of the season on the banks of the Pearl River at the Spencer Estate (home of the Delta Line stiff).

The affair was a tremendous success—with barbecue ribs and barbecue chicken aplenty—also much liquid refreshment.

Entertainment was supplied by M. Hamilton "Moon" Kouns and Joseph "Tattoo" Conrad who fouled up such sweet old refrains as "Sweet Adeline," "I Don't Want to Set the World on Fire" and many other numbers until the wee hours.

First honors in the eating contest were carried away by the future Mrs. Charles Tannehill, but the award has been held up by the judges pending final disposition of a foul claim entered by Kouns. However, the entertainment committee feels the foul claim should be disallowed due to the future Mrs. Tannehill eating the last three chickens while wearing a muzzle.

Subsequent development of the photos definitely confirmed the committee's ruling. They revealed Brother Kouns weary and lagging,

but not emaciated nor disgraced, at the finish.

The evening's conversation gradually centered on the recently acquired and adjoining plantation of gentleman farmer Martin Kouns. His immediate concern is the potato and bean crop. Drought is the problem, and Moon having gained his limited store of agricultural information in the Irish channel, feels a little unsure of himself. Any membership hints or catalogue aid on nurturing and coaxing the red bean and the spud into full blossom will be welcomed.

The verbal tour brought us ultimately to the dwelling itself. One audacious character mentioned the lack of bath, but Moon promptly dismissed this as secondary. The galley is what counts and a bath is certainly not numbered among the indispensables.

The nearness of the modern tile baths under way at the Spencers and the known hospitality of those folks might have influenced the opinion.

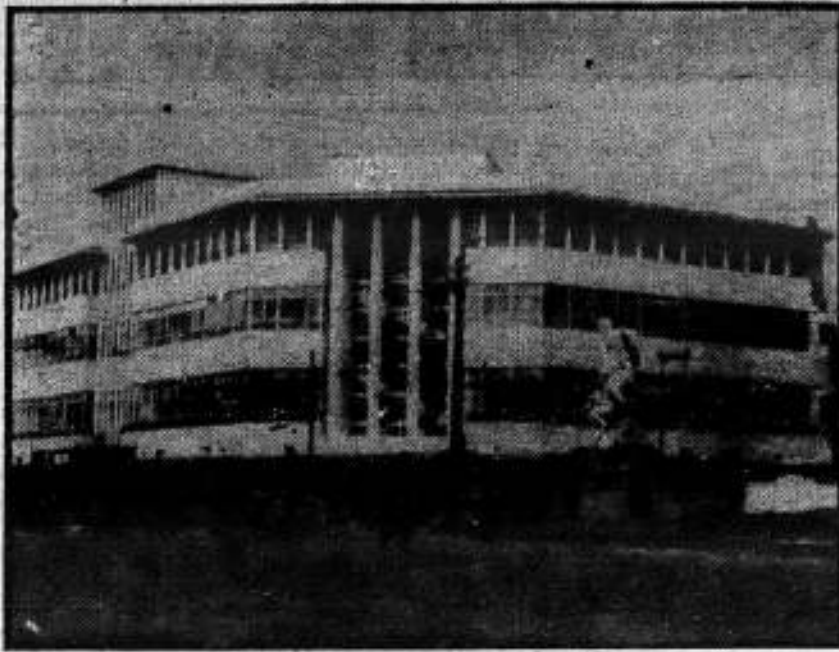
Catalogues to Moon, please—seed, flower or vegetable, anything that can be planted and will grow. Watch the amazing and heroic experiment.

Lindsey J. Williams

## Nary A Bite In Sight



Three Seafarers off the Marina relax in sunny San Juan harbor while waiting for a nibble. They don't seem to be particularly worried about catching any. They are: (L-R) Joe Olive, Ike, Ed Odom.



A brand new department store, Hammond's, Ltd., is soon to be opened in Hull "in spite of the poor living situation" as Seafarer Luis Ramirez puts it.

### Olde Photos Wanted by LOG

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

## The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

Advances and development in photography have not been confined only to cameras and lenses. We find that important strides have been made also in auxiliary equipment. In enlargers and printers, the use of cold cathode grids and circular fluorescent lamps as light sources are recent innovations. Seafarers who have ever tried to do any enlarging while a ship is under full steam will appreciate some new enlargers that the navy is using. Instead of the usual light bulb in the enlarger head we find an electronic flash tube in the light source thus eliminating the danger of any vibration.

Also in lighting equipment, the reflector spot lamps with their own built-in reflectors have eliminated the need for bulky reflectors. They need only be screwed into a standard lamp socket for use. In flash lamps, the midget bulbs have been an outstanding step forward. The SM lamp with a flash duration of 1/100 of a second enables users with inexpensive cameras to stop action by the short duration of the lamp.

Very significant was the creation by Dr. Edgerton at MIT of the electronic flash. This repeating flash tube which needs either an AC source or a batter pack has cut deeply into the cost of taking flash pictures. In printing papers, Varigam, a paper of variable contrast on one surface is now available. By using different filters over your enlarging lens one paper can create any contrast desired.

The Polaroid-Land camera introduced about three years ago has put an end to the ancient joke about the camera with the built in developing tank. When you are at headquarters for your new book you will see it in operation. Recently Dr. Edwin H. Land, the inventor of this camera, demonstrated a new film before the Photographic Society of America. He took photos of the audience in an extremely dimly lit room with a film whose speed rating is about 1600-2400 Weston. When we remember that Super XX is only 80 indoors we see that he really has something here. You can't buy this film at the Sea Chest yet. At the moment it is US Army property exclusively.

We can't conclude without discussing the very latest in cameras. Though this properly belonged in an earlier column, it is so new that it only was announced since the appearance of the last issue of the LOG. It's a combat camera developed for the Signal Corps by Graflex, the makers of the Speed Graphic, which has been used by photographers of the Signal Corps for a number of years.

This new camera withstands dust, is fungus proof, moisture proof, and can be used in a driving rain. Really something the Seafarer can use during a storm when he's on lookout, and will operate without any difficulty at 40 degrees below zero. Loaded with film and with its standard 4-inch f2.8 lens it weighs only 5½ lbs., which is below the weight of the Speed Graphic. The body of the camera is of magnesium and even the lens mounts are made in the same metal. It uses 70mm film and has all the features of the high priced 35mm camera. This size film gives you a 2¼x3¼ negative. It will take a loading of film which will give 50 exposures. It has a built-in slicer which permits any portion of exposed film to be removed for processing. Lenses are interchangeable. It takes a 2½-inch f4.5 wide angle lens and an 8-inch f4 telephoto.

The camera has a coupled rangefinder and the view finder is in the same eyepiece. The view finder used is really unique. Whenever you switch from one lens to another the view finder automatically compensates for the view of the new lens. The shutter has a top speed of 1/500 of a second. A single winding of the shutter spring permits ten exposures in five seconds. The film is automatically advanced and the shutter cocked at the same time. The camera has an automatic exposure counter, but to make sure that you don't keep on shooting after 50 exposures, a red flag appears in the view finder after the last shot is taken. Without its lens the camera is 9¼-inches long, 2½-inches wide and 5-inches high.

After all army needs are taken care of, it will probably be released for civilian use. Present estimates are that it will cost about 30% more than the better of the 35mm cameras.

## Quiz Corner

- (1) How can the number 45 be divided into four parts so that if you add two to the first, subtract two from the second, multiply the third by two and divide the fourth by two, the total of the addition, remainder of the subtraction, product of the multiplication and result of the division are all equal?
- (2) The borders of four of the 48 states are made up of straight lines on all sides. Can you name three of them?
- (3) No place on the earth has a longitude of more than (90), (120), (150), (180) degrees.
- (4) An American statesman who acted as Secretary of State during a Republican administration and as Secretary of War during a Democratic administration in World War II was (Frank Knox) (Henry Stimson), (Cordell Hull), (James Forrestal)?
- (5) A pound of tea and three pounds of sugar cost \$1.20. If the price of the sugar were increased 20 percent, the cost would be \$1.32. How much does a pound each of the tea and sugar cost?
- (6) The baseball manager whose team has won the most major league pennants was (McCarthy), (McGraw), (Mack), (McKechnie)?
- (7) The earth is nearest the sun during our season of (summer), (fall), (winter), (spring)?
- (8) The battle of the Monitor and Merrimac during the Civil War (1862) revolutionized naval warfare by proving the utility of the (iron-clads). On which side was each ship?
- (9) Bill, now 24, is twice as old as Tom was when Bill was as old as Tom is now. How old is Tom?
- (10) Much of the heat gained by the earth during the day is lost at night by (conduction), (radiation), (convection), (reflection)?

Quiz Answers on Page 27

## Cupboard Is Bare In England

Having spent a good deal of time in Japan and Korea over the past year, I decided to see what the other side of the world looked like. So I caught the Coeur d'Alene Victory (Victory Carriers) and made a quick trip of 29 days, to Bremerhaven, Germany, and Hull, England, before coming back home.

It was a pleasure to get to Bremerhaven, and go around visiting and shopping in the newly-renovated town. I found that shopping in Germany nowadays doesn't give you much to figure on in the way of bargains. The prices in terms of dollars are not far behind the ones at home, and there is nothing much you can find there that we can't find here in our home markets except for cuckoo clocks.

### Cameras Not Cheap

The same goes for cameras. It's easy to find a big variety in New York and the prices are even less on many of the average ones in Germany if you consider how much it comes to with the regular customs duty. The only advantage in favor of your pocket is when buying one of those masterpieces in cameras like a Leica with the f1.2 and the like.

From Bremerhaven we went to Hull, England, and here is where I had an eye-opening experience of interest to my Seafaring brothers. I examined the town from top to bottom, especially the main shopping district, and I can say that if the same goes for the rest of England (and I was told it was worse in many places) you are better off if you don't draw a penny there.

There is absolutely nothing to buy that you cannot find in the States and even if you try buying something just to get rid of the money, almost nothing fits you by home standards.

### Food Situation Bad

As for food, the situation is not much better than it was in 1944 and the candy is still rationed. Any meat sandwich that you may ask for contains a very special spice

in the same amount as the meat. While the meat is supposed to be the principal item, the amount is doled out as if something more would spoil your stomach.

If you happen to get in one of these restaurants (and there are not many) you will think after observing the customers that everyone is on a diet.

Everything here costs a lot of

money and in the face of all this, organized labor seems to be sleeping. Our night watchman told Oiler Ed Burke and myself that he was making 15 shillings (about \$3.00) for 12 hours work at night.

So you'll be doing the right thing if you don't draw any money at all in England unless you expect to stay for more than two days.

Luis A. Ramirez

## Red Embraces A Hopeless Cause: Pittsburgh Pirates

Just as a home or a ship needs an annual spring cleaning, so does my note-book. So here are a few items tinged with mold that "gotta go." Don Herlihy claims the reason for the bandage over his eye is that he went into Robert Hall's and hit his head on the low over-head . . .

Last year's Kentucky Derby gave me the miseries. I'd have cut my throat, but the girl next door was using my razor. . . Now I know that the rail at the track is to hold my horses up. . . Frank Moran says there never was a three horse dead heat. The winner stuck out his tongue. . . I only know of one guy that made a living following horses. He's with the Department of Sanitation. . . The last favorite I had was timed with a calendar.



Campbell

**Fair Trade**  
Of course, I've got the Pirates to help me out of the darkness. They sure know their way around the

cellar. . . Right now we'll trade six of our best pitchers for a picture of Preacher Roe.

I see Costello got eighteen months. I did a stretch that long with Waterman and didn't even play the numbers. . . Made a port in Santo Domingo that was so small that in a six man conga line the last two guys were out of town. . . Their highway authority will put the white line down the middle of the road as soon as they widen the streets. . .

**Memo on politics:** As soon as a politician gets elected by the public he puts "Private" on his door. . . My district sent our representative to Congress just to get him out of town. . . He's an honest politician. When he's bought he stays bought.

### Definition of Conservative

Believe me, Congress has some of the best men money can buy. . . Almost every man has his price. Some of those guys even hold bargain sales. . . Contrary to this type, we have the conservative. Yeah! He's got his already.

Discovered a new SIU character aboard the Ines. Miserable Jones is the kind of guy who'll eat all the chickens on board and then beef about the egg shortage. . . Here's the one that eats two quarts of ice cream, one pound of butter, three containers of milk, six chops, four steaks and a dozen hamburgers. First he empties the cow, then he eats it.

This boy is the only person I know who can walk into an empty building and sing "Hail, Hail The Gang's All Here."

After reading the foregoing I'm available for questioning in Ebbet's Field or the Polo Grounds following the Pirates. Somebody has got to follow them. They're following everybody else.

Red Campbell

### LOG-A-RHYTHM:

## Sunday Dinner

By Jesse Watkins

The cook had fried his chicken,  
and  
With seasoning just right,  
Had creamed some peas of stand-  
ard brand;  
His spuds were fluffy white.

Enthusied with culinary arts,  
His rice and beans were fine;  
He rolled and made some jelly  
tarts,  
So they as kings could dine.

And he was in a jolly mood,  
Because he mixed a cake  
Exactly like the devil's-food  
That bakers always make.

He placed with loving care each  
dish;  
His salad turned out swell.  
Surveying all he made a wish,  
And rang the dinner bell.

The captain couldn't eat a bite;  
The engineer was blue,  
And no one had an appetite,  
Not one among the crew.

Deflation came along with fear,  
And feeling like an elf,  
The cook sat down, and with a tear  
He ate it all himself.

# Spain Fine But For Stowaways

After sailing the North Atlantic through the winter months and knowing how rough it can be, I saw that the Helen Hunt Jackson was up on the board in the Norfolk hall, heading for Spain. Hearing about the friendlier relations that had been established between our country and Spain, and that it was a strange sight to see a US ship going to that country I decided to sail that ship.

We were loaded with coal and started for the port of Bilbao which is strictly devoted to the manufacture of steel.

When we got there, we discharged into barges until the ship was light enough to go to the unloading berth of one of the largest plants in Spain, known as the Altos Hornes Company. While discharging into barges the ship was anchored to buoys. It was delayed a few days discharging and then shifted to the unloading berths.

So like all seamen, we went ashore and visited the city of Bilbao which is about 10 to 15 miles from the port of discharge as the river is shallow. The ships unload at a town known as Portugalete. Electric trains run about every 20 minutes. The fare is 5 pesetas which is about 15 cents in our money, and the trains are fast and comfortable.

### Friendly People

The city of Bilbao is really wonderful. The people were friendly and enjoyable and the customs strictly Spanish. Very few of the citizens speak English but stick to the language of their country.

There are the usual number of bars and cafes and prices are reasonable in exchange for the American dollar. Among the places there are the Buenos Aires Bar, the Shanghai, the Neguri, and last of all, Maxims, where a seaman will not want for his heart's desires.

There is also the Swisso, where there is dancing until two in the morning, meals that are Spanish and drinks for those who like them. Putting it all together it is a natural for the seamen, both young and old.

Everybody had a wonderful time, and after ten days when we were unloaded we shifted to the oil dock for bunkers. Then we started for home with the good time of Bilbao still fresh in our memory, but not for long.

### Slowaway Troubles

Clearing the port at about 9 AM we sailed for home. The utility-



Crewmembers of the Helen Hunt Jackson do a little sightseeing in Bilbao. They are (L-R): J. R. Wilson, AB; T. McFarley, wiper; Anthony Rofere, wiper; J. Riley, AB; Victor Egel, OS.

man went down to the shelter deck for linen as everything was black from the coal. While down there he saw a head and found a stowaway. In turn we notified the master of our discovery. The master wired ahead for orders on the stowaway and the ship kept on its course for America.

The next day I went on the deck for a little fresh air as it was lunch time. Bilbao was still fresh in my mind, when I saw two more heads from the No. 4 hold.

Again to the master with the same story, with more wires to

America and Spain in regards to our stowaways. But the ship kept on its course. Two days later we were ordered to the port of Vigo which is on the line between Spain and Portugal. The Spanish navy came and took off our stowaways.

Although there was a lot of excitement and loss of sleep I can say with all the members of the crew that Spain is a wonderful and exciting country. If you have any doubt, take a ship there and see for yourself.

Charles J. Hartman  
Ship's delegate

## Seafarer Weds Durban Girl

Durban, South Africa—Seafarer Thomas J. Mack, oiler and engine delegate aboard the Robin Hood went a long way from home to find a bride. He was married here on Saturday, April 26, 1952 to Miss Doreen Jones, a resident of Durban, during the time the ship was in port.

Brother Mack thus became the first Seafarer that we know of who found himself a bride on the South and West African run of the Robin Line.

The SIU touch to the wedding

festivities was further provided by our night cook and baker, U. R. Merjudio, who supplied Mack with the traditional wedding cake covered with a generous supply of white frosting. All the men on the Robin Hood join in offering Brother Mack their best wishes for a happy marriage.

Florencio F. Letie



Bridegroom Thomas J. Mack congratulates Robin Hood's baker, U. R. Merjudio for fine job on wedding cake (right).

## Don't Ship Gear To Union COD

Seafarers have been reminded that any gear sent to any SIU hall baggage rooms must have the shipping charges prepaid. Any gear sent with COD shipping charges cannot be accepted at the baggage rooms. So if you are sending any gear to a Union hall, be sure to prepay the shipping charges. The baggage rooms cannot accept COD shipments of gear.

# The SPORTS LINE

By Spike Marlin

Spring is the season that trees turn green, mosquitoes start hatching out and small boat enthusiasts appear on broken-down docks and tidewater mudflats around the country. In the past few weeks they have been whipping their prized possessions into shape, preparing to enjoy delightful week-ends of cruising and fishing 'neath sunshine and 'midst pleasant breezes.

Actually small boat owners rank in the same class with model airplane bugs and radio tinkers. They enjoy playing with their stuff just as much as using it. Otherwise it's hard to explain why they put days of hard work into a boat that won't be used more than a dozen times a year.

As proof of this, every spring there's wholesale trading of boats down at the docks and boat basins. When a boating hobbyist buys a boat he makes sure to get the most broken-down derelict he can locate. If it's a sailboat, it of necessity must be demasted with gaping holes in the canvas. If motor-powered, the engine has to be encrusted with rust and the boat bottom full of gaping holes. Otherwise there wouldn't be any fun whipping her into shape. And who wants to just jump into a boat and take off?

### Pleasures Of Caulking

The small boat owner, be he the possessor of a modest 14-foot mahogany outboard hull, a two seater sailboat or a full-sized cabin

cruiser, gets his biggest kick out of such tedious jobs as caulking, painting and varnishing. In most cases he's just a frustrated shipyard worker. There's nothing he enjoys more than lying on a splintery dock in a broiling sun, carefully spreading glistening varnish on his prized possession.

### Gold-braided Cap

When he's finally got his craft in trim, he goes out and buys himself a skipper's cap loaded down with imitation gold braid. No master of a passenger liner was ever prouder.

Usually, this procedure takes between four to six weekends, so it's June by the time he's actually ready to put his craft to the test. Armed with six fishing rods, two five gallon cans full of the noxious gasoline and oil mixture used in the motor, half-a-dozen life preservers, two oars, a spare spark plug, box of cotter pins and a fire extinguisher, he's all set for a pleasant afternoon. Of course, the sailboat navigator travels lighter. All he carries is a cap, dark glasses, and bathing suit.

However, we must confess that when he finally does get out on the water on a pleasant summer's day, there's nothing like it—provided he doesn't run into a squall or break his propeller shaft on a rock. And if he actually catches a couple of respectable fish—well he's all set to go through with it again the next year.

## Sleep Pills Kill Stewardess

Miss Margaret G. Morsette, steamship stewardess who worked on SIU passenger ships out of New Orleans, was found dead in her home at 933 Du-



Morsette

Orleans, from an overdose of sleeping pills. An autopsy conducted by the New Orleans coroner's office confirmed the cause of death as barbi-

turate poisoning. The 37-year-old stewardess was

well known as Magge Greenberg to a great many Seafarers who sailed out of the port, and her untimely death came as a shock to many of her close acquaintances in the Union. At the time of her death she was employed aboard the Alcoa Clipper, one of the combination freight and passenger ships of the Alcoa Steamship Company for whom she had worked for several years.

A native of Tennessee, she is survived by a brother, John Bandy and a nephew, Michael Bandy, of 132 Haywood Avenue, Knoxville, Tenn.

## GALLEY CLEANINGS

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

A not infrequent complaint regarding shipboard chow is the failure to offer relief occasionally from the weekly repetition of most dishes.

Soaps particularly rouse this feeling, because you'll find the same one on the menu four or five days out of seven on many ships.

"A cook can't let himself grow stale. No matter how much he knows about his job, there's always room for something new," asserts brother Joe Thomas, steward, who has learned a lot about the feeding habits of Seafarers in a decade or more of sailing with the SIU.

You have to look at it the same

way as your clothing. You can wear the same suit for a long period, but you change the tie regularly. A soup's the same thing, an accessory to a meal that calls for variety to dress up a regularly featured menu, he pointed out. "And when the preparation's no more involved than with any other soup, there's no excuse for holding it back from the boys," Thomas added, as he offered his well-received recipe for a "Pepper Pot Soup."

Here's what you need: 3-4 green peppers, 1 pound carrots, 1 pound onions, a No. 2 can of tomatoes, 1/4 pound flour, 1/4 pound shortening, 4 gallons beef stock, 1/4 pint Worcestershire sauce. Peel, clean and dice vegetables, then pan-fry until tender and brown. Add flour and combine to give the mixture body, then mix in beef stock, tomatoes and Worcestershire sauce and add pepper and salt to taste.

The whole preparation takes about an hour, and the flavorsome result can be served either chilled or hot. Incidentally, Thomas says still an extra touch can be added by using tripe to build up the flavor even further and make the wholesome, tasty soup a meal in itself.

## Seafarer Sam Says

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SEAFARERS CASH BENEFITS



TOTAL \$112,700.48 Vacation Plan May 12-May 23 Welfare Plan May 4-May 17

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

(Continued from page 23)

Table with columns: Name, No., Amount. Lists names like Thomas Brand, William Parker, Thomas Jones, Lak Cing, etc.

Table with columns: Name, No., Amount. Lists names like Augustus Bryan, George Ellebracht, James Chassereau, etc.

Table with columns: Name, No., Amount. Lists names like Frank Timmreck, Enos Ott, Rexford Dickey, etc.

Table with columns: Name, No., Amount. Lists names like Damian Mercado, John Fitzsimmons, Walter Keenan, etc.

Table with columns: Name, No., Amount. Lists names like Anton Back, Calvin Bettinger, Alexander Leon, etc.

Chris Perrotti, utility: You can see for yourself that I'm all smiles about it. Who wouldn't be? The only problem left is how to spend it.



Joseph Poturakki, FWT: Getting vacation money on top of your regular payoff is a little bit like winning a prize when you're least expecting it.



Table with columns: Name, No., Amount. Lists names like Vincenzo Russo, Leo Wolf, George Flood, etc.

Table with columns: Name, No., Amount. Lists names like Raymond Queen, Dennis Gibson, Ernest Ford, etc.

Table with columns: Name, No., Amount. Lists names like Joe Hearn, Ubie Nolan, Francis Koppersmith, etc.

Table with columns: Name, No., Amount. Lists names like Theodore Smith, Joseph McGill, Hansen Lackey, etc.

Willis Record, eng. dept.: I've been with the SIU for a few years now, and when I began sailing they would have laughed a man off the floor for talking of vacations.



Alfred Arthurs, messman: We've certainly gone far in this Union when you can collect for vacation in addition to all the other benefits we have.



Table with columns: Name, No., Amount. Lists names like Virgil Bowman, Salomon Ross, Roland Kirby, etc.

Fred Ball, DM: This is one of the big reasons that I'm very happy to be sailing with the SIU. It's one Union that really delivers the benefits in fine style.



Table with columns: Name, No., Amount. Lists names like Marion Haines, Benjamin Martin, Frederick Tenuelle, etc.

(Continued on page 25)



SEAFARERS CASH BENEFITS



TOTAL

\$112,700.48

Vacation Plan May 12-May 23 Welfare Plan May 4-May 17

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(Continued from page 24)

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

Table with columns: Name, Check No., Amount. Continuation of the list from the previous table.

Lazario B. Elorfin, AB: The Union has done a lot of good things for the men in the past years, but I can't think of anything that's made as much of a hit as the vacation pay.



Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

Anthony B. Calderia, AB: The best part of the Vacation Plan as I see it is that you don't have to go to a company and battle them for the money. The service here is real speedy.



Table with columns: Name, Check No., Amount. Continuation of the list of names and amounts.

WELFARE

REPORT NO. 29

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report—May 4—May 17

Summary table for Welfare Report No. 29. Columns: Category, Amount. Includes Cash on Hand, US Government Bonds, etc.

Table listing contributions to USPHS Hospital Staten Island, NY. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Mobile, Ala. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Savannah, Ga. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Brighton, Mass. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Galveston, Tex. Columns: Name, Amount.

Table listing contributions to USPHS Hospital San Francisco, Calif. Columns: Name, Amount.

Ralph Di Paola, messman: The word sure has gotten around on the ships about this plan and all the fellows you speak to are very happy about being able to get the dough.

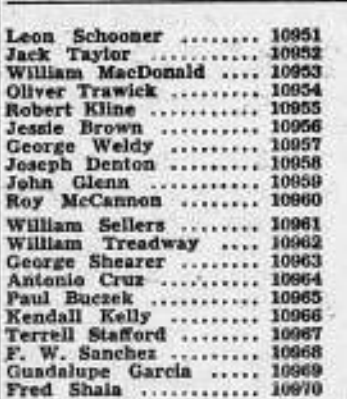


Table listing contributions to USPHS Hospital New Orleans, La. Columns: Name, Amount.

Table listing contributions to Charity Hospital of Louisiana, New Orleans, La. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Norfolk, Va. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Baltimore, Md. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Philadelphia, Pa. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Brooklyn, N.Y. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Port Stanton, N.M. Columns: Name, Amount.

Table listing contributions to USPHS Hospital Fort Worth, Tex. Columns: Name, Amount.







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SONG STYLIST

### DARRELL TWINS

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### LUCILLE VINCENT

SONGS OF ALL LANDS

### EVA LAMONT

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