



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

OK MFOW BID TO JOIN SIU

Story On Page 3

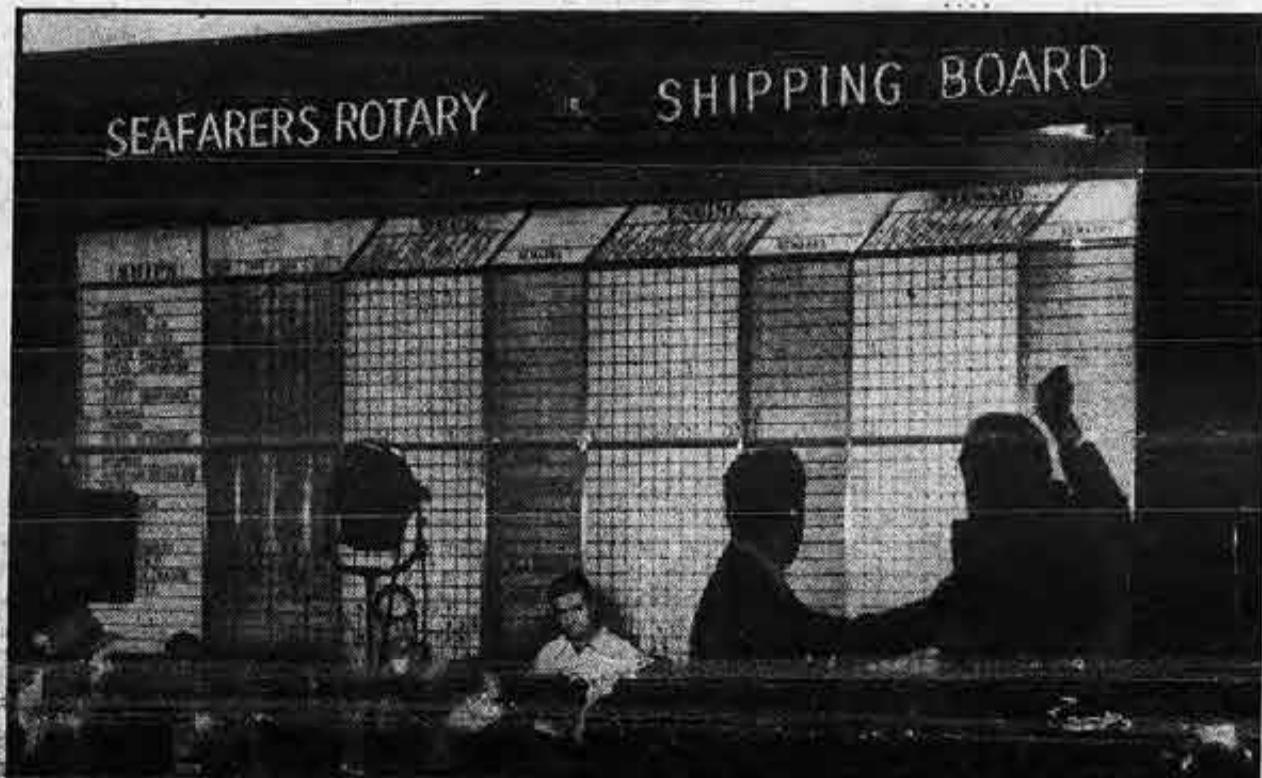


Birthday. Born a year ago yesterday, Joseph A. Cave, Jr. (above) gets set to blow out the lone candle on his first birthday cake as his mother, Alice, looks on. The youngster's birth qualified his Seafarer-dad for the first \$200 maternity benefit paid out by the SIU. (Story on Page 2.)

In Focus. The television cameras grind away during a job call at SIU headquarters (photo, right) as Seafarers throw in for the jobs on the board. The sequence was part of a TV news presentation all last week featuring the work of Seafarers on the ships and the operations of the Union ashore. (Story on Page 4; Feature in Centerfold.)



A&G Delegates. One of the 26 delegations at the sixth biennial SIU convention in San Diego were SIU-A&G delegates (right to left) Lindsey Williams, Paul Hall and Earl Sheppard. A fourth member, Cal Tanner, was at a committee meeting. (Story on Page 3.)



SIU Baby Benefit Has 1st Birthday

One of the most successful features of the SIU Welfare Plan, the SIU maternity benefit celebrated its first birthday April 1. In the preceding 12 month period a total of 518 babies were born to Seafarers' wives, with each Seafarer collecting \$200 or \$103,600 in all. In addition, the Union gave each new-born baby a \$25 US defense bond, amounting in maturity value to \$12,950.

The maternity benefit was originally designed to help out Seafarers who had to meet the heavy doctor, hospital and household bills that come with a new baby. The Union felt that with a growing number of Seafarers getting married and having families, the new benefit would fill a need of a good portion of the membership.

Average Ten Weekly

Nobody realized, however, how great the need was. From the very beginning, the maternity benefit applications have been coming in at the rate of ten a week or better, and this rate has held steadily throughout the year. The very large number of benefits paid shows that a far larger number of Seafarers are family men than had been thought.

The size of the benefit, the speed with which it is paid, and the easy eligibility requirements have all met with considerable favor. The SIU's \$200 benefit is far more than the conventional maternity payment which usually runs between \$50 and \$80. Then most maternity plans require at least nine month's coverage before any money is paid out. By contrast, the SIU's benefit covers every Seafarer who has worked one day on an SIU ship anytime during the previous 12-month period.

Speedy Service

With the bills pouring in from all sides, Seafarers also appreciate the speed with which the benefit is paid. Once the necessary documents, consisting of birth and marriage certificates and a discharge from a ship (or photostats of same) have been submitted to the Union, the checks go out in a few days to be delivered by Union Welfare Service representatives in person, or by mail, outside of the ports.

In the maternity benefit, as in other aspects of the Welfare Plan, the SIU has paved the way in



Joseph "Jody" Cave, Jr., points one finger at the camera signifying it's his first birthday, while Mrs. Alice Cave, and SIU Welfare Services representative Bill Fredericks look on. Jody was first SIU maternity benefit baby. His dad is now on the Winter Hill.

maritime. No other sea-going maritime union has a maternity benefit, and few can boast benefits resembling others paid out by the SIU Welfare Plan.

These benefits are supported by Union-negotiated shipowner contributions to the Welfare Plan for each day a Seafarer works. The

contributions, originally 25 cents a day have been increased twice in contract negotiations. At present the shipowner contribution of 60 cents daily supports a host of Welfare Plan operations, including maternity; hospital, disability and death benefits, and the SIU scholarship plan.

AMEU Still Begging Off On 10G SIU Challenge

Breaking its embarrassed silence on the issue, the Atlantic Maritime Employees Union this week reluctantly acknowledged the existence of the SIU's \$10,000 challenge of attacks against its job claims, but still begged off talking turkey on the issue right away.

Meanwhile the SIU offer was renewed in a letter sent to the AMEU in Philadelphia, in which Organizing Director Keith Terpe gave the so-called "independent union" in Atlantic an additional ten days to put up or shut up on its original blast of the SIU's book to job ratio.

Instead, the AMEU committed itself to nothing more than that the issue would be discussed in the next issue of its irregularly-published magazine, The Fleet, which, it said, "will go to press within the next few days."

The AMEU has been hard-pressed by its own constituents as well as SIU supporters to take up the SIU challenge in order to bring the facts out into the open, something for which it has had a natural reluctance. The Atlantic "union" originally initiated the proceedings, charging that the SIU had misrepresented its job figures in a period late in 1952 in order to mislead the tankermen by claiming one job or better for every active bookmember.

At that time, it presented a one-sided offer in which it called on the SIU to put up \$10,000 to back its claimed book-to-job ratio, while it conveniently neglected to mention anything about doing the same. In fact, Terpe commented, "they already had decided how to spend their 'winnings' on 'needy' SIU Seafarers who are broke, between jobs, in their attempt to minimize the job opportunities offered by the Union."

Taking up the idea, the member-

ship in all SIU ports overwhelmingly voted on February 11 to appropriate the \$10,000 as a means of calling the AMEU bluff on the issue. According to the membership proposal, both the SIU and the AMEU would each put up \$10,000, with the total \$20,000 to be held in trust by a responsible public official for a special "Atlantic Seamen's Widows and Childrens Fund." In all fairness to both sides, an outside organization, the American Arbitration Association, would then be called on to appoint accountants to conduct an impartial audit of SIU records and certify the actual ratio of jobs to active SIU bookmembers during all of 1952.

In doing this, the membership went a step further than expected by the AMEU and offered to stake the Union's \$10,000 on the fact that the SIU had one job or better for every active member not only for one period during 1952, but throughout the year.

\$ To Atlantic Widows

Following the certification of the SIU job ratio, the \$10,000 of whomever was proved wrong by the audit, less expenses, would become payable as the "Atlantic Seamen's Widows and Childrens Fund," while the other's money would be returned. The fund would then pay out \$300 to supplement the small \$300 death benefit now paid in Atlantic to the beneficiaries of its seamen, until it was used up.

The membership noted at the time that the widows and children of Atlantic men could no doubt well use this additional income, since the Atlantic death benefit was nowhere near the \$2,500 paid out to SIU beneficiaries in the event of a Seafarer's death.

Although the SIU posted its \$10,000 in good faith, putting the AMEU on notice that this was the issue on which it could put up or shut up, the AMEU maintained an official silence on the subject. Unofficially, however, it continued to blast SIU job claims, and thereby precipitated the renewal of the \$10,000 offer with the ten-day deadline.

Ships US Sold Supply Reds

Reports of Panamanian, Liberian and other foreign-flag vessels trading with Communist China were confirmed this week when it was revealed that the State Department has negotiated agreements with Greece and other countries to block such shipments in the future.

The SEAFARERS LOG has repeatedly carried reports that Panamanian-flag ships, among others, have been spotted carrying cargo to and from Communist China as well as other Communist countries, principally Poland. Many of these ships are owned by Greek shipowners, who have offices in New York and operate vessels under the Greek and American flags as well.

Ex-US Liberties

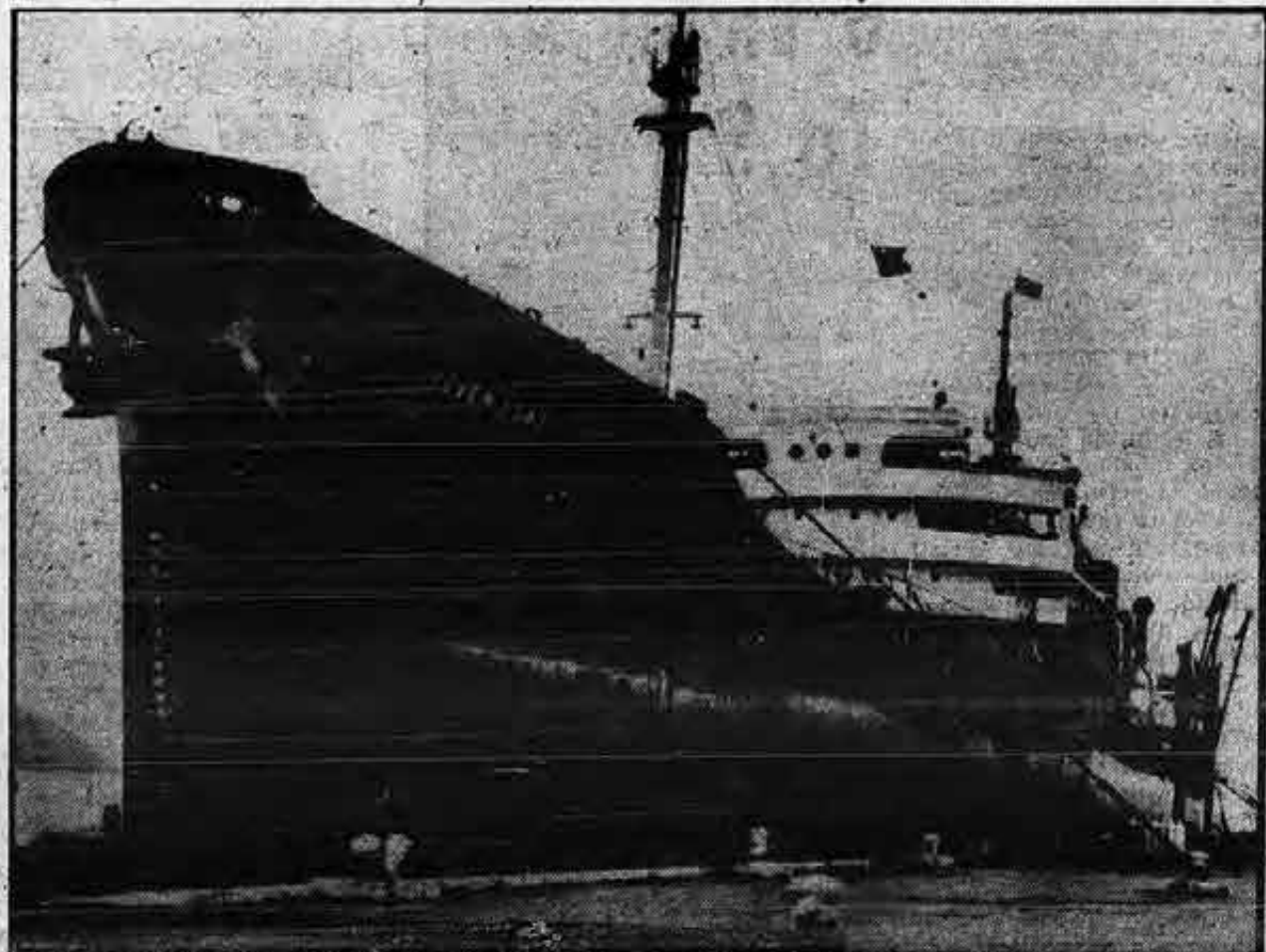
In practically every case, the vessels involved in the trading with Communist China were Liberty ships that had been sold by the old US Maritime Commission to foreign shipowners. Or they were ships that had simply been registered under the Panamanian flag by owners residing in America, to avoid American standards. Several T-2 tankers have also been involved in the illegal trading, and are suspected of carrying oil to the Communists.

The SIU has long opposed sales of these ships to foreign interests for registration under Panamanian, Honduran, Liberian or other "run-away" flags. While certain legal safeguards were written into many of these sales supposedly designed to prevent their use in trade detrimental to US security, it's apparent that these regulations have been ignored in some instances.

The latest development in blocking trading with the enemy has been the seizure of two tankers in Richmond, California, on the grounds that their American reg-

istration was fraudulent. The Government charges that the ships were controlled by Greek and Pan-

amanian interests and were used in trade with Communist-controlled countries.



The tanker Seven Seas lays at the Standard Oil Company wharf after being seized by the Government on the grounds that her US registry is fraudulent. The Government claims the ship is controlled by Greek and Panamanian interests, and hinted she was running to Iron Curtain nations.

SEAFARERS LOG

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Convention OK's MFOW Unity Bid

SIU Fish Workers Plan Mutual Aid

SAN DIEGO—West Coast fish and cannery unions affiliated with the SIU took steps at the Union's 6th biennial convention to set up close working relationships with the formation of a joint committee that will act on mutual problems.

Included among the questions that the committee will deal with are state and national legislation, tariff questions, the operation of Government agencies having jurisdiction over fisheries, organizing problems and the establishment of uniform contracts for similar types of operations.

All of the unions involved in the new program have been waging an aggressive campaign both in Washington and in the field on the problems besetting the industry. By pooling their resources it is



James Waugh, president of the Cannery Workers Union of the Pacific, which represents some 5,000 people in the Los Angeles district who work in tuna, sardine and mackerel

felt that they will be able to make more rapid progress of these issues.

James Waugh, president of the Cannery Workers Union of the Pacific, which represents some 5,000 people in the Los Angeles district who work in tuna, sardine and mackerel

canneries, declared: "This joint approach on the part of all fish and cannery unions is a must. The seagoing unions have given us an effective lesson and the fish and cannery unions must follow suit."

Eventually, he said, the unions hope to establish a joint union newspaper and wipe out competition between one union and another.

Lester Caveny, president of the AFL Fish Cannery Workers Union of the Pacific, Monterey County, expressed the need for an educational program to acquaint the public with the products of domestic canneries. He pointed out that at present many people automatically prefer sardines and anchovies from abroad to the domestic product, irrespective of quality. Members of his union handled packing of squid, herring and anchovies.



Caveny

The problem of tuna imports was emphasized by Lester Ballinger, representing the Cannery Workers & Fishermen's Union of San Diego. Ballinger pointed out that heavy tuna imports from Japan and other countries have made a considerable

dent in the Pacific Coast tuna industry, with US plants unable to compete with low cost Japanese labor.

6 Victories To SIU Co's

Six SIU-contracted steamship lines share in the latest reactivation order releasing a bloc of Victory cargo ship from the reserve fleet under assignment to the Military Sea Transportation Service.

The six lines, operating as general agents who will run the vessels for the MSTs, are the Waterman Steamship Corporation, A. H. Bull Steamship Company, Seas Shipping Company, South Atlantic Steamship Company, Alcoa Steamship Company and Eastern Steamship Company. Each agent will operate one vessel for the account of the MSTs.

Additional cargo ships of this type are expected to be made available to MSTs from the reserve fleets over the next few months, according to a National Shipping Authority announcement.

Six of the vessels are being withdrawn from the Hudson River and six from the James River reserve fleet anchorages, with additional ships coming from the anchorages at Suisun Bay, California; Astoria, Oregon and Olympia, Washington.



At left, Robert Creasey, administrator, reports the progress of the A&G District's Welfare Plan which "adds to the dignity of seamen." At right, Canadian District delegates (foreground, backs to camera) and Harald Erikson of the Norwegian Seamen's Union (left, facing camera), listen attentively to a District report.



MFOW To Vote; Autonomy Granted Canadians, BME

SAN DIEGO—One of the most important developments in maritime unionism since the formation of the SIU fifteen years ago appears near at hand with the announcement from the SIU convention that the Marine Firemen, Oilers and Watertenders Union (independent) will probably become part of the powerful SIU family shortly.

The announcement, of far reaching importance within the field of maritime unionism, came as delegates to the union's sixth biennial convention in this city paved the way for the MFOW's affiliation with the union's 60,000 maritime and allied workers.

Meeting in San Diego's US Grant Hotel, the delegates from all SIU district and affiliates approved terms of the proposed affiliation whereby the 5,000 members of the MFOW, representing unlicensed engine room crewmembers on Pacific Coast ships, would become part of the fast-growing SIU.

MFOW Referendum

The proposed affiliation terms were approved Friday, March 27, after a favorable report by the Grievances and Organizational Committee on which the A&G delegation, consisting of Paul Hall, Lindsay Williams, Cal Tanner and Earl Sheppard, served. They will now be submitted to the MFOW's membership under that union's constitutional procedure calling for 60 days' discussion followed by a 90-day secret ballot referendum. The MFOW delegation, headed by Vincent Malone, president, indicated that they would press unreservedly for approval of affiliation.

Thus far, the program for affiliation, which includes full autonomy in the SIU for the MFOW, has been worked out in general terms. Details of the affiliation will be left to a sub-committee on which representatives of the Sailors Union of the Pacific will serve. The convention felt that since they were familiar with the problems involved, they are in best position to work out the details.

Expressing their pleasure at the successful outcome of negotiations with MFOW, the SIU delegation declared that the MFOW affilia-

tion would greatly strengthen the AFL maritime unions and the Maritime Trades Department and would prove a "serious blow to the remnants of Communist Party leadership on the waterfront."

Real Maritime Federation "This is the type of federation that maritime workers want," the SIU men declared, "a grouping of

autonomous, democratic trade unions under the banner of the SIU." They predicted that as a consequence, the Communist Party waterfront section would unleash a futile campaign of vilification in a last-ditch attempt to block the merger.

The MFOW affiliation was only (Continued on page 17)

Payment Of Back Wages Hits Peak This Month

Retroactive wage payments under the SIU freight and tanker contracts are now proceeding rapidly, with the overwhelming majority of operators either already paying money due, or beginning payments

this month. All of the major SIU contracted companies are included in these categories, and several such as Bull and Mississippi have virtually completed the job.

Under the terms of the agreements, the dry cargo wages are retroactive to November 18, while tanker pay is effective as of January 1. The retroactive problem arose because the contracts didn't go into effect until the Wage Stabilization Board went out of business.

A run-down of the list of many SIU-contracted companies shows that the payments are reaching their peak this month. This was expected, since most of the companies got to work on the payrolls

as soon as their Federal tax work was out of the way.

The following is the status of payments among companies questioned:

Alcoa—Payrolls will be ready by the end of April. All payments will be made through the New York office.

Amer. Merch. Marine SS Corp.—Payment will begin April 3.

Amer. Tramp Shipping Develop. Corp.—Money is being paid out now. Company would prefer receiving requests by mail at their New York office—44 Whitehall Street.

Blackhester Lines—Money is being paid out now, as soon as (Continued on page 17)

ILA Moves To Abolish Shape-Up

Abolition of the shape-up, long the traditional hiring system in practice on New York docks, has been voted by the Executive Council of the International Longshoremen's Association. The ILA's highest body, meeting in Washington last week, proposed that the shape-up be replaced by one of three different hiring systems that have been suggested for New York longshoremen.

No matter what system of hiring is adopted, the shape-up will remain in effect up until September 30, 1953, when the present ILA contract with New York stevedoring firms expires. The new hiring system would then be incorporated into the next ILA agreement.

Twelve Centers

The Union's own proposal on hiring calls for the establishment of 12 district hiring centers jointly operated by the union and the employers. Longshoremen would be classified in regular gangs, or regular-extra gangs for certain piers, and would be hired accordingly in line with the gang's seniority. The district centers would also carry lists of extra men and other individual dock jobs like tractor drivers and porters.

A second proposal calls for the adoption of a straight rotary hiring system, with men being hired individually off the list on a first-come first-served basis. This too would be a joint union-employer operation.

New York City stevedoring firms have come up with their own plan which would involve exclusive employer control of job referral centers.

SIU Praised In TV Show



As a Seafarer tells the story of his Union on the television screen, a Seafarer and his family watch the scene with interest in their New York home. Seafarers and the SIU were featured on TV series on the New York waterfront scene.

Seafarers, their ships and their Union were starred on a seven-program television series on NBC-TV, Channel 4, last week. The series, under the direction of John Wingate, was shown as part of the "Behind the News" program sponsored by the Esso Oil Company.

The purpose of the series

was, "to show the positive side of the New York waterfront," according to Wingate, and tried to give the viewers an idea of just how the waterfront actually functions.

The first part of the series was broadcast on Friday, March 20. The other parts were then broadcast on every week day of last week, and on Monday of this week, making a total of seven broadcasts. All of the shows were shown during the regular Esso News broadcast at 6:45 PM.

Seafarers at Work

The series dealt with the complex nature of the maritime industry in New York, upon which 700,000 New Yorkers depend, directly or indirectly for their livelihood. The series showed a Bull Lines

freighter, the Elizabeth, pulling into the harbor and docking. It showed the work that the Seafarers did aboard the ship, and included an interview with Seafarer Lars Nielsen, who told of his duties, his pay and his Union.

As Wingate said on the program, "the real ships of the harbor are the freighters."

The show then followed through by showing the unloading operations, the work done by the longshoremen and the other dockside workers, and included some interviews with these men.

Just before the regular membership meeting began in New York, the large TV projector and screen in the hiring hall were put in use, and the hundreds of Seafarers on hand watched the six-foot-square picture, which, as Wingate said, was dedicated to "showing how a good Union operates." This included a number of scenes in the SIU hall, showing Seafarers enjoying the Port O' Call Bar, the TV room, the pool room, the Seafarers' Cafeteria, and the other recreational facilities offered in the hall. Wingate then interviewed SIU Assistant Secretary-Treasurer Sonny Simmons, who explained the aims of the recreational facilities, and how the SIU was trying to pro-

vide a decent place for Seafarers to meet and spend their time on the beach.

Hiring Hall Shown

Simmons also contrasted the present SIU hall with the old days of crimp halls, waterfront dives and waterfront boarding houses.

Another show in the series dealt with the SIU Rotary Hiring Hall. The TV cameras showed the shipping board, and then, while Wingate explained the SIU's rotary shipping procedure, New York Dispatcher Marty Breithoff went through a typical hourly job call, the Seafarers threw in their shipping cards, and the audience was shown how a Seafarer ships. Wingate then interviewed Seafarer Guss Janovaris, who had gotten a job during the call.

Another part of the series was devoted to showing the operations within the offices of various shipping lines, and interviews with representatives of the operators.

NBC movie cameramen and Wingate spent two full days aboard the Elizabeth and at SIU headquarters, filming the show, as well as on the docks and in the Bull Line offices. They were accompanied by SIU Assistant Secretary-Treasurer Lloyd Gardner and Herb Brand, editor of the SEAFARERS LOG.

SIU Repatriation Pact Not Voided By US Rule

New regulations have been issued by the National Shipping Authority covering repatriation of seamen on Government-owned vessels chartered to private operators. However, these regulations do not replace the repatriation clauses of the SIU contract.

The NSA order permits a seaman to be repatriated as a workaway on vessels other than that of the company he was working for. The SIU contract calls for a seaman to receive not less than second-class passage when repatriated, except if he comes back on a ship belonging to the same company. Repatriation as a passenger is possible under the USA order only "where space is available and circumstances permit." Nothing is

said of the type of passenger facility to be provided.

Further the NSA order makes no mention of repatriation upkeep, which is called for at the rate of \$8 per day under the contract while the Seafarer is awaiting repatriation.

Seafarers are advised that in any case, the provisions of the SIU contract on repatriation apply to both privately-owned ships and ships operated under the GAA agreement. Consequently, the NSA orders do not replace or supersede the contract provisions.

As I See It . . .

Paul Hall



FROM TIME TO TIME HEADQUARTERS HAS RECEIVED SUGGESTIONS from the Seafarers as to handbooks and booklets that the Union could publish which would be of benefit to the seaman. In the past week two Seafarers have sent in their ideas which appear to have considerable merit.

Brother Frank Vincent has proposed that the Union put out an on-the-job guide based on information supplied by Seafarers in all three departments. The brother points out that while there are many good books on seamanship, nobody has put together a book that would take in all the functions of the unlicensed crew. By asking the men on the ships for their helpful hints and tips, Brother Vincent believes that the Union could put out a superior kind of book that would be of great value to all seamen, whether old-timer or newcomers.

A similar suggestion has been received from Brother Ed Larkin who feels that a first-aid and general medical care booklet would have great value for the working Seafarer. Brother Larkin also proposes that we include a variety of other information on legal and tax matters for example.

I'm sure these brothers, and others who have written us will be pleased to learn that we are preparing a Seafarers Handbook which will contain a great deal of information on various subjects dealing with his work and the workings of the Union. Among the items the Union is planning to include in this handbook are the shipping rules, the texts of our contracts and our new SIU constitution, customs and money exchange regulations, parliamentary procedure, information on the draft, a history of the SIU, and the operation of our various Union departments such as our Vacation Plan, Welfare Plan, Welfare Services Departments and so on. These are just a few of the many subjects that will be included in the handbook.

Over-All Handbook

Your Union is trying to make this handbook as comprehensive as possible to include much information that would be useful and necessary to the Seafarer. The suggestions of Brothers Larkin and Vincent contain considerable merit and will be treated accordingly. We would like to hear from some of the other brothers to find out what they have to say on the subject. This process will take us a little more time, but by doing it this way we can be assured of a really fine handbook that every Seafarer will be proud to carry.

MUCH HAS BEEN SAID IN RECENT DAYS ABOUT THE RISING prospects of a peaceful settlement in Korea. There are those who see the latest developments as a preview of agreement on difficulties between the Communists and the Western countries in other parts of the world. While there is always a question as to whether a peaceful settlement is really possible, every effort should be made to try to end the present warfare in Korea.

However, it would appear wise to take a cautious approach to the latest Communist proposals, and not swallow them whole hog, without chewing them over thoroughly. Seafarers through long and bitter experience, have learned quite a bit about the methods used by Communists. In a sense, we qualify as experts on Communist strategy and tactics through our many clashes with them on the waterfront.

We have found in the past that the Communists will change their tactics when they find that they have aroused too much opposition by open attack. They have talked friendship and unity many times on the waterfront, but their only purpose has been to take over all waterfront unions, by peaceful means or otherwise.

New 'Popular Front'?

In those instances where they have offered their cooperation, their maneuvers have always turned up as a new way of gaining their objective because the old ones had failed. The "popular front" approach, and the "cooperation with capitalism" line has been known to change overnight when the Communists thought it was to their advantage to dump cooperation and hit hard.

It must be remembered that while Communist tactics may change, their objective remains the same—to control all. Your Union has found that to be true on the waterfront, and we have reason to believe that the waterfront pattern is just a carbon copy of the greater Communist pattern for action on a world-wide scale.

It's quite possible that Malenkov's new line is merely a new twist on the standard Communist procedure. The new Russian dictator has many reasons to talk peace now and bide his time for later. In his own country he has to establish himself a reputation as a great leader and a man of peaceful intentions. Or he may be seeking a breather in which he can dispose of other Communist leaders who may have ambitions that are dangerous to him.

At the same time, such moves on his part could cause this country and our European allies to lower their guard. Once their vigilance is relaxed, the Soviet leaders could move in for the conquest. And in any case, by talking war and peace in turn, the Communists could be attempting to upset our economy, simply by causing us to make sharp upward and downward changes in our defense programs.

It appears then, that the latest developments do not reduce the need for this country to keep strong and alert on all fronts. And that means a strong and modern merchant fleet as well as the powerful armed forces we have been building. For as long as the Communists remain in control of the greater part of Europe and Asia, we in this country and our friends in Europe will always be exposed to the danger of Communist conquest.



MEET YOUR OLD SHIP-MATES AT THE SIU'S OWN

Port O'Call

AT THE UNION HALL
4TH AVE AND 20TH ST.
IN BROOKLYN. SWAP
YARNS AND WATCH
THE FIGHTS ON TV.
NEW LOW PRICES
AND YOU'RE ALWAYS
WELCOME HERE AT
YOUR OWN PLACE.
OWNED AND OPERATED
BY THE SEAFARERS
INTL UNION-AEG-AFI.

SIU Slopchests To Sail From Gulf Ports Soon

Plans to extend the benefits of the SIU Sea Chest service to ships sailing out of the Gulf are near completion. Already some ships have been supplied with token slopchests in the port of New Orleans, and within a few weeks the SIU expects to inaugurate full scale slopchest service in all Gulf ports.

In addition, the Sea Chest has started a new service in New York in response to many Seafarers' requests. From now on, Sea Chest representatives boarding ships in the harbor will carry travelers checks for sale direct to the men.

New Orleans Hub

At present, the Gulf plans call for New Orleans to be the hub of slopchest supply for the other ports in the area, including Galveston, Lake Charles, Gulfport and Mobile. The trial runs of the

lished, the Union will service ships stopping in that port. The delivery of the SIU slopchests to ships will begin before the new Baltimore hall opens with its shoreside Sea Chest facility. Other Atlantic coast ports will follow as soon as the necessary distribution facilities can be set up.

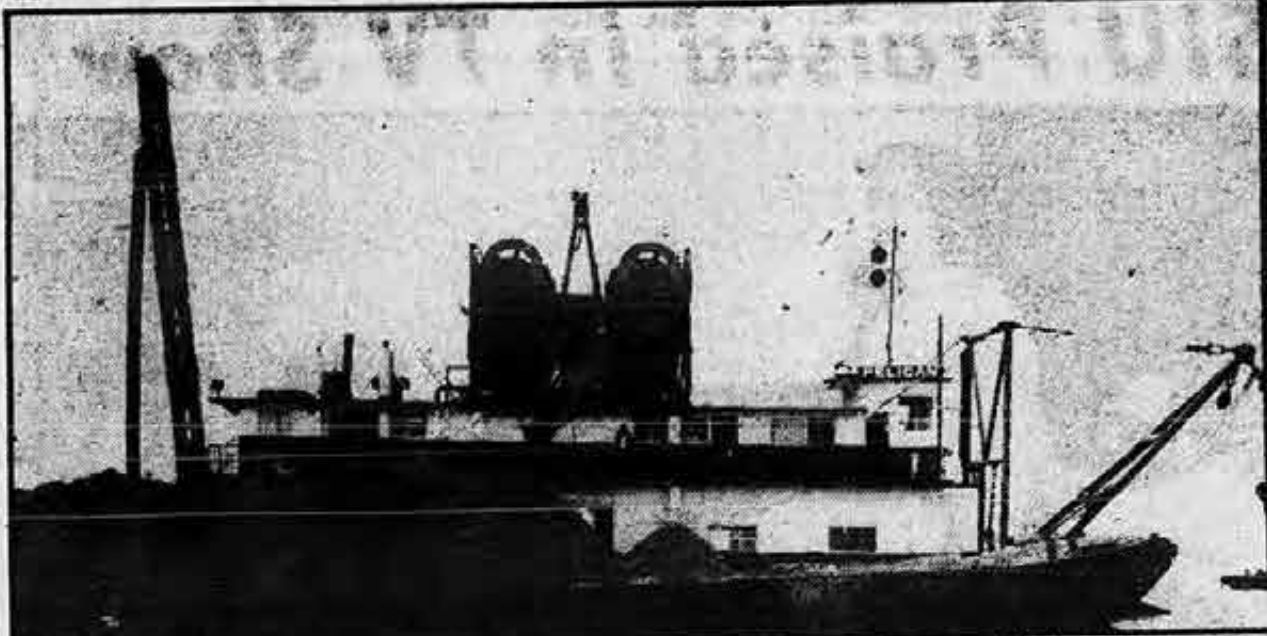
Business Doubles Monthly

Meanwhile, SIU Sea Chest activity in the port of New York has been growing at a rapid pace as more and more ships are supplied with top quality goods at low cost. In the last three months, the volume of business has doubled monthly, and goods are moving rapidly through the New York warehouse of the Sea Chest.

The SIU started supplying slopchests to ships in the Port of New York in December, 1952, so as to assure Seafarers of top-quality goods at prices far lower than those charged by private ship chandlers. The decision was prompted by the success of the Union shoreside Sea Chest operation, and the popularity of the Sea Chest visiting service, whereby Sea Chest representatives visit ships in the harbor with sample cases.

Extension of the slopchest service to the Gulf will be a further blow to unscrupulous slopchest dealers, a number of whom have long victimized seamen with shoddy goods at extravagant prices. Operators and captains of ships carrying SIU slopchests have all reported satisfaction with the price and quality of the goods supplied.

When the SIU plans were first announced they caused considerable alarm among ship chandlers who immediately banded together in an organization called the Slop Chest Dealers of America in an attempt to block the Union program. Despite their activities the Sea Chest has experienced little difficulty in supplying the ships with a wide variety of popular branded merchandise.



Shell-dredging operations such as these are destroying live oyster beds through indiscriminate dumping of mud and silt. This plus pollution problem is threatening livelihood of oystermen in Mobile Bay.

Dredges, Sewage Threat To Mobile Oyster Fleet

MOBILE — SIU-affiliated oystermen and allied shoreside workers here are fighting on two fronts for the life of Mobile Bay's \$4,000,000-a-year oyster industry.

Through their officials of the Mobile Bay Seafood Union, an SIU affiliate, the oystermen are trying to awaken city and state officials to twin threats to the jobs of several thousand persons aboard the bay's big fleet of oyster boats and in shoreside canning plants.

Public attention was focused on the oystermen's plight when Dr. D. G. Gill, state health officer, ordered a vast area of oyster beds closed to oystering operations because of pollution of waters of the bay. This order duplicated one of last year that closed an identical area about the same time, some two months before the usual end of the canning season which heretofore began in January and continued through May.

Pollution End Seen

Militant action on the part of the union oystermen and fishermen last year won a promise from Mobile city officials to get the ball rolling on construction of a sewage disposal plant to end the city's practice of dumping raw sewage in the Mobile River and Bay. This sewage is the source of the pollution.

Urban Bosarge, president of the Seafood Union, is preparing to lead the membership of the organization in another appeal to Mobile officials. Meanwhile, the oystermen are gravely concerned with a new threat to their source of livelihood that from a long range point of view may be even more serious than abbreviated production seasons.

This latest menace to the oystermen's economic security results from the activities of dredges occupied in pumping up oyster shells from the bay bottom for commercial purposes. Thousands of tons of the shells, used principally for road building, already have been pumped up and shipped by rail and water throughout southeastern United States.

"In time and through diligent effort we can lick the pollution problem," Bosarge said, "but if this dredging operation isn't more closely regulated the time is not far off when there won't be any oysters left in the bay to become polluted."

Covering Beds

Alabama conservation laws prohibit the dredging of shells containing live oysters. Oystermen complain, however, that two big dredges now operating in Mobile Bay are just as effectively destroying the beds by indiscriminate disposal of tons of mud and silt that



Veteran oysterman Tom Johnson displays dead and dying oysters tonged from reef near shell-dredging operations.

are the daily by-product of the shell dredging operation.

When dredging is done improperly and too close to live oyster reefs, the mud and silt covers and kills the live oysters. Another "dead" reef is created in this manner and thus can be legally pumped up from the bay bottom at a later date.

A LOG representative was taken by oystermen to a huge and rich live oyster reef that is being rapidly killed in this fashion. The oystermen tonged up a quantity of oysters from the reef to show how some were still healthy and marketable while many others, black with mud, were nothing but empty shells in which the oysters had recently died.

The union has carried this complaint to state conservation officials who so far have displayed a notable lack of interest in the grave situation. Meanwhile the dredges, operated by the Bay Towing and Wrecking Co., are working around the clock pumping up many barge loads of shells daily. Already, dredging has killed a half-dozen valuable reefs capable of producing many thousands of dollars worth of top quality oysters annually.

As for the pollution problem,

the solution of it depends upon the speed with which Mobile officials move to finance construction of sewage disposal facilities at an estimated cost of six to eight million dollars. Preliminary engineering has been done on the project as the result of the oystermen's protest last year. Financing of the work, the essential element in the situation, is tangled in a snarl of red tape, however. Oystermen recently warned that at the present rate of progress it may be years before the condition is remedied and by that time vital areas of the bay may become so polluted as to bar the waters to any kind of fishing or other public use.

Have Your Rating Listed In Book

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

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



SIU Sea Chest employee sells first travelers checks to Rosario Copani (right).

service to date have involved placing small amounts of merchandise on a few selected vessels, including the Del Sud of the Delta Line.

Next in line for the rapidly-growing slopchest service is the port of Baltimore. As soon as the Gulf operations are fully estab-

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article X, Section 7 "In no event shall the Negotiations and Strike Committee obligate this Union or any Port thereof, in any manner, without the approval of the membership of the Union."



Only upon membership approval can the Union's Negotiations and Strike Committee call a strike, break off negotiations or agree upon a contract.

Pop And Son Collect Their Vacation Pay



Seafarer W. R. Aycock, chief steward (left), and his son, R. R. Aycock, messman, both off the Simmons Victory (Bull), team up to collect their vacation pay from Michael Cucchisi, headquarters employee. The father-son team had spent two years aboard the ship together, and plan a long rest.

'Modernist' In Art Contest

The types of entries in the Second Annual Seafarers Art Contest were rounded out a little more completely this past week with the appearance of the first abstract art entries. Seafarer Bert Suall gained the abstract honors with 3 watercolors.

Suall, who has been using watercolors for some time, said that he painted his three entries while on the Robin Locksley. He said that painting is his way of passing the time aboard

ship, and provides a relaxing and rewarding hobby for him. Meanwhile the deadline draws closer, with only four weeks remaining before the closing date of

April 30. After that date, the works of the Seafarers will go on exhibit, and will be judged by a panel of professionals. There are four categories open to Seafarers: oils, watercolors, drawings and handicrafts. So far, entries have been received in all four categories, but there is still room for more.

Two Displays

In addition to being shown at the SIU headquarters, all the entries will also be shown at the Architectural League of New York, at 115 East 40th Street, New York 16, NY, in Gallery "A" under the sponsorship of the New York Public Library. This means that

SIU COMMITTEES

AT WORK

The provisions of the SIU constitution dealing with trials and charges provide careful protection of the rights of an accused member. Charges must be in writing, signed by the accuser, and must be turned over to the port agent for presentation to the meeting. The accused person must either be present at the meeting when the charges are presented or else must receive a copy by registered mail. In any case, he must be served with a written copy of the charges.

All accusers must be present at the trial to give the member on trial a chance to cross-examine them and present witnesses in his own behalf. The decision of the trial committee, elected at a special membership meeting of the port involved, is then subject to review by the next regular membership meeting in all ports.

Charges Served Twice

In one recent instance in Boston, a member aboard one of the ships in port was brought up on charges for being drunk and failing to turn to for four days. When the ship was boarded to serve charges on the man, he was found too intoxicated to receive the charges and understand what was going on. Subsequently he was presented with the charges at the Union hall when he was in condition to receive them, and ordered to appear at the March 11 meeting when the charges would be read.

He failed to appear at that meeting, so the membership decided to

hold the matter over for another two weeks to assure that he would be present when charges were read.

This was done at the March 25 meeting. Consequently the next day he appeared before a membership-elected trial committee consisting of Charles E. Deners, Joseph Thomas, James Beresford, Donald Hodges, and James Penswich. The man pleaded guilty and was fined and put on a year's probation.

Here then, every precaution was taken to assure that the accused member was properly served, that he understood the charges against him, and that the regular procedure was followed, even though it meant some delay in taking action.

The election of delegates to the International convention of the SIU in San Diego meant that a membership credentials committee had to be chosen to pass on the qualifications of the delegates.

These qualifications are the same as those for running for office, namely, two years of continuous good standing, US citizenship and proof of three years' seetime.

A six man committee was elected accordingly at a special meeting in headquarters on March 2. The committee, consisting of Clarence Tobias, John Roberts, Joseph Dodge, Joseph Demuth, William Thornton and Orville Payne, found the four delegates nominated fully qualified, and since there was no contest for these posts, declared them elected.



Bert Suall, OS, shows one of the three entries he submitted for the Art Contest. This is titled "No. 3."

all Seafarers who enter the art contest will have their works displayed to the public in two exhibitions.

The judging is scheduled for May 5, and, of course, three winners will be picked in each of the four categories.

Each entry should be sent to the Art Editor, SEAFARERS LOG, 675 4th Ave., Brooklyn 32, NY. Be sure to wrap the entries well, and send them special delivery or registered mail if possible. Be sure to put your name and return address on the back of each entry, and, if you wish to sell it include the price that you want.

SIU NEWSLETTER from WASHINGTON

Highly placed officials in the government departments and agencies are getting jittery these days over the prospect of being fired and replaced with personnel named by the new Republican administration.

Chances are very good that new faces, at top level policy-making positions, soon will appear within the Maritime Administration and possibly the National Shipping Authority, the two Government bureaus primarily involved in promoting and regulating shipping in this country.

Whereas in the past, under the Democratic regime, all policy-making power was delegated down the line from the Secretary of Commerce to the Maritime Administrator, it is quite likely that Under Secretary of Commerce for Transportation will want to retain this maritime policy authority himself, leaving the Maritime Administrator a mere administrative officer.

Representative Keogh, New York, is sponsoring a bill (HR 4033) to authorize special Customs Patrol Officers at every pier and dock to keep close surveillance over ocean-going vessels and aircraft in an effort to cut down on the volume of smuggling.

Under this measure, shipowners or operators would be fined \$500 unless they notified the customhouse, at least 24 hours in advance, of the expected arrival of a particular ship.

Despite the importance of a strong American merchant marine, as shown so vividly during the past two World Wars, some persons in your nation's Capital City still single out the purchase of foreign-flag shipping service as a principal means of establishing dollar credits. A few argue that the US should buy all of our shipping service from foreign maritime powers because their ability to pay for our exports is damaged to the extent we are transporting goods to and from this country in American vessels.

Certainly it cannot be maintained that the US has a selfish maritime policy when our laws state that US-financed relief cargoes shall be transported—50% in American bottoms and 50% in ships of foreign flags.

In a normal pre-war year when foreign vessels were already hauling two-thirds to three-quarters of our foreign commerce, the net value of foreign line freight earnings was equivalent to only slightly more than 3% of our total export value. If the foreign lines had carried all of our world commerce between 1919 and 1939, they would have earned from shipping alone only 5 cents on each exchange dollar required—in other words, if foreign nations hauled every ton of cargo in their own ships in the 20 years before World War II, they would still have had to rely on other sources for 95% of their dollar credits.

Although our national policy is to have a merchant fleet capable of carrying at least one-half of our own foreign commerce, actually we have seldom achieved our goal. Last year the proportion dropped to about 40% and is still declining.

Even so, our foreign friends, aided by some American business groups, contend we should reduce, eliminate or amend laws designed to promote and protect American shipping.

While on the subject of American shipping laws, many foreign nations have resorted to discriminatory ways to develop their own maritime fleets. The problems of American shipping abroad result from two factors—one is the efforts of other countries to develop or expand their fleet as an aspect of national policy—and the other is the almost universal shortage of dollars abroad.

Many hitherto non-maritime nations have found it desirable to resort to various forms of government assistance to their maritime shipping. While the US has adopted a policy of direct subsidies, many other nations have resorted to devices designed to force the movement of commercial cargo in vessels of their own flag.

Nothing revolutionary has been added to change the lessons of history in so far as the importance of naval and merchant ship power is concerned. Although airplanes have changed the emphasis on ship types and on ship operations, they have not changed the basic need for ships. Nuclear power may alter the emphasis still further, but it will not change the need for ships and shipping. Both of these Twentieth Century developments have actually intensified the need for shipping.

The armed services would be required to utilize private American shipping services for the overseas transportation of commodities and civilian personnel, by a bill (S. 1439) introduced in the Senate by Senator Magnuson, Washington. The measure provides that the Department of Defense shall not possess any water transportation service of its own except in instances where privately-operated American ships do not have the required facilities to do the job.

A check at the Defense Department reveals that the Military Sea Transportation Service operates 25 Government-owned commissioned ships, manned by uniformed personnel of the Navy. MSTs also operates 166 Government-owned non-commissioned ships, 104 of which are manned by civil service crews. Included in this group are 62 Navy tankers.

In addition, MSTs operates 55 T-2 oilers and 7 T-1 type gasoline tankers—these operated by privately owned companies who employ merchant marine officers and crews. The total number of Government-owned ships operated by MSTs is 191 large ships plus 70 vessels of smaller, specialized type.

At the request of MSTs, the National Shipping Authority has assigned about 115 Government-owned cargo vessels to private commercial agents, operating under agency agreements.

In addition to the above, MSTs is time chartering 112 privately-owned ships.

During the last calendar year, the MSTs carried a total of 26,927,093 measurement tons of dry cargo products, transported 2,480,590 passengers, and lifted 16,171,884 long tons of petroleum products, much of which is in competition with the activities of private shipowners.

Your SIU Washington Reporter

Top of the News

CZECHS FLEE IN AIRPLANE—Four Czech citizens seized a passenger airliner and fled the country with 23 other passengers, bringing the plane down to a safe landing in Frankfurt. Another two passengers asked for political asylum, with the remaining ones returning home.

QUEEN MARY DIES AT 85—The Dowager Queen Mary of England died last week after a brief illness. She had served as queen during the reign of King George V from 1911 to 1936. Her death was not expected to upset plans for the coronation of Queen Elizabeth this summer.

CHINESE PROPOSE NEW KOREA TALKS—While heavy fighting flared on the Korea battlefield near Seoul, the Chinese Communists startled the West with a proposal to reopen negotiations on an exchange of sick and wounded prisoners of war. The proposal would touch indirectly on the POW issue that was immediately responsible for the breakdown of truce negotiations. Subsequently the Chinese followed up their first proposal with approval of the idea of voluntary repatriation of POW's. The Chinese acceptance of this idea may pave the way for resumption of full-scale truce talks which broke down completely last year.



As fighting flares in Korea, Filipino soldiers set up a machine gun at the front.

GOP CHAIRMAN QUILTS IN "TEN PERCENT" CASE—The new chairman of the GOP national committee, C. Wesley Roberts, has resigned under fire from a legislative investigation back home in Kansas. Roberts was charged with helping swing the sale of a hospital to the state government in Kansas and collecting a ten percent fee, amounting to \$11,000. Democrats, who suffered in the last election from five percent charges, accused Roberts of being a ten percenter.

FRENCH PREMIER VISITS US—Premier Rene Mayer has visited the United States for discussions of policy with Secretary of State Dulles and President Eisenhower. Top item on the agenda is the question of the European Army as well as increased aid to French forces in Indo-China.

BOHLEN CONFIRMED BY SENATE—A bitter fight among Republicans over Charles Bohlen, President Eisenhower's nominee for Ambassador to the Soviet Union, came to an end with the Senate voting 74 to 13 to confirm the nomination. Senator McCarthy of Wisconsin led the attack on Bohlen, at first claiming he was a bad risk. When this was disputed by examination of FBI files, he then attacked Bohlen because he had worked under the Democrats.

ACCIDENTS, FIRES TAKE HEAVY TOLL—Two severe accidents, a train crash in Pennsylvania, and a nursing home fire in Florida, took many lives in the past week. A pipe that fell off a freight train caused a three-way smash-up of two passenger trains and the string of freight cars on the New York Central main line in western Pennsylvania. At least 22 people died and 62 were injured in the crash. The nursing home fire in Largo, Florida, destroyed a frame home with the death of 33 elderly and crippled patients.

Payoff Costly To Alien

After a 2½ month stay on Ellis Island, Seafarer Joaquim Dimas is free to ship again. But he will be doubly careful from now on not to make the mistake of paying off a ship without being positive that it's legal for him to do so.

Dimas got out of the clutches of deportation proceedings only after he got in touch with the SIU. The Union assured Immigration authorities that as a Seafarer, he would ship off the board, whereupon he was freed on bond and given 29 days in which to ship voluntarily.

Passport Expired

Dimas' troubles began last December 24, just as the new McCarran Act went into effect. He arrived in New York as an AB on the Suzanne (Bull) and was interviewed by an Immigration inspector. His Portuguese passport had expired so the inspector classified him as "D-1" which meant that he wasn't allowed to pay off the ship.



Joaquim Dimas scans voluntary deportation order he received after 2½ months on Ellis Island

The inspector did permit him to go ashore, however, for the purpose of getting his passport renewed.

He went to the Portuguese consulate in New York and got a two-year renewal on his passport, December 26. When he returned to the ship, he said, the captain told him he could pay off since he had his new passport. Not realizing that it was necessary for Immigration to change his classification, he paid off the ship.

As was his usual practice, he

went up to the SIU hall to register himself on the shipping list and then went home. Ten days later, Immigration grabbed him in his home and hauled him off to Ellis Island. There he was charged with jumping ship illegally.

Dimas protested that he hadn't tried to run away, and showed his registration card as proof that he was looking to ship out again, but all to no avail. He had unwittingly broken the law by paying off, since men who are listed as "D-1" must ship out on the same ship that they came into port on.

Posted \$1,000 Bond

It took Dimas from January 5 to March 25 to get out of the Ellis Island lockup. He was released only after the Union gave Immigration assurances that he could ship through the hall, and after he had posted a \$1,000 bond.

A voluntary deportation order was issued, which means he must ship within 29 days from March 25. Otherwise he will be picked up and deported involuntarily with no chance to return.

"I've been sailing on American ships since 1945" Dimas said, "and I never had any trouble like this before. I applied for a visa in Singapore two years ago, but it

still hasn't come through for me. "I would like to warn all the other alien brothers to be very careful about paying off the ships. They'd better make sure that the Immigration people allow it, otherwise they will wind up in the same fix."

SEAFARERS BUY THEIR GEAR AT THEIR OWN SEA CHEST AT THE SIU HALL - NEW YORK

Rio Strike May Spread

While Brazilian longshoremen continued their crippling refusal to work overtime until they are paid a cost-of-living bonus, the Brazilian Government was faced with another crisis as the Merchant Marine Officers Union of Brazil threatened to strike. Meanwhile several SIU ships were delayed in the port.

The ship officers state that a meeting had been called to decide whether to strike, and tie up all Brazilian ships. The officers are fighting to get a pay increase that they claim has been withheld since 1949 despite a court order directing its payment.

Meanwhile, President Getulio Vargas promised the longshoremen the cost-of-living bonus they want, but said they must resume overtime work immediately. The announcement said the bonus had been granted on the appeal of the Union of Port Workers, which has not participated in the strike. The striking Union of Servers of the Port, however, voted not to resume overtime work until after the bonus was actually paid.

YOUR DOLLAR'S WORTH SEAFARERS GUIDE TO BETTER BUYING

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

How To Buy A Suit

If you're buying a spring suit this year, here are tips for you.

For lots of men a suit is not only an expensive purchase, but a blind one. The hidden value in a suit is the way it's cut and constructed—the tailoring. That's what determines how well it looks on you and whether it will keep its shape or get baggy quickly. A well-constructed suit not only looks better but will last longer than a poorly-made one even if both are made of the same material.

Price is not always a reliable guide to the quality of a suit. I've seen exactly the same suit priced at \$60 in one store and \$40 in another. Credit clothing stores especially charge high prices for clothes to cover the costs of granting credit.

Besides the material, the quality of a suit usually depends on the amount of hand tailoring and the way it's cut. Cheaper suits are machine stitched. The easiest places to detect hand tailoring are at the point where the collar joins the lapel, at the buttonholes, at the top of the hands, and at the joining of the lining to the jacket, especially inside the cuffs. Hand stitching is irregular and crude in contrast to the fine, regular, even stitches produced by machine stitching. Hand stitching is not vital at all of these points; machine stitching is even more durable.

May Tell Quality

Detecting hand work is worth while only as an indication that there may be hand stitching inside the coat where it counts, where it helps a coat retain its looks and, despite hard wear, have more shapely "hang." If you

don't see hand stitching at those exterior points, you can be pretty certain there is none inside. If you do observe hand stitching there, there may be hand work inside, too, but it's not unusual for a suit to have hand-stitched buttonholes and collars and no other hand details.

One point where hand stitching is important is in the lapel. You can see it in the way the lapel rolls a little if it has hand stitching. A machine-stitched lapel will lie flat. You can also feel the hand stitching. Crush the lapel; if it springs back into shape it shows hand workmanship.

To judge how carefully a suit has been cut, observe whether the trouser creases follow the vertical grain of the fabric, whether the horizontal grain of the material is truly horizontal across your shoulders and whether the sleeves hang straight with the lengthwise yarns vertical.

In judging the fit of a suit or coat (man's or woman's) note that horizontal wrinkles indicate too much length; vertical wrinkles, too much width; diagonal wrinkles, need for shoulder, sleeve or underarm alterations.

Quality In Material

Judging Material: In general, a hard-finish worsted like gabardine or serge will give more wear (especially for heavy men) and save money in pressing bills than a soft wool like wool covert, wool cheviot or tweed. A worsted is especially useful for traveling, because it keeps its press. When worsted suits are no more than 25 per cent more than wools, they're considered by the clothing trade a better buy, because you can count on at least that much more wear.

Some types of weaves come in either worsted or woolen type. There's worsted cheviot and wool cheviot, worsted

and wool coverts. (Cheviot has a twill weave similar to gabardine or serge.)

Some worsteds fluctuate in price depending on how "fashionable" they are in a particular year. Up until last year gabardine was expensive because it was being promoted as fashionable. Now it's less costly because tweed is being pushed by the stores.

Solid-color worsted such as worsted cheviot and serges generally cost less than patterned worsted like sharkskin and glen plaid, just a solid-color shirts cost less than patterned materials.

In buying worsteds, especially serge, avoid those that appear shiny to start with. They'll "shine" quickly. Good quality worsteds are dull in appearance.

Caslimene and flannel make handsome suits but get shabby quickly (except for worsted flannel which is costly). But whatever the type, try to select a fabric that is tightly woven and resilient. Test closeness of weave by looking at the material against a light. Crush the fabric in your hand and use its relative resiliency as a yardstick in comparing one suit with another.

If buying worsted, extract a yarn from the raw edge of the trouser cuff and untwist it to see if it's two strands twisted together, which is the superior two-ply grade, or just one strand.

Rayon twill lining is preferred. Some cheaper trousers have skimpy pockets of coarse cotton. Make sure yours are generously cut and of good-quality cotton twill. Pull the pockets out. The edges should be turned under and tightly stitched.

Make sure there are generous enough seams in the trousers to avoid strain on the material.

Seafarer Digging For Gold—Coins That Is



Seafarer Horace Curry displays one of his prize finds, a 93-year-old reproduction of the Declaration of Independence.

Some people collect stamps, some go for coins, while others pile up books by the yard. But Seafarer Horace Curry is a collector deluxe who goes in for stamps, books, coins, paintings, manuscripts or what have you.

Curry, who sails regularly as cook and steward, was up in the SEAFARERS LOG office the other day with his most recent find. It was a remarkably well-preserved reproduction of the US Declaration of Independence that was printed by a New York firm in 1860.

Found In Attic

"I picked this up in the attic of an old house," Curry said. "You would be surprised how many valuable stamps and other items you can find when somebody buys a house and starts cleaning out the attic, or in junkyards and places like that. Usually the first thing people do is throw it away or call a junkie. They're more than happy when a collector comes along and takes things off their hands."

Most of Curry's interest is centered in his stamp collection which he estimates is worth over \$11,000. He has a specially-made file type briefcase to hold his stamp collection, and he adds to it regularly by the purchase of sheets of new US issues as they come out, in addition to the foreign stamps he picks up in his travels.

"The US sheets are a good value," he said, "because if I ever run short of cash I can always go to the postoffice and turn them in for face value. And when I hang on to them, they increase greatly in worth to collectors from year to year."

Gold In Brazil

Right now Curry has his eyes peeled for a US \$20 gold piece that was minted in 1767. "That's a very valuable coin that is worth more than \$1,000. Down in Brazil the market is flooded with old American gold coins so I am hoping to turn one up some day down there."

Becoming a collector seemed the natural thing for Curry because everybody in his family has been interested in it. His brother's prize possession, he said, is a huge pocket watch studded with pearls that is several hundred years old. He has his own home in Mobile, Alabama, which gives him the room he needs to store his possessions.

NMU Again Ignores TB Men's Pleas

NMU tubercular patients at the USPHS Manhattan Beach hospital have met with another rebuff in their attempts to secure consideration from their union. A delegation of five men sent by the patients to represent them at the NMU headquarters membership meeting, failed to get a hearing.

Further, the men have not yet received the \$200 that was contributed to them by the crew of the Independence, as NMU President Curran reported at the previous membership meeting. At that time Curran, while addressing the membership, made the assertion that the TB patients "are making more money than you'll ever make" by soliciting funds from the ships. He cited the Independence contribution as an example of the big money. Actually patients at the hospital have been receiving about \$12 a year in contributions since they were cut off from benefits by the NMU in January, 1952.

Send Delegation

As a result of their union's inaction, the hospital patients held a meeting Wednesday, March 25, at which they decided to send the five man delegation direct to the hall. Since their pleas to the national council had been ignored, they felt that a direct appeal to the membership might be helpful.

However, when they got to the hall, they were recognized by the doorman, who was a former hospital patient himself. Evidently the word was passed around, because every time they sought the floor to state their case, the chairman of the meeting, Neal Hanley, didn't recognize them.

At last word the patients were planning another meeting to decide what, if anything, they could do to get the NMU to assist them.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 3/15/53 To 3/29/53

No. Seafarers Receiving Benefits this Period	1059	
Average Benefits Paid Each Seafarer	69.71	
Total Benefits Paid this Period		73,821.88

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6,310.00	
Death Benefits	26,500.00	
Disability Benefits	630.00	
Maternity Benefits	1,800.00	
Vacation Benefits	38,681.88	
Total		73,821.88

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950*	304,230.00	
Death Benefits Paid Since July 1, 1950*	541,639.53	
Disability Benefits Paid Since May 1, 1952*	7,300.00	
Maternity Benefits Paid Since April 1, 1952*	100,200.00	
Vacation Benefits Paid Since Feb. 11, 1952*	195,086.69	
Total		1,148,456.22
* Date Benefits Began		

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	324,856.40	
	Welfare	446,471.51	
Estimated Accounts Receivable	Vacation	365,000.00	
	Welfare	360,000.00	
US Government Bonds (Welfare)		1,580,707.82	
Real Estate (Welfare)		255,000.00	
Other Assets - Training Ship (Welfare)		10,096.34	
TOTAL ASSETS			3,342,132.07

COMMENTS:

Total benefits now paid out by the Seafarers Vacation Plan and Seafarers Welfare Plan is now nearing the three (3) million dollar mark. Should hit that mark within the next month of operation of the plans.

The scholarship fund of the Welfare Plan invested ninety thousand dollars in United States Government Bonds. This will allow the money set aside for scholarships to work for itself, thereby producing more scholarships with the same amount of initial capital outlay. Applications for scholarship benefits are still being received by the office of the administrator.

Al Kerr

Submitted 3/31/53 Al Kerr, Assistant Administrator

... and, remember this ...

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

UNION TALK



By KEITH TERPE

We consider it a pretty fine comment on the value of SIU membership when seamen from other unorganized outfits like Socony and Esso gamble with their livelihoods to throw in with Atlantic and a chance for real independence via SIU membership. Reports in past weeks have shown that more and more tankermen saddled with so-called "independent unions" in other fleets have come into Atlantic to lend a hand with the SIU drive there, the success of which is their guarantee of full membership in this Union.

Our organizers have seen and talked with quite a few of these men, and their reasons for entering Atlantic at this time all boil down to the same thing. They're tired of the quack proposals designed to keep them in line, and they want to become Seafarers so that no company will again dictate to them on every phase of their working lives. To a man, they've also made it plain that it isn't only money that's important, though they know that as Seafarers they'll have no kick in that department.

A Seaman's Not a Can of Paint

A more important consideration—all of them stress—is every man's right to feel that he's not just a piece of property like a can of paint, that he doesn't have to be splashed on all the time or bullied to the point where, to save his hide, he'll yelp "I like it! I like it!" as soon as some bucko officer gives him a dirty look for beefing about bum chow, a rotten mattress or work that should be paid with overtime. Assuredly they know things won't be much different in Atlantic. They know Atlantic seamen haven't got it any better because the system is the same in all these companies.

What they do know, however, is that the men in Arco are moving for a change from their present way of life to one that offers genuine security for themselves and their families. They know that this can be brought about because they've seen what has happened in other unorganized companies after the SIU stepped in and put a stop to the antics used to make the boys toe the mark. The same discrimination against men in Atlantic who are fed up with their treatment at the hands of the companies goes on elsewhere. It couldn't be any different in an industry like ours, where the basic mode of operation is the same, and if a tactic works for one operator, everybody gets into the act.

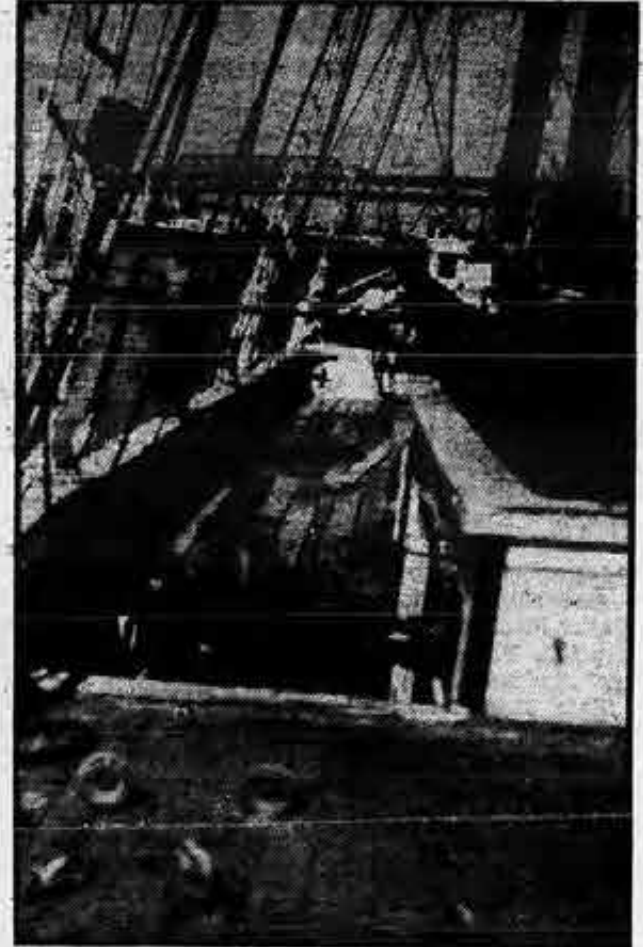
Everybody, of course, except SIU-contracted operators, who have learned from experience that the Union will use every means to protect the interests of its membership. That's the basic function of any union; namely, making a constant effort to raise the standard of living of its membership and then making sure that nobody gets away with trying to cut it down. The one-shot outfits, those so-called "independents," like the AMEU in Atlantic, SVTMA in Socony and ETMA in Esso, are a little too closely tied to the company to perform their "watchdog" function properly. In most or all of those cases, upstairs set up as "union" officials are also in the employ of the company for whose workers they supposedly bargain. The tie-in leads to some highly unnatural forms of "union representation."

Sunday Overtime Traded Away

Some months back, we discussed what was known as the "five and one plan" in Socony, which bled the men of all their Sunday overtime at sea as well as certain penalty pay provisions in return for a 60-day annual paid vacation. Proposed in "negotiations" between the Socony Vacuum Tanker Men's Association and the company, basically it provided six months' pay for every five worked. To their sorrow later on, the Socony tankermen realized, just as we had pointed out at that time, that their earning power had been bartered away to the tune of at least \$325 a year for the average man in the fleet. The shock was a gruesome one for many of them after they realized they themselves had voted "okay" and created this monster.

In the face of this situation, and in light of equally unwholesome arrangements made previously, the traffic of seamen between Socony and Atlantic is all one-way today. True, Atlantic is a past master at this game too, but at least when our drive in there is over, both old-timers and newcomers to Arco will have the satisfaction of knowing they won't be spoon-fed one version of a thing while their payoffs show another.

Ex-Polar Schooner Now Tramp



The three-masted diesel auxiliary schooner City of New York, once famous for carrying Adm. Byrd on a polar trip, is shown at left tied up in Boston Harbor. At right, deckhands are at work on the ship which carries lumber and other cargoes to Nova Scotia and the Caribbean.

Last of the big, wooden coasters—an occasional caller at Boston, New York and other ports—is the Canadian three mast auxiliary schooner, City of New York, once famous as a polar exploration ship.

World-renowned in 1928 when she carried Admiral Richard E. Byrd to the South Pole, the thick-hulled City of New York freights lumber from Nova Scotia to ports along the Atlantic coast and transports cargoes of salt, coal and pickled fish to the Caribbean. The venerable ship carries a full head of canvas for a three-master, but a 400 horsepower diesel engine now provides the principal means of propulsion.

Arctic Supply Ship

Built in Norway 70 years ago for use in the sealing trade, the City of New York has 14-inch planking to withstand Arctic ice floes. This sheathing enabled her to spend several months in the Arctic last year as a base and supply ship for American construction workers building a military installation.

Skipper and owner of this unusual "tramp" is Capt. Louis Kennedy, a windjammer sailor who can sew canvas or cut a mast for his vessel with the skill of old-time seafarers. During World War II

he was skipper-owner of a three-master shelled and sunk by a German U-boat in the North Atlantic.

Toured Coast Ports

After taking Admiral Byrd and his polar expedition to the South Pole in 1928-29, the City of New York toured many coast ports of the US as well as Great Lakes cities as a museum ship. Capt. Kennedy bought her at a bargain price in 1944 and reconditioned the old veteran for a new career as an ocean tramp.

While toting lumber is not as romantic a career as carrying the distinguished admiral southward through polar ice fields, the City of New York is following an old and honorable tradition. Down through the years many a schooner has hauled lumber from the Canadian woods to East Coast US markets.

When Admiral Byrd employed the vessel in his trek to the Antarctic she was named "Sampson," was rigged as a bark and had a steam engine for auxiliary power. The ship is sailed by a crew of

eight, including master, two engineers, cook and three seamen.

Don't Send Your Baggage COD

Seafarers have again been warned not to send their baggage COD to any Union hall. No Union hall can accept delivery of any baggage where express charges have not been prepaid.

Men who send baggage COD to Union halls face the prospect of having to go to a lot of trouble and red tape with the Railway Express Co. All COD baggage—regardless of the port—goes to the local express office, where it is held by the express company until claimed.

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided they prepay the shipping charges.

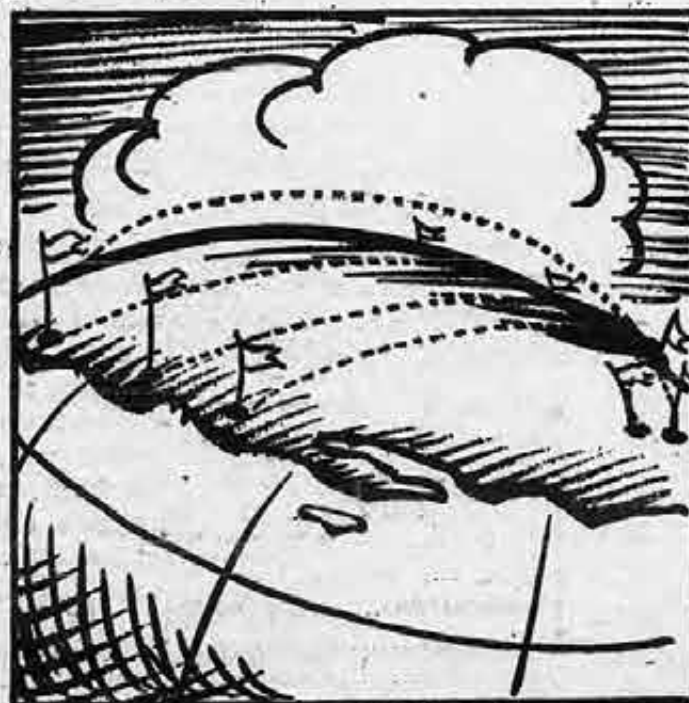
Cartoon History Of The SIU

The MTD Is Chartered

No. 34



The AFL Maritime Trades Department, already functioning, was officially chartered on August 15, 1946. Charter organizations were the ILA, MMP, Radio Officers, Purser and SIU. Teamsters joined the group on a local basis.



With headquarters in New York, port councils were set up in all main sea ports. Membership was limited to affiliated outfits of the AFL. The total membership of the MTD was more than one-quarter million, tops in maritime.



Despite the MTD, Seafarers negotiations bogged down and strike action was imminent. Conferences held in all ports pledged fullest support, establishing a common fighting front of all AFL organizations. The MTD was growing in strength.

PORT REPORTS

New Orleans:

Controversy Rages Over Type Of Bridge

The New Orleans Dock Board won the first round in a red-hot controversy here over what type of bridge should be constructed across the Mississippi between New Orleans and Algiers on the West Bank.

Everybody wants the bridge because admittedly it would provide a great stimulus to growth on both banks of the river.

The disagreement between opposing groups representing business and shipping interests has been over the type of bridge to be constructed. The Mississippi River Bridge Authority, together with the State Department of Highways, offered a plan for a bridge that would have one pier in the river and a vertical clearance of 135 feet. By following this plan, the span could be constructed for \$60 million, proponents said.

Oppose Plan

The Dock Board opposed this plan, saying it constituted a hazard to navigation. US Engineers agreed with them and rejected the proposal.

The Dock Board wants a suspension type bridge with no piers in the river and with a vertical clearance of 175 feet.



Holcombe

Mayor Chet Morrison of New Orleans says this type of bridge can be built at a cost of \$65 million. He believes difficulties that stand in the way of financing such an amount can be eliminated.

Now representatives of the Dock Board, the Bridge Authority and the Mayor are conferring with US Engineers to try to devise an acceptable bridge plan. Since city and state officials seem to be determined to build some sort of bridge, it is a safe prediction that in several years, Seafarers who live on the West Bank will cross over the river by toll bridge enroute to the Hall in New Orleans.

Seafarer Dies

Many Seafarers who became acquainted with Brother Floyd Holcombe during his active union career will be saddened to learn of his death. He died of injuries suffered when struck by an automobile while crossing a street in Harvey, La.

Brother Holcombe was deck delegate aboard the Carubulle (National Navigation) and was believed to be hurrying back to the ship when he was struck by the car. The ship was docked at Harvey to unload molasses.

A native of Hackleburg, Ala., he was married and lived at Walden, Mo. The body was sent to Haleyville, Ala., for burial.

With eight pay-offs, six sign-ons and 22 ships calling in transit, shipping has continued at a brisk pace for the last two weeks. We look for the same trend to continue through the immediate future.

Pay-offs here were aboard the Alcoa Planter (Alcoa), the Del Mar and Del Rio (Mississippi), the Antinous and Chickasaw (Waterman), the Catahoula and Carrabelle (National Navigation), and the Salem Maritime (Cities Service).

Sign-Ons

The Planter (Alcoa), Del Aires, Del Mar and Del Mundo (Mississippi), the Robin Goodfellow (Robin Lines) and Salem Maritime (Cities Service) signed on.

Ships calling in transit included

the Clipper, Pennant, Corsair, Pilgrim and Pegasus (Alcoa), the Steel Traveler, Steel Vendor and Steel Maker (Isthmian), the Del Mundo and Del Rio (Mississippi), the Seatrains Savannah and New Jersey (Seatrain Lines), the La-Salle, Morning Light, Maiden Creek and Monarch of the Sea (Waterman), the Southern Counties and Southern Districts (Southern Trading), the Marie Hamill (Bloomfield), Longview Victory (Victory Carriers), Edith (Bull) and The Cabins (Cabins).

Lindsey J. Williams
New Orleans Port Agent

Lake Charles:

Labor Front's Quiet, Politics Get Hotter

The shipping picture in this lovely city has only been fair for the past few weeks. We had quite a few ships in, but it seems that the guys are sticking aboard, and waiting until the nicer weather before getting off.

Calling in this area, we had the French Creek, Winter Hill, Bents Fort, Archers Hope, Fort Hoskins, Paoli, Lone Jack, Government Camp and the Cantigny, all Cities Service wagons.

Everything is going along very nicely on the labor front here, and we hope it will stay that way, but the local political scene is not quite the same. All the candidates for mayor and the five city council jobs have displayed an admirable amount of restraint, and

haven't called their opponents any names, yet. However, there's still plenty of time for a knock-down-drag-out Louisiana campaign. Ralph "Sundown" Todd, who was born in the great state of Mississippi some 28 years ago, is one of the Seafarers on the beach here. From what we hear, he left there in the dark of night, and joined the Seafarers. He says that he never can figure out why he ever made a trip on a ship that wasn't under an SIU contract, but he only did that on one trip, and then went right back to the SIU. He sails in the stewards department, and is noted for his accomplishments in the galley.

Some other boys on the beach include: D. Caron, A. Kusch, M. Gullory, C. Fontenot, G. Fontenot, "Tex" Gillispie, B. Kelly, H. Connell, B. W. Spears, and Walter Craig.

Leroy Clarke
Lake Charles Port Agent

Baltimore:

All Ratings Can Ship Out Quickly

For the past two weeks shipping has been good for all ratings except Group I. Even the men who registered in Group I in all departments have not been hard pressed to secure jobs as indicated by the fact that we shipped many permits in those ratings. In a survey of all jobs dispatched to this port from December 18, 1952, to March 11, 1953, the fact was established that more than 60 percent of these jobs were filled by permit men during this period.

Shipping is supposedly on the slow bell, so imagine the number of jobs available to bookmembers if the pace were more normal or even advanced in the shipping field. It is indicative of the many jobs available to bookmen when such a great percentage of permitmen are shipped by the Union. These figures may be a little sickening to enemies of the Union, who are continually mouthing lies that the SIU does not have enough jobs for its bookmembers. Perhaps they will spend many a sleepless night trying to figure out how so many permitmen are successful in getting jobs in this port if there are not enough jobs available for the bookmembers.

We expect the present pace of good shipping for bookmen to continue and fair to good shipping for permitmen to continue along in the same vein.

Paying Off

In the last period, ships paying off were: Edith, Monroe, Marina and Rosario (Bull); Marore, Baltore, Santore and Oremar (Ore); Captain Nathaniel B. Palmer (National Shipping Company); Government Camp (Cities Service); Pennmar (Calmar); Steel Inventor (Isthmian); Robin Wentley (Seas Shipping), and Petrolite (Tanker Sag Harbor Corporation). Sign-ons were aboard the Steel Voyager and Steel Admiral (Isthmian); Queenston Heights (Mar-Trade); Edith; the Ore ships excluding the Santore; Captain Nathaniel B. Palmer, Government Camp, and the Pennmar.

In - fransits were: Antinous, Golden City, Afoundria, Azalea City and Chickasaw (Waterman); Carolyn, Ines and Marina (Bull); Steel Admiral (Isthmian); Alcoa Puritan and Roamer (Alcoa); Trinity (Carras); Southwind (South Atlantic); Robin Trent (Seas Shipping).

With the exception of a few minor beefs on Ore and Calmar ships and ten hours on the Petrolite, all beefs were settled aboard ship following the policy of the Union. For the first time in quite a while, we had a charge against one of our members at the Coast Guard Hearing Unit. The member was represented by the Union and got off with a two-week suspension. About the only beef of any consequence that the membership may have at the present time is the noise going on next door where the old Rivoll theater is being torn down to make room for an off-street, indoor parking garage.

At the Baltimore Federation meeting of March 18, 1953, it was decided to have one of three delegates assigned to legislative work at the Maryland Legislature for the last 12 days of these sessions. It is meant as a protection against legislative action detrimental to the interest of the Union, which often come up in the form of bills in the last hectic days of the session. Recently, the Union and civic and church groups helped to defeat a new child labor proposal which would have set humanity back 30 years. We are keeping on the alert for similar proposals.

Men on Beach

A few of the oldtimers on the beach are Joe Tagariello, Alf Sjoberg, William Sears, Lloyd Short, Bill Addison, Clyde Hotis and Frank Harper. Men who are in the marine hospital include Adolph Swenson, Tom Ankerson, Henry Bjork, Carl Chandler, Walter Hartman and Bob Hostler.

This week's typical SIU man is John Tilley, who joined the Seafarers in 1943. John believes recent improvements in wages in the steward department are only commensurate with the duties. He feels that increases for the steward, chief cook and the increase which resulted by creating cook and baker's ratings will help the men registering in Group I. He feels that many men who previously laid back to catch the steward or possibly the steward's or chief cook's job will now throw in for the cook and baker jobs which they previously did not do.

It is Brother Tilley's further opinion that any inequality in wages that existed between the top men in the steward department and the top men in the other departments is now equalized. In closing, he says that once again the Seafarers have led the way and it will only be a matter of time before the other outfits follow the pattern set by the SIU.

Earl Sheppard
Baltimore Port Agent

Boston:

Organizing Efforts On Importer Seen As Tops

We had a little spurt in shipping during the last period. It has been fair for all men in all departments, and the prospects for the future look even brighter. We shipped 11 replacements to the Michael (Carras), but she still sailed short two deck maintenance men. This was not our fault. The order came late and some of the men didn't have time to pass the physical.

Paying off and signing right on again were the Council Grove and Archers Hope of Cities Service and the Bull Line's Ann Marie. Ships in-transit were the DeSoto and Iberville (Waterman); Robin Wentley and Robin Mowbray (Seas Shipping), and the Michael.

On the Michael the captain fired a deck maintenance AB and didn't give him a letter saying why he was fired. The captain told him he was not entitled to transportation and that he was not going to give him a letter. The captain sent a letter, stating his reasons for his action, to the Patrolman, which has been forwarded to New York so that the man involved can collect his transportation if the Union decides he is entitled to it.



Scully

OT Beef Settled

In a beef aboard the Archers Hope the men claimed meals and room because the ship had not supplied hot water and they had no decent meals owing to plant being out of order. The ship had to anchor off the coast and wait for assistance from another vessel. Overtime was claimed for bringing fuel on board for auxiliaries in order to get ship back in working order. We collected OT for taking on fuel in drums, but not on the subsistence and lodging beef because the ship was considered at sea and safety of the ship was involved.

John Scully is still working on his large model of the Ann Marie. He expects to have the electric winches working and a lighting system installed so he can top the gear and switch on the lights by pressing a button. The boys are all interested in seeing the completed model.

Mariner Class Tops

Some of the men on the beach now include J. Hubbard, H. Bickford, J. McPherson, H. Carey, E. Haskins, L. Larkin, E. O'Connell, G. Gallant, R. Bennett and a host of other brothers in from a trip to Korea on the Cornhusker Mariner, the "Chris Craft" of the SIU. They claim this ship is tops for living conditions and hope the SIU will get a lot more of them.

Atlantic ships are few and far between around here. We had the Atlantic Importer in Providence, RI, and contacted the crew there. It is one of our strongest ships and has quite a lot of strong SIU men on her including many bookmen. They are all good organizers on her.

John Duffy and J. J. Flaherty in the marine hospital are in ward two together. It looks as if Flaherty will be getting out soon. He was out on pass for a couple of days and is putting on weight. D. S. White, is still up on the fourth floor. The hospital staff tells me he is one of the best patients in the hospital. R. Crowley is coming along fine and expects to be out soon. Tim McCarthy wants to thank members for the blood they donated for him.

James Sheehan
Boston Port Agent

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				SOUTH CHICAGO2261 E. 92nd St. Phone: Essex 5-2410	

PORT REPORTS

Mobile:

Residents Oppose Army Port Expansion

Seafarers here are concerned over the prospect that local opposition to Defense Department plans to extend government control of the area surrounding the ammunition-loading facilities at Theodore, Ala., may interfere with the movement of military cargoes through this port.

Recent re-opening of the Theodore docks for loading of ammunition and other cargoes bound for US forces in Europe and the Far East was hailed as a certain boon to shipping in this port. A number of members already have shipped out on vessels that were loaded at Theodore.

The Theodore installation actually is a US Naval Magazine, but the ammunition depot and its loading facilities are under Army jurisdiction, administered under the command of the New Orleans Port of Embarkation.



Andersen

Since our last report, the Defense Department announced plans to lease an 8,600-acre tract of land as a safety zone surrounding the ammunition depot. This news aroused a storm of protest from property owners in the area which is dotted with Summer and year-round homes and several farms and fishing camps.

Proposal Protested

More than 1,000 South Mobile County property owners attended a protest meeting against the proposal. Mobile civic organizations joined the opposition.

Congressman Frank W. Boykin said he had obtained a promise from Congressman Dewey Short, chairman of the House Armed Services Committee, to oppose the Army's plan to take over the property. Committee approval is necessary before the Army can go ahead with the project.

Civic and political leaders asked the Army to consider relocation of the ammunition depot "at some safer site." The Defense Department indicated it would, but pointed out that since the docks are located nine miles from Mobile, leasing of the additional 8,600 acres would "obviate all danger."

T. A. Young, special assistant to the secretary of the Army, in a letter to Boykin, told of the economic value to Mobile. Young said "approximately 35,000 long tons of ammunition per month is to be moved through the facilities. Monthly salaries to military and civilian personnel will total \$58,000 and salaries to longshoremen and stevedores will amount to \$316,000. Revenue to railroads in Mobile will be about \$1,645,000 a month and about \$100,000 will be spent a month for supplies. Cargo barges and truck costs will amount to approximately \$10,000 per month; with about \$112,000 being spent monthly for provisioning of ships stores. Pilotage fees are expected to amount to \$3,500 monthly."

SIU Jobs Involved

We are concerned with this issue because peak operation of the depot will mean more jobs for SIU members. Mobile papers are opposing the Army's plan on the ground that the method proposed for taking over property does not assure just compensation to the homeowners involved. It is to be hoped a satisfactory compromise can be

worked out because of the importance of the Theodore operation in the maritime job picture here.

Shipping has been proceeding at an even pace in this port during the last two weeks. We had a total of 11 pay-offs, 7 sign-ons and 4 ships called in transit. Prospects for the immediate future indicate shipping will continue steady at about the same rate.

Pay-offs were on Alcoa's Roamer, Pegasus, Pennant, Corsair, Pilgrim, Ranger and Cavalier; Waterman's Morning Light, Maiden Creek and Monarch of the Sea and the Christo-M (Mercador). The Roamer, Pegasus, Pennant, Pilgrim, Ranger, Maiden Creek and Christo-M signed back on and the Iberville and Antinous (Waterman), Marie Hamill (Bloomfield) and Del Aires (Mississippi) called in transit.

"It was nothing like this, in Korea," said Louis Stone, AB, on the beach in speaking of the bright sunshine and temperature that is hovering in the comfortable 70's here. Stone just got off the Golden City (Waterman) after a run to the Far East. The other extreme in weather was experienced by Lawrence Andersen, AB, who came ashore from a bauxite run to Trinidad.

Cal Tanner
Mobile Port Agent



Miami:

Miami Is Still Tops For Fine Vacations

The sun is still shining down here, and the dogs haven't caught the rabbit yet, so if anyone feels like enjoying a good vacation, this is the place for it.

Even so, things have been jumping here lately. In addition to the good old Florida (P&O), we had the Antinous, Yaka and Chickasaw (Waterman) visit us, and we've had the Ponce (Ponce Cement) running into Port Everglades every 10 days.

We've been able to get most of the beefs on the Florida straightened out pretty quickly, and things are going along fairly smoothly.

Frederick Dickon just got off the Alcoa Corsair with a broken thumb, and is here on the beach, just letting old Sol take care of healing the thing.

We'd like to ask all Seafarers to call the hall here if their ships hit this port, or any port in the vicinity, since it's sometimes difficult for us to get accurate information on ship arrivals. So, just make sure to give us a quick phone call as soon as you hit port.

Eddie Parr
Miami Port Agent

New York:

Cold Foc'sles Mean \$1,200 For Crewmen

Shipping for all departments has picked up considerably during the past two weeks, and the outlook for the coming period is good, since we have a number of ships due in for payoffs after long trips.

We paid off 25 ships, signed on 9, and had 15, in-transit. The pay-offs were: the Steel Admiral (Isthmian), Angelina, Suzanne, Puerto Rico, Elizabeth, Frances and Kathryn (Bull), the Robin Trent and Cornhusker Mariner (Robin), the Royal Oak, Lone Jack, Chiyawa and Fort Hoskins (Cities Service), the Western Trader (Western Navigation), the Taddei (Shipenter), the Azalea City, Golden City and Afoundria (Waterman), the Coeur d'Alene Victory, Jefferson City Victory and Coe Victory (Victory Carriers), the Seatrain Georgia, Savannah and Louisiana (Seatrain), and the Transatlantic (Pacific Waterways).

Sign-Ons

The ships that signed on were the Wild Ranger and Hurricane (Waterman), the Sweetwater (Mar-Trade), the Robin Kettering, Cornhusker Mariner and Robin Trent (Robin), Western Trader (Western Navigation), the Coeur d'Alene Victory (Victory Carriers), and the Steel Vendor (Isthmian). The in-transits were the Alcoa Runner and Alcoa Pointer (Alcoa), the Robin Kettering and Robin Mowbray (Robin), the Seatrains New Jersey and Texas (Seatrain), the Fort Hoskins (Cities Service), the Chickasaw and DeSoto (Waterman), the Julesburg (Terminal Tankers), the Pennmar and Portmar (Calmar), the Petrolite (Tanker Sag Harbor), and the Steel Admiral and Steel Voyager (Isthmian).

All of the ships were paid off with a minimum of beefs, except for the Robin Trent and the Jefferson City Victory. On the Robin Trent the boys had a beef about restriction to ship, but the company got off the hook on that one with a letter from the shoreside authorities. However, we did collect several hundred hours overtime for the deck department since the captain had maintained sea watches during the week, and did not break them until the weekend. We had a big argument about this item, but the boys collected it at the payoff.

On the Jefferson City Victory, the big beef was for lodging for 20 days while the ship was in Korea, since there was no heat in the

foc'sles on one side of the ship. After an all-day wrangle about this item, we collected a total of \$1,200 for the men whose foc'sles had no heat.

The big interest in this port is centered on the convention of the Seafarers International Union of North America that was held in San Diego. All the members here are waiting to find out what sort of new programs for the future will result from the convention of the top outfit in maritime.

Claude Simmons
Ass't. Secretary-Treasurer



Galveston:

Shipping Stays Good For All Ratings

In the past two weeks shipping has been very good. We have been sending more permitmen out on jobs lately than bookmen, indicative of the Union member's right to choose his berth without fear of job insecurity. Bookmembers are waiting around for the right job, knowing it won't be long in coming. Therefore, the permitmen are getting a good chance to ship out and earn good payoffs.

Ships that paid off in the last period include the Longview Victory (Victory Carriers); Neva West (Bloomfield); and the Steel Vendor of Isthmian. In-transits were: Carras' Michael and Trinity; Seatrains Louisiana, New Jersey and Texas (Seatrain); Alcoa Pegasus (Alcoa); Waterman's Choctaw; Steel Traveler, Steel Director and Steel Maker (Isthmian); Del Rio (Mississippi); Julesburg (Terminal Tankers); Mae and Evelyn (Bull); Christos-M (Marine Shipping); Council Grove (Cities Service) and The Cabins (Mathieson).

The few minor beefs that came up on the ship were settled at the payoff to the satisfaction of the crewmembers.

On the beach at the present moment in the Lone Star State are R. L. Shaw, E. Jeanfreau, A. Keane, E. Hill, W. Currier, S. Newman, K. Agarons, J. Marrs, W. Bargone, P. Jones, R. Cross, C. McCain and L. Floyd.

That's about all there is to report from this neck of the woods after the last membership meeting.

Keith Alsop
Galveston Port Agent

San Francisco:

Overtime, Food Beefs Settled In SIU Style

For the past two week period, shipping has been on the upbeat and has been extremely good for all ratings. It is expected to continue along the same lines in the future, with more jobs on the board than available bookmembers because most of the men are not hanging around the beach long before finding a job to their liking and shipping out.

Ships paying off in the last period were the North Platte Victory (Mississippi); Arizpa and Fairisle (Waterman); and the Seathunder (Orion). The same vessels signed on again. Ships in-transit are: Seamar and Massmar (Calmar); Hastings, J. W. Waterman and Raphael Semmes (Waterman); Seawind (Sea Traders); Steel Seafarer (Isthmian).

Beefs Squared

There were a few beefs on overtime and food aboard some of the ships that paid off, but they were taken care of in the Union manner, which is the best and only way in the maritime, before the payoff got underway.

Sad to relate there were a few performers and they were dealt with in the usual Union manner. They won't be heard from again until or unless they mend their ways. Other than that there were no membership beefs.

A couple of the oldtimers over here on this West Coast beach in the sunny state of California include Joseph Otto and William Glick.

T. E. Banning
San Francisco Port Agent



Wilmington:

Membership Action Makes Performers Rare

Shipping has been pretty good in this port during the last period, and it looks as if it intends to stay that way for a while, anyway.

We had the Steel Seafarer (Isthmian), Cantigny (Cities Service), John B. Waterman, Hastings, Alawai, and Stonewall Jackson (Waterman), Massmar and Calmar (Calmar), Mother M. L. (Eagle Ocean), and Burbank Victory and

San Mateo Victory (Eastern), calling here during the past two weeks.

We crewed up the Seatiger (Colonial) which came out of the yards after getting extensive repairs, and everything is squared away aboard her now.

J. W. Simmons, a member of the SIU since 1946, is one of the men on the beach here now. He used to ship out of Baltimore, and had Hamburg for his private Eden, but like many of the boys, he has switched to the shuttle run to Japan. He said that, after looking at all the gains the SIU has won for its members, it's no wonder that so many seamen are beating a path to the door of the SIU and trying to join.

Sam Cohen
Wilmington Port Agent

A & G SHIPPING RECORD

Shipping Figures March 11 to March 25

PORT	REG.			TOTAL REG.	SHIP.			TOTAL SHIPPED
	DECK	ENG'N	STEW.		DECK	ENG.	STEW.	
Boston	46	26	25	97	27	21	8	56
New York	205	135	100	440	172	137	111	420
Philadelphia	35	21	20	76	46	41	32	119
Baltimore	94	79	68	241	80	65	63	208
Norfolk	18	9	12	39	4	4	4	12
Savannah	10	12	3	25	4	7	8	19
Tampa	6	11	7	24	6	4	3	13
Mobile	45	43	44	132	41	35	40	116
New Orleans	69	61	86	216	73	76	94	243
Galveston	54	56	35	145	61	56	44	161
West Coast	64	70	58	192	84	79	69	232
Total	848	533	458	1,839	599	525	478	1,599

IN THE WAKE

Mother Carey's chickens is the popular name given to certain small ocean birds, especially the stormy petrels, which are often seen around ships in rough weather. Their peculiar manner of paddling along the surface of the waves may have suggested the name petrel, as form of Peter, referring to St. Peter's walking upon the Sea of Galilee. In its turn, Mother Carey is thought to be a garbled English version of the Latin Mater Cara, meaning Dear Mother, which is often applied to Mary. It is not unlikely that seamen coined the name when observing the more religious of their shipmates invoking Mary's blessing to ward off the disaster assured by the presence of the stormy petrels around the ship.

One of the little publicized feats of engineering and seamanship during the latter part of the 18th century was the shipment of an Egyptian obelisk to London from Alexandria. Dedicated to the sun god, obelisks were monuments about 70 feet long and composed of a single piece of red granite. The transport of the one now in London, begun in 1877, involved encasing it in a specially-built iron cylinder and then inclosing the whole in a large wooden raft. Eventually, while the raft was being towed at sea, a severe storm came up and compelled those in charge of it to abandon the ancient monument in the Bay Of Biscay. Still later, however, it was recovered and finally brought to its destination.

The notion that rats instinctively leave an unseaworthy ship before it leaves port and that in consequence none of these rodents lose their lives as the result of the foundering of a ship is an old belief frequently alluded to in the literature of the sea. There is, of course, nothing to lead us to believe that rats have a mysterious or instinctive power by which they can tell whether or not a vessel is a good risk. However, rats generally avoid contact with water, and are fearful of drowning, so it is possible they

can detect minor leaks unnoticed by the crew until after the ship is under the strain of a voyage. They frequently take refuge in the bilge, the very part of the ship usually affected first by minor leaks and the presence of water even in minute quantities might cause them to abandon the vessel and seek another.

At the time of the settlement of Jamestown in 1607, the name Virginia was applied to all that part of North America lying between the 34th and 45th degrees of latitude, extending from the Atlantic to the Pacific, a region which now comprises the greater part of the US. Indeed, when Sir Francis Drake circumnavigated the globe (1577-80) he stopped at what he called "the back part of Virginia," in reality the coast of California.

The Antipodes are a group of rocky, uninhabited islands in the South Pacific, 450 miles SE of New Zealand, to which they belong. Their only claim to fame is their location in relation to Greenwich, England, from whose meridian geographic longitude is figured. Actually, any two places or peoples on opposite sides of the earth, so situated that a straight line drawn from one to the other passes through the center of the earth, are called the antipodes of each other. China is popularly supposed to be the antipodes of the US, but no part of North American continent has its antipodes in any land surface.

Roaring Forties is a popular nautical term which was originally applied by sailors to an ocean zone in the Southern Hemisphere between the 40th and 50th degrees of latitude. It was a region notorious for its heavy winds, stormy weather and rough sea. By extension, the term was also applied to the corresponding regions in the Northern Hemisphere, and even to a district in New York City lying between 40th and 50th Streets, where traffic conditions are as hectic as they are in the proverbial storm belt of the southern oceans.

The Seafarers Puzzle

- ACROSS
1. They man a ship
 5. Something to sail on
 9. Navigation hazard
 12. Mollen rock
 13. One who makes rescue at sea
 14. Man's name
 15. One who copies
 16. Any old ship
 17. It makes word for a dredge
 18. They clean clothes
 20. Top golfer of 1952
 21. Part of "to be"
 22. The SIU gets you this
 23. Fish eggs
 26. Name for a sailor
 27. Ancient
 30. It's found in the galley
 31. Regular trip
 32. Port on Upolu
 33. Still
 34. It holds gear
 35. Part of a fishhook
 36. Ship of Bull Line
 38. Aleutian Island
 39. Korean port
 41. About 30 cents in Venezuela
 45. Too ornate
 46. Fishing boat
 47. Shipping company
 48. Near: Slang
 49. Port in Italy
 50. Come ashore
 51. Like a fox

DOWN

1. Lobster's nipper
2. Island in Fr. Oceania
3. Night before
4. Waterman ship
5. One's part in a job
6. Possessive pronoun
7. Annoy
8. River in Italy
9. A jinx ship
10. Norwegian port
11. Channels between bars
17. Distress call
19. Sea eagle
20. Keep ship off this
22. Kind of buoy
23. Guy who's too nosy
24. Author of horror tales
25. You can show this at NY Hall
26. Towing boat
28. Lillian's nickname
29. Dalmatian Abbr.
31. Headland
32. Town in Cuba
34. Fog of golf
35. Baggle of baseball
37. No
38. Trent (Seas Shipping)
39. Good things in tropics
40. Russian range
41. Tidal wave
42. Small bottle
43. Coin of India
44. North Koreans
46. Corrupt name
49. Exist

(Puzzle Answers on Page 25)

1	2	3	4	5	6	7	8	9	10	11	
12				13				14			
15				16				17			
18			19					20			
21				22							
23	24	25			26			27	28	29	
30				31				32			
33				34				35			
36				37				38			
39	40							41	42	43	44
45				46				47			
48				49				50			
51				52				53			

THE INQUIRING SEAFARER

Question: Did you ever get "channel fever?"

James Shortel, AB: No, I never have and still don't get it. Some-time I even stay aboard the first night the ship comes in so I can get a good night's sleep. With everybody ashore, it's nice and quiet. Then the second night I go ashore and have some fun.



Albert Elkenberry, oiler: I guess everybody does, especially if it's a long trip. The longer the run, the more impatient the men get. Personally I get that way myself and I've never run across any seaman who was not anxious to go ashore as soon as ship tied up.

John Karpen, AB: I certainly do. I get that feeling going out and coming back in no matter what port I happen to be hitting. I don't make too many long trips if I can help it, but even so, the idea of being able to go ashore again makes you nervous and puts you on edge.



See Foo, mesman: No, it doesn't bother me much. I'm always the last one off the ship when it comes in to a port, and I go back aboard early, before the rest of the crew. I don't care to stay ashore very long. I'm just as happy on the ship, just taking it easy.

James C. Baudoin, AB: Yes, I guess I have on certain occasions. When the ship is getting near a good port you start to feel restless and want to get ashore in a hurry. It has to be a good port though. Otherwise it doesn't matter as much to me.



Harry R. Gunderud, AB: Yes, I have gotten the "fever" especially when I've been on a long trip, where I've been out to sea for quite a while. After a while a fellow wants to get off the ship no matter what port he happens to be in, at home or overseas.

*The well-known "jitters" that many seamen get when a ship is approaching port.

MEET THE SEAFARER



LEROY MARTIN—AB

In sail and steam, war and peace, childhood and maturity, AB LeRoy Martin has been following the sea for 25 of his 37 years.

Starting at the age of 12 aboard a gaff-rigged sloop, "Windjammer," in the waters surrounding his native Perth Amboy, NJ, Seafarer Martin found the sea to be an irresistible lure. With two companions, Martin sailed the waters of Raritan Bay, Lower New York Bay, and Long Island Sound, after school and on crisp, sunlit weekends. It was in 1935, at the age of 19, that Martin turned to the sea as a means of livelihood. Both of his friends of the sloop days of his youth followed his course.

Sails On Schooner

Martin's first berth was aboard the Nomis, a three-masted schooner running lumber coastwise between New York, New England and South Carolina. After getting a taste of ancient seamanship aboard the Nomis, full of the rigors of a sailing ship in comparison with modern vessels, Martin took to latter-day vessels to sail around the world many times on freighters and tankers.

Working on and near the sea for the next 15 years, LeRoy decided to give it up temporarily in 1941, but he was back in September of that fateful year sailing Army transports into the war zones. He was on the General MacAndrew which carried the invasion troops of Casablanca in 1942. A year later he was on a Liberty, the Nicholas Gilman, which carried troops, ammo and gas for the invasion of Sicily. It was on this vessel that circumstances nearly forced him to give up the sea, permanently.

Bomb Hits Ship

The Gilman carried half-tracks and jeeps in the No. 1 hold, storing ammo and gas in all of the others. As luck would have it that day, a bomb from a low-flying plane hit the No. 1 hold and started a fire which took four hours to bring under control. Everything in the hold was destroyed by fire, the crew battling the flames in vain while under heavy fire from shore batteries.

and air attacks. Bomb fragments tore holes in the port side of the ship, under fire for three days, but the only serious damage was caused by the well-placed explosive in the No. 1 hold.

Martin found himself under attack once again, this time off the Anzio beachhead in early 1944. He was on another Liberty ship, the David L. Swain, running a shuttle between Oran, Algeria, Augusta, Sicily, Naples, Italy, and the Anzio battleground. Dispatching troops for the vicious fighting on the Italian beachhead, the ship was under steady attack from the celebrated Germany artillery piece, "Anzio Annie," which continually lashed shells into the harbor.

Likes Long Trips

Most of Martin's sailing career was not quite as harrowing as his war-time experiences. Shipping with the SIU for a period of more than two years now, Martin "prefers long foreign trips, mostly for the payoff." He'll ship on freighters or tankers to any port in the world, as long as it is on an SIU-contracted vessel.

"I prefer the Far East run over most of the others, though," said Martin. "Australia and Japan are my favorite countries to ship to because of the friendly nature of the people and the way they treat you." As far as his choice cities are concerned, Seafarer Martin thinks Brisbane, Australia, and Tokyo, Yokohama, Kobe and Moji, Japan, are the tops for seeing the sights through a tourist's eye-view.

His last trip was aboard Western Tankers' McKittrick Hills, which made two trips between Philadelphia and Porto La Cruz, Venezuela, before heading for annual repairs in Palermo, Sicily.

The youngish-looking, wiry seaman, taking advantage of job security offered by the Union, is now taking time off to see a 17-year-old daughter and 16-year-old son in Perth Amboy. After three months ashore with his family, Martin is ready to ship out again, heeding the call of sea once more.

Martin

TEN YEARS AGO

Hitler, in a Heroes' Memorial Day speech in Berlin, disclosed that the Germans had lost 542,000 dead, but that the Russian front had been stabilized and made secure. . . . The British Admiralty announced the loss of the 1,920-ton destroyer Lightning. . . . Gustav F. Alm, an SIU carpenter, was decorated with the Merchant Marine Distinguished Service Medal by the order of President Roosevelt for extraordinary heroism under unusual hazards. . . . The Senate approved the Finance Committee's recommendation to revoke President Roosevelt's salary limitation order. . . . United States troops began to shell the Axis airfield at Mezzouna, while US planes bombed Messina.

London reported that British planes from Malta had flown over Rome and strafed a railroad at three points near the Italian capital. . . . Allied planes dropped 19 tons of bombs at low altitude on Wewak in New Guinea, scoring hits "with 500-pound bombs on a 4,000-ton cargo vessel which was badly damaged. . . . Washington announced the first all-surface action

of the war off Alaska. . . . The SIU found the lost Union book of brother Arthur A. Chrisman, Jr., and returned it to the relieved Seafarer. . . . Chester C. Davis was named Food Administrator by executive order. . . . Japan and Russia renewed their fisheries agreement for another year. . . . A restricted belt 10 miles deep along the coast of England, Scotland, and Wales has been established as part of the plan to make the British Isles a base for offensive operations.

The Allies attacked Cagliari on the island of Sardinia with an armada of Flying Fortresses inflicting extensive damage to port facilities and airdromes. . . . In March, Berlin reported, U-boats sank 138 merchant ships and other Axis craft brought the total to 926,000 tons. . . . SIU crewmembers of the Dynastic, Scotchie, and Gateway City collected Russian Government bonus checks. . . . The Senate confirmed Rear Admiral Emory S. Land for another six-year term as chairman of the Maritime Commission. . . . Allied planes bombed the U-boat nests in Lorient and St. Nazaire for the 47th time in the war.

SEAFARERS LOG

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Trade With Red China

News of agreements to halt the sailings of Greek, Panamanian, and other foreign flag ships to Communist China, brings to light one of the too-little-known stories of the Korean War. The fact that some Liberty ships sold by the US to these foreign-flag operators have been used to supply Communist China's war power has been politely ignored until now.

In some cases the very same shipowners who were supplying China were operating American-flag ships, some of which were used to carry US military supplies. It was a clear case of playing both ends against the middle.

From the very beginning, when the Government was bent on virtually giving away US Liberties to dubious foreign-flag operations, the SIU warned that such sales and transfers would boomerang. The present situation once again points up the need for stricter control of Panamanian ships and a crackdown on foreign-flag transfers.

Momentous Decision

The SIU's 6th convention can boast of many accomplishments, but what looms largest is the agreement on affiliation of the Marine Firemen, Oilers and Watertenders Union. The MFOW affiliation, subject of course, to membership approval, is bound to have far-reaching effects.

These effects will be felt most out on the Pacific Coast. Up until now, the Sailors Union of the Pacific, and the MFOW have been going their separate ways while the Communist waterfront apparatus, led by Harry Bridges has been trying to swallow them one by one. The shift of the MFOW to the SIU means that the balance of power on the Pacific Coast now lies with the AFL.

Such a development is a catastrophe for the Communist waterfront apparatus. In the past Bridges has repeatedly held out tempting lures to get the MFOW to join a new maritime "federation," which would then turn on the SUP. It is to the credit of the MFOW that it gave these proposals the treatment they deserved.

If the new arrangement goes through, from now on it will be the SUP and the MFOW that will call the tune, together with the rapidly-growing MCS-AFL. The Communist apparatus now faces resounding defeat in its last maritime stronghold.

SIU Slopchest Grows

Within a few short weeks Seafarers in the Gulf will have all the advantages of SIU slopchest service now offered in New York area. Arrangements are being made to supply ships on the Gulf with the high quality, moderate-priced merchandise that is sold on ships sailing out of New York.

The extension of SIU slopchest to all other ports is just a matter of time. And judging from booming New York business, Seafarers are well pleased with the supplies the Union is putting aboard.

For years seamen have been victimized by the unscrupulous ship chandler, just as they were victimized by the crimp in the days before the SIU hiring hall. The slopchest service then, is another area in which the Union is protecting the Seafarer from those who would exploit him.

Maternity Birthday

When the SIU began its maternity benefit payments a year ago, they were quite a surprise to maritime. One or two unreconstructed old salts opposed the idea, claiming that seamen had no truck with wives and children. Others argued that the benefits would have little effect, because, they said, they would cover only a handful of the membership.

It's apparent now they didn't realize the revolution the Union has wrought in the lives of Seafarers. Thanks to today's Union wages and conditions, every Seafarer earns enough to support a family. The payment of over 500 maternity benefits in a year shows that a very large proportion of the membership have become family men.

The maternity benefit, by meeting the heavy expenses involved in having babies, is making it easier for the Seafarer to lead a normal community life. It's evident from the enthusiastic response that this is exactly what the rank and file Seafarer wants.

LETTER of the WEEK

Seafarers Should Tell Job Hints

To the Editor:

I just read in a past issue of the LOG that bound volumes of the 1952 LOGs are available. Thinking of this, and such LOG columns as "On the Job" and "Galley Cleanings," gave me an idea.

We are familiar with such books as "Knight's Book of Seamanship," "Audel's Guide to Mechanics," and others. However, I think it would be a great idea if all the Seafarers could get together and compile one manual for all seamen, in all three departments.

Every Seafarer, no matter what department he sails in, has had occasion to learn different ways of doing the job a little easier and better, by use of a short cut. In other trades, these little tricks are known as trade secrets.

Wonderful Reference

But, if we could get all these different tricks and trade secrets that all the Seafarers have learned and developed, and put them all together in one book, it would be the only such book in the world, and would make a wonderful reference for men in all departments.

It could contain the trade secrets that Seafarers have learned in the engine department, on deck, and in the stewards department. It would be the only such reference that was made up of the tricks that the seamen themselves contributed, and we could all use such a book to learn a little more, and to help out the men who are just starting to go to sea.

This sort of book would be a great help to everyone connected with the sea, and would be used by everyone. It would become a part of every seaman's gear.

Many people may think at first, that it would be impossible to get all the Seafarers all over the world to gather their different tricks, and might say it would be an impossible job to get a book like that together.

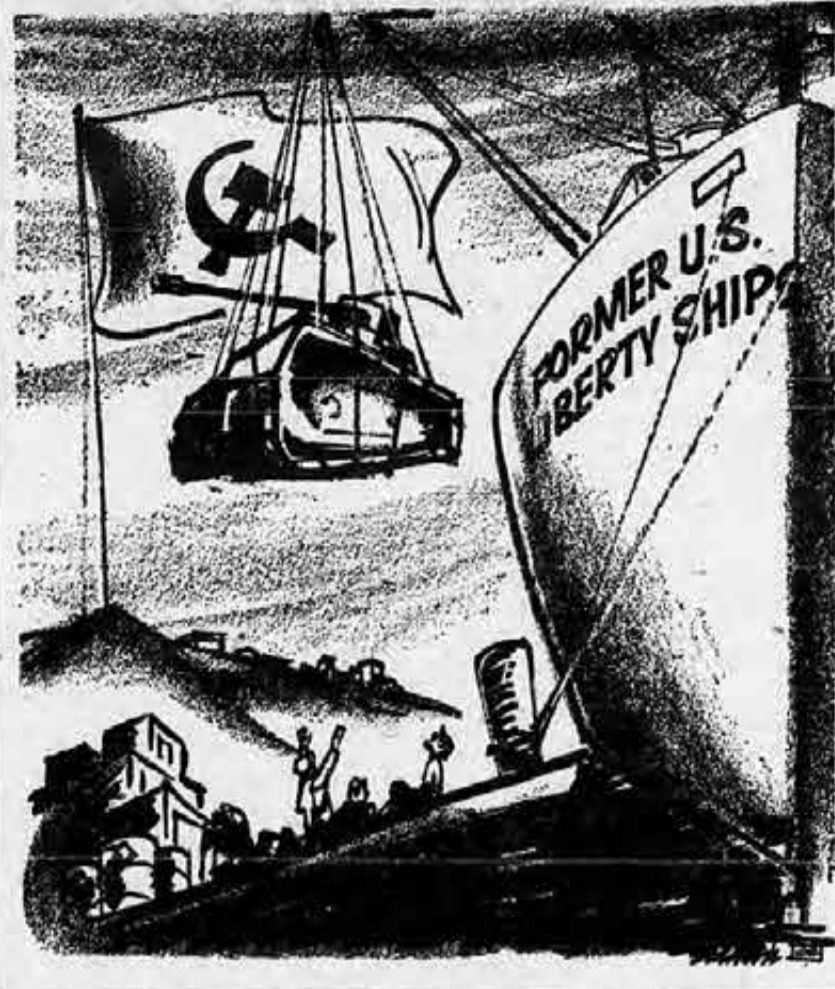
Impossible?

However, it was not so many years ago that many people said it would be possible for the seamen to have the great kind of organization that we now have in the SIU. How many people said it was impossible for seamen to get Welfare benefits like we have in the SIU? How many people thought it was impossible for seamen to produce an organization that would get us the wages and conditions that we have gotten in the SIU?

There were many people who said it was impossible for seamen to have a Union hall like the one we now have in New York. Many more said that such things as maternity benefits, disability benefits, college scholarships, and the like were impossible for seamen to get. Well, we've got them, and I think a reference book of this sort could again show the world that Seafarers can do the impossible, and would chalk up another great "first" for the SIU. It would just be another accomplishment that the SIU made for the benefit of all seamen.

Frank Vincent

'Business Is Business!'



LABOR ROUND-UP

One of the longest and most bitter railroad strikes in many years, the seven-week tie-up of the Chicago Great Western, ended in complete victory for six rail unions involved. Final settlement was reached by the Switchmen and Yardmasters of their grievances, including claims with payment of back wages. Previously, settlement of almost 600 accumulated grievances was won by Locomotive Engineers, Locomotive Firemen and Enginemen, Railway Conductors and Trainmen.

The AFL granted its 100th international charter in Louisville when the International Council of Aluminum Workers became the Aluminum Workers International Union. Presentation of the charter was made by Harry B. O'Reilly, AFL director of organization, pinch-hitting for George Meany, to Council President Eddie Stahl and Secretary-Treasurer William Cowley, who were elected to head the union. Attending the constitutional convention were 100 delegates representing 40 locals with a membership of 30,000 workers in the US and Canada. Headquarters of the union were established in Louisville.

Members of Local 705, AFL Hotel and Restaurant Employees, now get news of employment opportunities by radio. Each morning for 10 minutes, beginning at 9:20, Station WJBK, Detroit, carries announcements regarding both steady and extra work for waiters, food checkers, cashiers, bus boys and others. Extra waitresses particularly were urged to listen for special banquet employment or for party cancellations. Notices concerning the local also are broadcast.

Two little children walked a picket line in New York last month and 130 AFL Longshoremen refused to cross it, bringing ship-loading to a halt. The line consisted of Ann Grillo, 7; Angelo Grillo, Jr., 6, and their father, Angelo Sr., 33. The father, a member of ILA Local 327-1, was protesting his discharge three weeks earlier by Turner and Blanchard, Inc., stevedoring contractors. He had been

accused of leaving the pier without proper notice, but Grillo argued otherwise. The picketing lasted an hour. Then the company agreed to discuss the case with the union; the longshoremen shaped up, and loading resumed on the 10,000-ton Robin Kettering, an SIU-contracted ship bound for South Africa.

The first productivity wage increase for railroad workers was won when a government referee awarded a boost of four cents an hour to 1.3 million employees represented by 21 operating and non-operating rail unions. The raise, retroactive to last Dec. 1, applies to all the nation's railroads.

In its first such decision, the NLRB has ruled that a union may strike against an employer's unfair labor practices despite a no-strike clause in its contract or the 60-day limitation in the Taft-Hartley act. The ruling came in the case of the AFL Carpenters against two New York firms which had played footsie with a rival union.

In a reversal of usual roles, union workers have hired a corporation as their employee. The Culinary Workers Union of Cuba, using money from its retirement fund and a loan from the Agricultural and Industrial Development Bank, shortly will start construction of a \$10 million hotel in Havana, Cuba. Under an agreement signed with Hilton Hotels International Inc., the firm will supply operating capital, supervise the training of the hotel staff, and carry on all operations in return for a percentage of the profits.

The Washington State Federation of Labor has created a new department, called Labor's Health and Welfare Service, to provide advice and counsel to affiliates seeking aid on health and welfare plans. The department will be supported by the unions using its services. It will establish a central trust office to administer various plans independently under their own rules and regulations, their own financial control, reserve funds and administrative procedures.



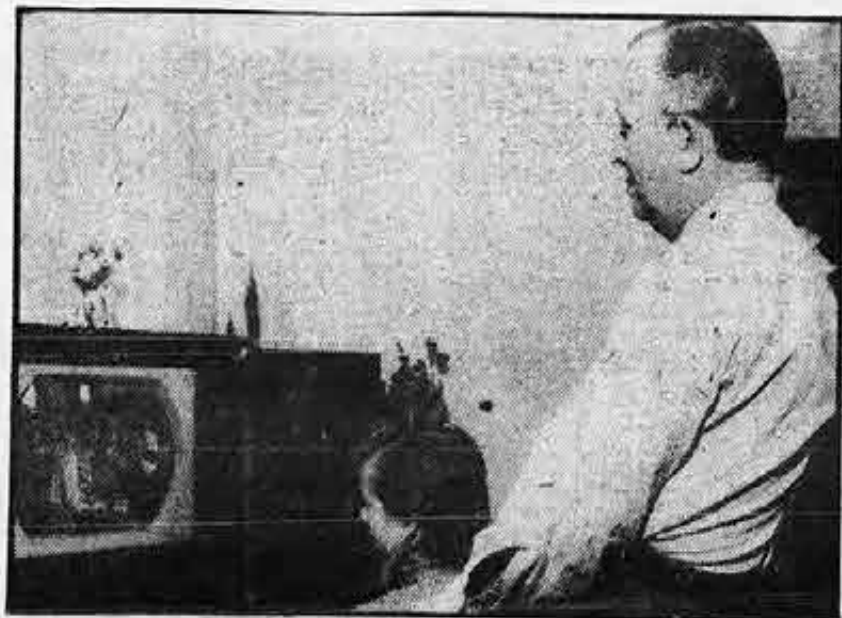
Seafarers Ed Powell, AB (left), and Karl Johansson, oiler, read one of the posters in the SIU hall telling the days and time of the TV program featuring Seafarers.



Seafarer Wetzler, FWT, enjoys a glass of beer at the Port O' Call bar, and a chat with Ernest Aubusson, bartender, as they watch the show.



The show starring the Seafarers was one that even the wife and the kiddies enjoyed watching as it told the story of New York waterfront activities.



And at home, Seafarers and their families relaxed and enjoyed the show as they watched a scene from the SIU's Rotary Hiring Hall on the Esso program.



SEAFARERS ON TV

6:45 PM • CHANNEL 4

"After all the publicity given to the recent investigations of the New York waterfront," said the Esso News program, "we wish to present the positive side of the waterfront to show the work being done there."

And, for seven nights John Wingate's 'Behind The News' program, sponsored by the Esso Oil Company, featured Seafarers, their ships and their Union in action.

While Seafarers and their families, as well as thousands of other viewers watched NBC-TV, their screens produced shots of the SIU-manned Elizabeth, interviews with Seafarers, scenes of the recreational facilities in the SIU hall, interviews with SIU officials, and scenes showing the operation of the SIU's Rotary Hiring Hall.

"This is how a good Union operates," said John Wingate, Esso News reporter, as the Esso cameras entered the SIU headquarters.

At 6:45 PM on Friday, March 20, on every weekday evening last week, and on

Monday of this week, Seafarers gathered in their Port O' Call Bar, in the TV room of the SIU hall, or in their homes to watch their brother Seafarers and their Union on the screen.

Last Wednesday, while hundreds of Seafarers were waiting in the SIU headquarters for the regular membership meeting, the large TV screen was lowered in the meeting hall and all hands watched the portion of the series which showed the recreational facilities of their hall.

But, before the show appeared on the TV screens, NBC cameramen and Wingate spent a great deal of time filming the various episodes. Movie cameras, powerful lights, a number of technicians and cameramen filled the different parts of the SIU hall.

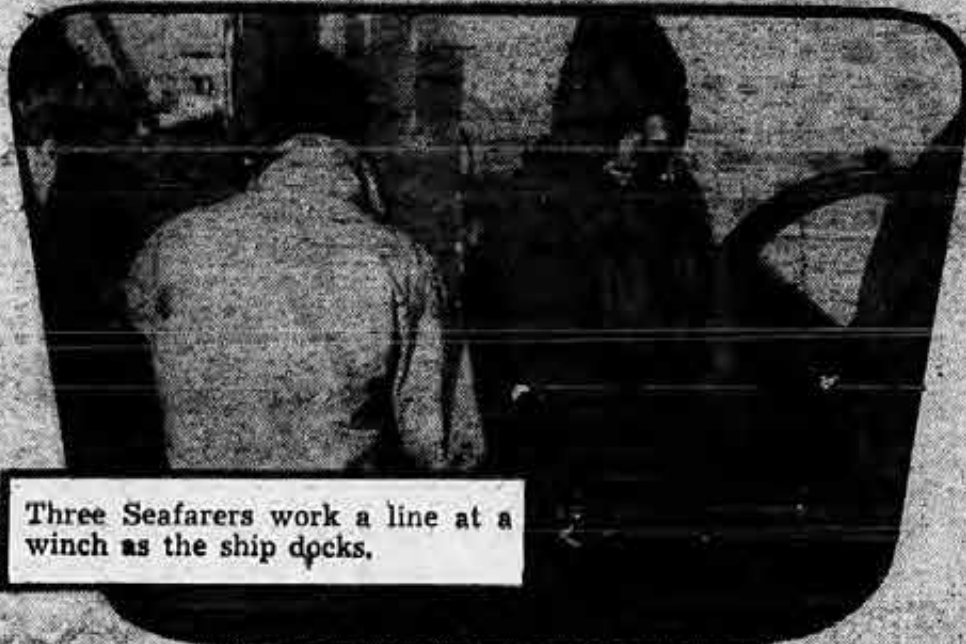
Thousands of feet of film were shot in the hiring hall, the Port O' Call Bar, the Seafarers Cafeteria, and the other sections of the building as the crew prepared the series for the show.



Seafarer Lars Nielsen tells about his shipboard duties.



The cameraman and technician give directions aboard ship.



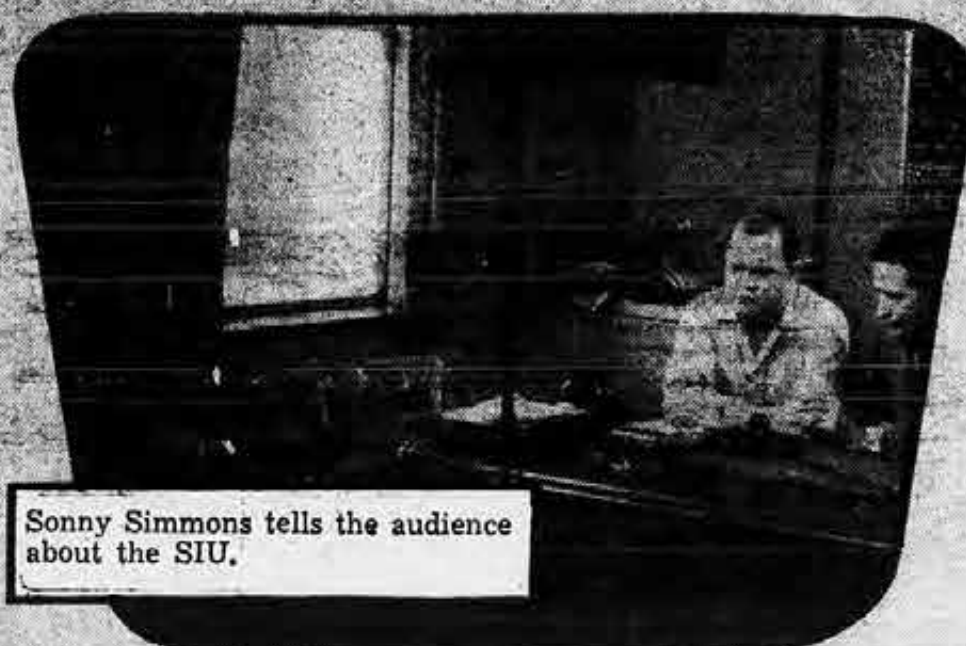
Three Seafarers work a line at a winch as the ship docks.



Wingate talks with LOG editor (left) and Gardner (right).



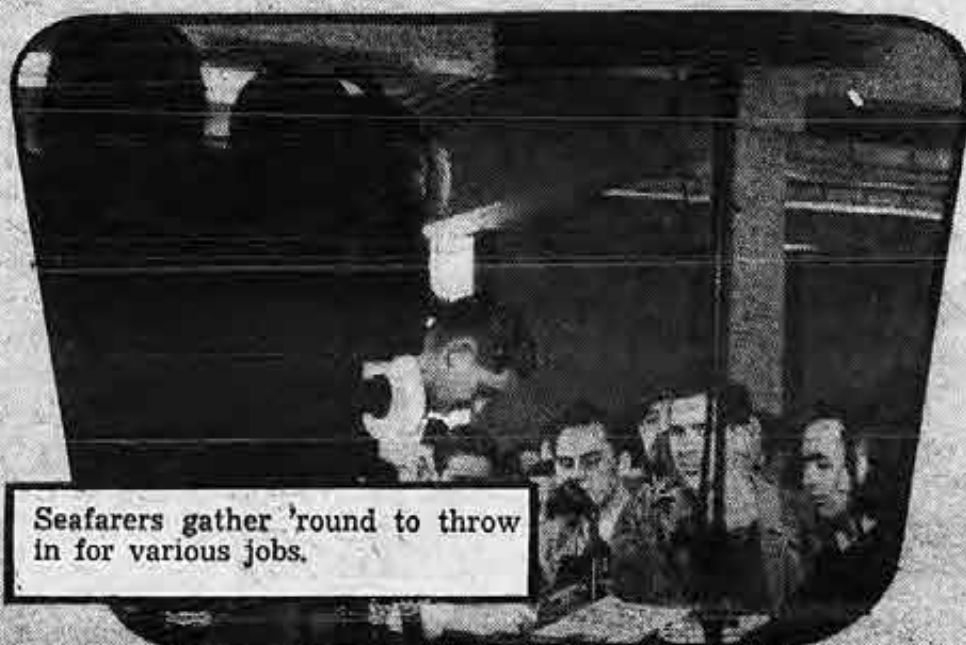
Seafarer Janovaris talks to Wingate in front of the hall.



Sonny Simmons tells the audience about the SIU.



The dispatcher calls the jobs in this shipping hall scene.



Seafarers gather 'round to throw in for various jobs.

MARITIME

The United New York, New Jersey Sandy Hook Pilots last month launched their new boat, "Sandy Hook," from the Brigham Shipyard, Greenport, Long Island. The vessel, whose keel was laid in July of last year, is expected to be completed in July. Constructed of wood and powered by a 400 hp diesel, the vessel has an over-all length of 90 feet four inches, and a beam of 18 feet, 11 inches. She will be used as a relief boat to replace the "Wanderer."

The major menace to the supremacy of New York as the nation's first port is rail rate differentials that give competitor ports an advantage, said Edward F. Cavanagh Jr., Commissioner of Marine and Aviation. He said that crime, port congestion, the high cost of pier occupancy and the rail differentials were the port's four principal problems, and that the last named was the greatest.

Yugoslav shipyards have received orders from native lines to build their largest ships since the war. The Yugoslav Line has ordered three 10,000-gross-ton freighters that will join 30-35 old ships now in that nation's tramp trade. Shipways at Rijeka, Split and Pola have been rebuilt and are operating at full capacity with 35,000 tons of shipping in various stages of construction. Six ships for the North European trade, stimulated by the growth of trade with West Germany in Yugoslavian bauxite, are being completed or will be begun later this year.

The Shipbuilders Council of America's monthly report on ship construction listed 77 vessels for coastal shipyards and eight in Great Lakes yards under construction, the lowest total in the US in the last 20 months. Included in the 85 vessels under construction are 59 tankers, 27 dry cargo ships, all of which are the Government's Mariners, seven ore carriers and one passenger-railway ferryboat. The tanker program comprising 1,320,250 deadweight tons makes up the great majority of all shipbuilding at this time. Of those vessels now under contract or in the process of construction, 15 already have been launched and 27 are on the ship ways.

A 15-week course in tanker operations which began recently in the spring term at the City College Midtown Business Center has been "sold out," the college reported. The course is being conducted by Robert Chisholm of the American Merchant Marine Institute and James E. Stoverken of the Standard Oil Company. George S. Bosse, head of the school's foreign trade unit, said the curriculum would cover economic and geographical aspects of the petroleum trade, operating and personnel problems, management and shipboard organization, the role of Government in the industry and the maintenance, repair and construction of tanker tonnage.

The daily average of commercial ship passages through the Panama Canal was 22 in February, a new record. Including Government vessels, it was 25, close to the peak load that can be handled during the overhaul of the Pacific locks. Tolls of \$2.6 million were paid by 746 commercial ships. In the first eight months of the present fiscal year, 4,844 vessels used the canal, compared to 4,094 in the same period in the last fiscal year.

The recently completed Japanese school ship Hokuto Maru will sail soon on her maiden training voyage as part of the Japanese Transportation Ministry's efforts to obtain qualified replacements for Japan's growing merchant marine. Propelled by turbine engines, the new vessel, of 1,631 gross tons, is equipped with facilities for 80 cadets, divided into equal classes of navigation and engineering officer candidates. The ship is 248 feet long, carries a crew of 21 officers and 42 seamen and has a service speed of 12½ knots.

The Department of Agriculture is again planning to use ships of the Maritime Administration's Hudson River reserve fleet as floating warehouses for grain. As a result of a series of conferences between officials of the Agriculture and Commerce Departments, about 10 million bushels of grain will be diverted from land storehouses, bulging with the bumper crop of 1952. The storage program, which is similar to one carried out in 1949, would require a minimum of 45 vessels, presumably of the Liberty-ship type, each of which has a capacity of about 230,000 bushels. Loading of the ships is expected to begin in about two months.

The current trend in world shipbuilding, particularly in the tanker field, is toward large and deep draft ships, the Government reported. It added that super-bulk carriers with a draft of 40 feet or more would now be on the ways if it were not for the limiting depths of harbors and channels. The report was made by a committee of military, shipping and shipbuilding officials after a six-month study of the depths of water to be created in the nation's harbors and their entrances to comply with marine construction. Similar reports are being prepared by all major maritime nations on their port facilities.

SEAFARERS in ACTION

If the Del Viento (Mississippi) doesn't field a good nine this summer, it won't be for lack of equipment. The Del Viento's recreation delegate, Jack Procell, collected \$25 from the crew and after throwing in another \$16 that was left in the ship's fund, bought a supply of gloves, bats and balls for the crewmen's use. Now the boys can have a little pepper game on deck to keep in trim until they get ashore and challenge some of the other Mississippi ships or perhaps some of the local ball clubs down in South America or ashore in New Orleans.

Procell is a Louisiana native, who has been an SIU member since June, 1946, joining in Port Arthur, Texas. He's 29 years old and makes his home in New Orleans, with his wife Juanita. He sails in the deck department.



Procell

The entire stewards department of the Steel Traveler (Isthmian) came in for a round of applause on the last trip from a happy and contented crew. The boys said the food was very good, thanks to the skillful work of Bob Rollins, steward, and his gang: Lung Shin, chief cook; James Oliver, baker, and Henry Watson, 3rd cook. Not the least of the crew's pleasures were the tasty pastries and cakes that Oliver whipped up for the men.

Oliver has been sailing SIU for a little over a year, beginning in February, 1952, but he evidently knows his bake-goods. He was born in the Keystone state, Pennsylvania, 45 years ago, but now calls Baltimore his home.

When a ship comes back home clean and ready for the payoff with nothing to square away, chances

are that the ship's delegate is on his toes. That's what happened on the Sunion (Kea) under the watchful eye of Edward Willisch. The crew gave him a vote of thanks for the solid job he delivered on its last voyage.

Willisch has been a Seafarer for nearly seven years, joining the Union in New York on May 10, 1946. He's 57 years old and a native of Germany but now makes his home in the US. He sails in the deck department.



Willisch

On the Job

Getting Mileage From Food Stores

Good management in the stewards department is just as important as good cookery, both in satisfying the crew and in avoiding waste of supplies. It takes good judgment and careful preparation and distribution of food to minimize leftovers. However leftovers themselves can usually be made into tasty and palatable dishes that would be appreciated by the majority of the crew. Proper use of leftovers can add variety to the shipboard diet that would tend to become monotonous otherwise.

Since one crew will vary considerably from another in the amount and types of food they will consume, the stewards department always has to be on its toes and keep a weather eye peeled on the food habits of the crew. After a while the department can get a pretty good idea of the quantities that the crew requires.

Messman Can Advise Cooks

That's where the messman comes into the picture. The mess is closer to the table suggestions than the cooks or the steward. He can quickly spot the likes and dislikes of the crew and advise the cooks accordingly so that they can prepare foods in proper proportions. Consequently the messman plays an important role in the conservation and efficient use of food stores.

It's no exaggeration to say that the entire stewards department depends on the efficiency of the messman. He is the one who has to take the proper orders, serve the hot foods immediately after they are received, and "sell" the food to the crew. The attitude of the messman to the food he serves is all-important in this respect. If he slops it around and makes faces at it, he's going to kill a lot of appetites and fill the garbage pail to overflowing.

A good messman also knows his portions. For example, he knows that he can get approximately 45 cups from a pound of coffee. By paying attention to his work, he knows how much coffee is needed and is always able to provide hot, fresh coffee for the crew.

Heat Causes Excess Shrinkage

There are other factors that affect the proper quantities of food. Too high cooking temperatures and improper carving can cause the loss of actual food weight through excessive shrinkage. An overdone roast will yield far less portions than one that has been properly prepared. Vegetables, too, such as potatoes, can be excessively peeled away.

Weather conditions also play an important role. Menus have to be arranged in accordance with extremes of climate. If you are in the Persian Gulf, it's foolish to serve greasy, highly-seasoned, starchy foods which will only make the crew uncomfortable. Similarly, potato salads, seafood salads or cold cuts shouldn't be served in cold weather.

At times the chef has a specialty of his own, a favorite dish that the crew likes and usually demands seconds on. It's only common sense to prepare more portions of the specialty, and less of the second choice dish than would be otherwise cooked. But even the most popular dishes tend to become monotonous after a while, so if the specialty pops up on the menu too often, don't be surprised if it starts coming back untouched. When this starts to happen to any normally-popular dish, it's time for the stewards department to put their heads together and dream up something a little different.

Frozen Foods Eliminate Waste

The current trend toward pre-packaged, frozen foods is a big help to cooks and stewards in eliminating waste and planning meals. A bigger variety of cuts and products can be provided, most waste that would have to be trimmed is eliminated, preparation time is far less, and the foods can be kept for far longer periods of time. Packages of frozen foods also specify how many portions they will provide which is a big help to the cook.

Another aid in food preparation is the use of a beef chart that can be placed in a conspicuous spot in the galley for speedy reference. The chart would read as follows:

Beef Cuts

Steaks	Roasts	Stews	Corned	Bolled
Round	Loin	Brisket	Meats	Meats
Rump	Rump	Flank	Shoulder	Shoulder
Prime Rib	Round	Plate	Rump	Plate
Clod	Chuck	Shank	Brisket	Flank
Shoulder	Shoulder	Neck	Flank	Shank
Loin	Prime Rib		Plate	Neck
	Clod or			Brisket
	Brisket			

Lean trimmings from any cuts can be used to make hamburger meat. In the long run, good management and good feeding depend on the use of every edible item aboard the ship. That's why the item was stored in the first place. Through such management, foods will never make more trips than the crew, and the garbage pail will never be too heavy to lift.

Burly

Simple If You Know How

By Bernard Seaman



Payment Of Back Wages Hits Peak This Month

(Continued from page 3)
vouchers are returned to the company.

Bloomfield SS Co.—All payments should be completed by the end of April.

Bournemouth SS Corp.—Payments will begin on June 1. Mail requests should not be sent in before May 15, and a permanent home address is preferred.

Bull SS Company—Payrolls for the Inez and Suzanne will be ready on April 10; Binghamton Victory and Simmons Victory will probably be ready on that date also. All other payments have already been mailed out.

Calmar SS Company—Checks will be mailed out by April 10.

John M. Carras, Inc.—Payment was begun on April 1.

Colonial SS Corp.—Payments will begin on June 1. Mail requests should not be sent in before May 15, and a permanent home address should be given.

Coral SS Company—Same as above.

Dolphin SS Corp. (80 Broad Street)—Money is going out now, with mail requests being handled first. The company asks that a permanent mailing address be included. It will hold the money at the office if desired.

Dry Trans.—Requests should be made by mail, giving mailing address and time on the ships.

Eastern SS Co.—Requests should be sent to the company's Boston office at 40 Central Street and addressed to the attention of A. M. McLaughlin.

Elam Shipping Corp.—Money is being paid out now. Company would prefer receiving requests by mail at their New York office—44 Whitehall Street.

Excelsior SS Corp.—Payments will be made starting June 1. Mail requests should be sent in after May 15, and a permanent address should be given.

Gulf Cargo Carriers—Payrolls will be ready about the middle of April, when men will be notified to pick up their checks either in New York or at any of the ports where the company maintains an office.

International Navigation—Money will be mailed within a week to men now in the States; those still on the company's ship will be paid at the New York office when the ship reaches port.

Intercontinental SS Co.—Money is going out now, with mail requests handled first. The company asks that a permanent mailing address be included, but will hold the money at the office, if desired.

Isthmian SS Co.—Payrolls are ready now on the Anniston City, Steel Advocate, Steel Age, Steel Apprentice, Steel Architect, Steel Chemist, Steel Designer, Steel Executive, Steel Fabricator, Steel Flyer, Steel Navigator, Steel Ranger, Steel Traveler, Steel Worker.

Kea SS Co.—Retroactive pay vouchers will be ready to be mailed out within the next few days.

Liberty Navigation—the company is paying now.

Maine SS Corp.—Money is going out now, with mail requests handled first. The company asks that a permanent mailing address be included, but will hold the money at the office, if desired.

Marine Shipping, Inc.—Same as above.

Martis Shipping Corp.—Money is being paid out now. Company would prefer requests by mail at their New York office—44 Whitehall Street.

Mercador Trading Co.—Money is going out now, with mail requests handled first. The company asks that a permanent mailing address

be included, but will hold the money at the office, if desired.

Metro Petroleum SS Co.—Money is being paid out now. Company would prefer receiving requests by mail at their New York office—44 Whitehall Street.

Metro SS Corp.—Same as above.

Mississippi SS Co.—Payment began February 18. Mail applications only are accepted, addressed to the company at Hibernia Building, New Orleans, La.

North Seas Navigation—Payments will be made beginning June 1. Mail requests should be mailed in after May 15, and a permanent home address should be included.

Ocean Transportation Co.—All retroactive money has been taken care of.

Omega Waterways—Union will be notified when payrolls are ready.

Ore SS Corp.—Mailing of retroactive money began on April 1.

Oro Navigation—Payments are now being made.

Pacific Waterways—All payments made.

Pan Oceanic Navigation Corp.—Payments will be made on request.

Philadelphia Marine Corp.—Money is now being paid out. Company would like to receive requests by mail.

Peninsular Navigation—Payments will be made starting June 1. Mail requests should be mailed in after May 15, with a permanent home address included if possible.

Seas Shipping Co.—Payments will begin on April 6.

Seatrade Corp.—Money is now being paid out. Company wishes men to apply for payments by mail if possible.

Seatraders, Inc.—Payments begin on April 3.

Seatrains Lines, Inc.—Requests should be mailed into the company.

Seatransport Corp.—Payments will begin on June 1, and mail requests should be sent in before the 15th of May. Permanent home address should be included.

Shipenter Lines, Inc.—The remaining few men who have not received their money should collect it from the company's New York office at 15 Rector Street.

South Atlantic SS Line—Payments are being made from the company's Savannah office—Savannah Bank Building.

Stratford SS Co.—Payments will begin on June 1, and mail requests should be sent in no earlier than May 15. Permanent home address should be included.

Strathmore Shipping Co.—Money should be picked up at the company's New York office—52 Broadway.

Tini SS Co.—Payments began on April 1.

Traders SS Corp.—Money is now ready; mail requests will be handled first.

Trafalgar SS Corp.—Payments will begin on May 1.

Transfuel Corp.—Requests should be sent in to the company by mail.

Trojan SS Co.—Money will be ready about April 15.

Troy SS Co.—Same as above.

US Petroleum Carriers—Money will be ready about May 1.

Veritas SS Co.—Money will be out now, and the company would appreciate receiving requests for payment by mail.

Victory Carriers—Payments will be made starting May 1.

Waterman SS Corp.—All payments are being handled through the mails; a permanent home address should be included with applications.

Western Navigation Corp.—Payment will begin through the mails on April 7.

Western Tankers—Money will be ready on May 1.

See Early Entry Of MFOW Into SIU

(Continued from page 3)

one of many important issues acted upon by the delegates who represented approximately 60,000 workers in the seafaring, fishing, cannery and allied industries. The convention also approved a grant of full autonomy to the SIU Canadian District and to the Brotherhood of Marine Engineers, in recognition of the fact that both of these youthful SIU affiliates had come of age and were now able to stand on their own feet.

In supporting the Canadian District bid, SIU A&G secretary-treasurer, Paul Hall, declared that the SIU in Canada had shown its readiness for autonomy by establishing a sound financial structure, signing good contracts and liquidating the last holdovers of the once

powerful Communist apparatus on the Canadian waterfront.

"The next obvious step," Hall said, "is to provide an orderly transition from the present operation to one that will allow complete freedom and independence of action to our Canadian brothers, in keeping with the tradition of democracy practiced in our International."

The grant of autonomy, he declared, "is a basic concept essential to the fulfillment of our objectives as trade unionists, which is to extend democratic trade unionism to all within our International Union, most particularly to those previously denied freedom by anti-democratic elements such as the Communist Party."

Other actions taken by the dele-

gates included the following:

- A call for intensive support of the AFL Maritime Trades Department and its local port councils by all affiliated SIU unions.

- A demand for Government action on a permanent long-range shipping program that would assure this country the kind of adequate, modern merchant fleet that it needs in peace or war.

- Criticism of the US Coast Guard for permitting the boarding of ships by security risks in the persons of officials of Communist-led unions, while all men sailing those ships must have Coast Guard clearance. Unless the Coast Guard acts to halt this practice the delegates voted to consider retracting the SIU's support of the screening program.

Subsidy Changes

- In line with the demand for a true long range shipping program, the delegates protested the present haphazard method of granting the bulk of subsidies to a favored few shipping companies. They called for an investigation to survey the present situation and to effect a fair and non-preferential program of subsidies.

- The seagoing affiliates were instructed to study obviously phony transfers of US ships to low-cost foreign flags like those of Panama and Liberia. The purpose of the studies will be to determine if these ships are being transferred to dodge payment of US taxes.

- Recent closings of USPHS hospitals in the Great Lakes area and on both coasts were denounced as a violation of the Government's obligation toward sick and injured merchant seamen. The delegates also called for liberalization of the present 90-day rule which requires a seaman to apply for hospital care within 90 days from the date of his last discharge.

- The delegates called on the Immigration authorities and Congress to make provision under the McCarran Act for hardship cases and for bona-fide alien seamen who have been sailing regularly on American-flag vessels, so that these men will not be victimized by the new regulations.

- A committee was set up to function regularly as a clearing house for the problems and needs of West Coast fishing and cannery workers.

- Congress was urged to inquire into the lack of sanitary and living facilities for fishermen in the Bristol Bay (Alaska) area, and to take steps to correct conditions.

- Provisions of the California state unemployment insurance law discriminating against fishing workers were denounced and repeal demanded.

- The direct competition offered by vessels of the Military Sea Transportation Service to private steamship lines was severely criticized and a halt to this practice urged.

ILO Decision Hit

- A decision by the International Labor Organization to appoint NMU President Joseph Curran to represent Canadian maritime workers was condemned by the delegates. They pointed out that only the AFL has maritime organizations in Canada and consequently the Canadian representative should rightfully be designated by the SIU Canadian District.

When delegates turned to the election of International officers, SIU secretary-treasurer Paul Hall, who formerly served as 1st vice-president declined renomination on the grounds that the post should

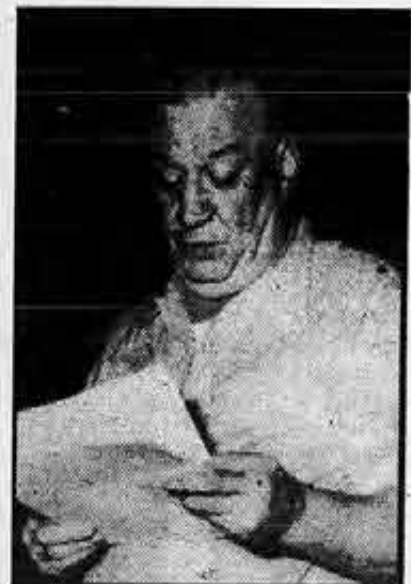
(Continued on page 24)



Delegates, left to right foreground, A. Landowski, J. Waugh, M. Sandoval, G. Ledesma and J. Henderson, represent the Cannery Workers & Fishermen's Union, San Diego, and the Cannery Workers of The Pacific, Los Angeles Harbor District.



Hal Banks, Director of the SIU Canadian District, at left, reads his report to the convention. At right, Fred Farnem, Secretary-Treasurer of the SIU Great Lakes District, presents his report.



The MCS-AFL delegation included, left to right, Don Rotan, editor MCS-AFL; Leo Allerton, San Francisco branch; James Willoughby, Seattle agent, and John Ucol, SS-President Cleveland.

A Seafarer On Korean Shuttle Gets 'Behind the Scenes' Shots

Seafarers, during the course of their travels, often have a chance to come up with a set of unusual and good pictures. This set of shots taken by Seafarer Evaristo Rosa, while he was oiler on the Ocean Lotte and running on the Japan-Korea shuttle, certainly falls into that category.

Although the Seafarers running into Korea are not allowed shore leave, for some reason, by the Army, Rosa managed to get the pictures anyway. He got the shots of the Korean longshoremen, of course, while the ship was unloading some grain, and then got the pictures of the North Korean refugees after getting away from the pier, and past the Army guard.

"I didn't see anything," said Rosa, "that would make it unsafe for seamen to go ashore. In fact, it was a very interesting place to look around, and the time that I spent ashore was very enjoyable."



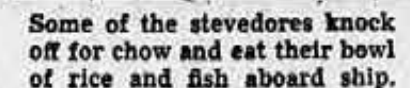
The Ocean Lotte (Ocean Trans.) lies next to a small float-type pier in one of the small Korean harbors just behind the front. She was on the Korea-Japan shuttle for about four months.



A longshoreman bends over as the head man takes the bags of grain off his back.



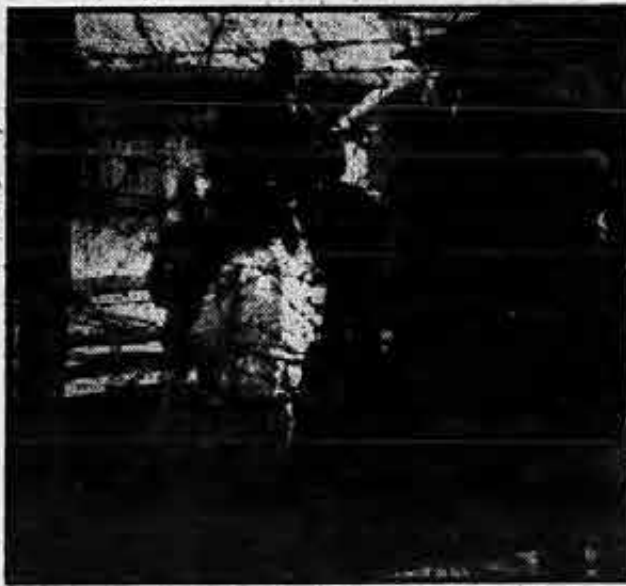
A line of longshoremen, carrying bags of grain from the ship, crosses the pier.



Some of the stevedores knock off for chow and eat their bowl of rice and fish aboard ship.



A group of refugees who worked themselves through the UN lines from Red territory leave the boat that has brought them down from front.



After leaving the boat, the refugees stay behind barbed wire in a compound until they are screened to make sure none are Red agents.



After being screened, the refugees take up normal living in the village. Here, the family wash is being done out in the sunlight.



After screening the refugee children go to school to learn and play. These youngsters have time out from classes for some foot races.

Did You Know . . .

That the cantaloupe melon gets its name from the castle of Cantalupo in Italy? It was there that the fruit grew in Europe for the first time. The cantaloupe is native to Asia but was also cultivated by the Egyptians and Romans.

That a well-known Christmas hymn was composed because an organ broke down and a simple tune had to be invented for guitar accompaniment? This was the origin of the Yuletide favorite, Silent Night.

That under SIU agreements both men who handle a paint spray gun other than the small hand type are paid overtime when required to do this work? Formerly only the man who handled the gun received the OT.

That until the assassination of President William McKinley in 1901 no special protection was provided for the President or his family? The death of McKinley led to amendment of the law establishing the US Secret Service, up until then solely an agency to detect counterfeiting of the US money. Teddy Roosevelt was the first President to be guarded by the Secret Service.

That the state of Rhode Island used to have two Capitals at one time? The General Assembly met alternately at Newport and Providence for many years, until the completion of the statehouse at Providence in 1900. After that the state constitution was amended to dispense with the Newport session of the legislature.

That the SIU Welfare and Vac-

ation Plans have assets of almost three and a half million dollars? Although more than \$2.8 million has been paid out by the two funds, direct Union operation has made it possible for new and increased benefits to become available at regular intervals.

That certain birds' nests are considered an edible delicacy in parts of Asia and the Pacific islands? The nests, composed almost entirely of a substance secreted by the salivary glands of the birds, is a much sought after ingredient of a kind of soup.

That the Government once imported camels from Egypt for the use of the Army in the western part of the US? Experiments in using the camels as pack animals proved successful, but the outbreak of the Civil War stopped them. The idea fell into disrepute because one of its most ardent supporters was Jefferson Davis, then Secretary of War, and later head of the Confederacy.

That any Seafarer may propose amendments to the SIU Constitution? A resolution embodying a proposed amendment can be submitted at any regular meeting of any port.

That before the invention of metal razors for shaving, each individual hair was pulled out by hand, or cut with a flint or small stone with sharp edges? Shaving seems to have begun in the earliest civilizations. Even today, in many parts of the world, the natives use pieces of shells, or sharks' teeth ground to a fine edge to keep clean-shaven.

Tomato And Pineapples Mean Trouble On Steel Recorder

The "case of the tomato and the pineapple" has thrown the routine of the Steel Recorder (Isthmian) into confusion, according to Edward N. McInis, bosun, and the net result has been a complete change in routine.

The mystery has hit Captain K. O. Bornson so hard, says McInis, that now after securing for sea, "we have been instructed to merely cross the runners, leaving the booms in whatever haphazard fashion the longshoremen may have worked them. Some of the booms extend between 20 and 30 feet over the side while we are at sea. Besides being unsafe, it is not compatible with good seamanship, but is continued despite our protests to the captain."

The mystery actually started at Manila. An AB, walking past the saloon, happened to spot a lone tomato standing near the door. The tomato suddenly jumped into his hand, and he ate it. However, the captain saw the incident, and issued his now-famous remark, "Oh, no. This isn't going to happen on my ship. I'll log you."

After that, he began to show signs of strain, and began hard-timing the crew, McInis reports. One of the messmen had his family near Manila and had gotten the steward's permission to take a little extra time off to see the family. The captain's response was, "Oh, no. This isn't going to happen on my ship. I'll log him."

While anchored at Koh Sichang, one of the messmen arranged with the steward to take off one meal, breakfast, because of the irregular hours for launch service. The captain's response was, "Oh, no. This isn't going to happen on my ship." In answer, the crew held a council of war. If an AB wasn't allowed

to have a small tomato, the crew reasoned, the captain shouldn't be allowed to have the two pineapples he had the steward leave on his desk. A swift night raid followed, and the pineapples disappeared from the captain's office.

The following morning, the captain discovered the loss and bellowed, "Oh, no. This isn't going to happen on my ship."

"That's when we got the orders about the booms," McInis said. "Before that, after securing for sea, booms were topped up clear and dressed up, with proper strain on guys and preventers." We protested, but were told, "Oh no. Don't tell me about seamanship."

Just who told the captain about seamanship, says McInis, the crew doesn't know, because right after that, the ship was held up 12 hours because the captain hadn't gotten accurate information about the draft the bar would accommodate before entering Soeranaja, Java. Despite the fact that the ship had been operating for a week off the Java coast, the engineers had to shift the ballast because the drag aft was too deep.

Since then, McInis says, every time the mate gives the deck department some work to do, the captain rushes down and tells them to do something else. "We're beginning to feel like grasshoppers," he said, "and we're not able to get anything done."

"We're not sure how this voyage will end up," he says, "but one thing we know. At least the AB got to eat the tomato. The captain still hasn't found those pineapples."

The FOC'SLE PHOTOGRAPHER

By SEAFARERS LOG Photo Editor

Since a number of Seafarers have darkrooms aboard ship and others may be thinking about doing the same, lets review some of the basic necessities of processing your own film. As with any aspect of photography, there are no magic formulas—just correct methods, reasonable care and clear understanding.

Thermometer—This item is probably the most important tool for processing film. The use of the thermometer cannot be overestimated. If we don't keep the various solutions at the proper temperature with an accurate thermometer, any control over results is practically impossible. Without a reliable thermometer developing film becomes a hit and miss affair. When buying a thermometer ask to see several and pick out one that matches the reading of a majority of them.

Funnels—To prevent splashing, running over and washing solutions, a funnel is important. Get one of about 16-ounce capacity, glass or plastic, and with a little care it should last a long time. Enamel or porcelain chips easily and will rust. Rust can affect photo solutions particularly if you do any toning. Avoid aluminum since hypo will pit and corrode them.

Bottles—For average work quart bottles are convenient. They should be brown or amber since light affects some photographic solutions. Any druggist will be happy to have you take some off his hands. Be sure they are labeled properly with some waterproof material and always keep the original type of solution in it so that you don't contaminate the various mixtures.

Scales—If you use packaged solutions forget about this item. However, there are those who rush to use every new formula that comes out. If you are one of those, accurate scales are important. Scales sensitive to one grain are expensive and if bought and used should be handled as any sensitive instrument. Keep the weighing pans clean and free of chemicals.

Graduates—Unlike scales a graduate is an absolute necessity. They are low in cost and like funnels should be of glass or plastic. A graduate of 32-ounce capacity will do fine. Make sure that the markings are easily read without having to stand on your head.

Stirring rod—To mix chemicals completely and break up lumps, stirring rods cannot be topped. These should be of glass and get one with a little flat button on one end for crushing some chemicals that don't dissolve too easily.

Tanks—These can be moderately priced bakelite ones or the more expensive stainless steel type. With care the bakelite ones should last for years. The plastic reels are usually adjustable and will handle all sizes of roll film. It will come in handy when you do a shipmate a favor.

Trays—Whether enamelware, hard rubber or stainless steel is a matter of personal choice and pocketbook. Here again care can prolong the life of the hard rubber or plastic trays indefinitely. When not in use they should be kept clean. Wash in hot soapy water, thoroughly rinse and set up on end to drain dry.

A few old towels and newspapers are a necessity. Old towels have less lint in them and there's no point in staining new towels. Rinse them out after each photo session. Newspapers should be spread around when mixing chemicals. After work is done they can be discarded. Make a habit of using them and prevent a great deal of later print or negative work due to dust and pinholes caused by particles of the chemicals settling on film or paper.

LOG-A-RHYTHM:

Seamen's Memories

By M. Dwyer

What are our memories, you ask; well, I'll try to explain.
There are things we remember, with pleasure or pain.
It's the first berth you get, and your first trip to sea,
And your skipper's taut orders, whatever they be.

It's the feel of the deck and the smell of salt air,
Then you realize you're bound for most anywhere.
It's the thrill and excitement of the day that you sail,
When you gaze at the land as you lean on the rail.

It's your first day out, when your sealegs you get,
And the watches you stand, and the labor and sweat.
It's the smell of the galley, and the taste of good chow,
All these are memories that remain, somehow.

It's the first port you hit, and the draw line,
The excitement of leave, and a whale of a time.
It's the places you see and the drinks that you down,
It makes you feel good to really do the town.

It's the strange souvenirs or the girls at the bar,
And you have a good time wherever you are.
Then, it's back to the ship, with a big head,
Perhaps the next day you'll wish you were dead.

It's weighing the anchor, and then away you roam,
With the spray in your face, and the cheer of the foam.
Oh, our memories are many, of the lass left in port,
Of the drinks that we downed and the fights that we fought.

It's the hand of a buddy, through thick and thin,
Whether you're down or ready to win.
So, if a scent or a song or a friend's warm smile,
Can make us remember, then a memory's worth while.

Though we live in the present, look back on the past,
Through the foggy sea of the future, we eventually must pass.

Sailor Rags Needs Key To Problem

By E. Reyes



Seafarer-GI Upholds SIU Contract

Brotherhood and cooperation, SIU-style, is something that's known throughout the world. It survives a great deal, and this is the story of how this feeling survived even the rigors of the draft and of Army life.

It all happened when the SIU-manned Greenstar pulled into Korea. According to Dave Barry, the bosun, the mate had been trying to cut down on overtime whenever he could—even going to such lengths as standing the bow watch himself all through the Panama Canal to try to cut the men out of OT, and "running around one night turning on all the fire hydrants to try to wash the ship down all by himself."

Well, when the Greenstar got to Korea, the mate, says Barry, got the idea of getting some soldiers or some Koreans from the Army to use to do the work on the ship while they were in port.

The mate, Barry says, ran right down to the Army port outfit and put in his request. He explained to the GI on duty that, if the crew

did the work, the company would have to pay overtime and that an Army working party would be the ideal solution to the problem.

After listening to the mate's sad story, the GI—whose name will not be mentioned since he's still in the Army—really read the mate off and told him to get back to the ship and have the work done by the crew—at OT rates—just as soon as he could.

"The mate couldn't understand the whole thing," Barry said, "but we didn't bother to explain to him that the GI he was talking to was

an old SIU man who had been drafted. In fact, he still carried his SIU book."

We even renewed all the cargo handling gear on the ship because it was so badly worn that the Army raised a kick about it and had them put in new gear."

"Somehow," says Barry, "that mate never did understand why that Army wouldn't give him the men, and was wondering how the GI knew so much about the SIU contract. The crew sure did get a big kick out of that incident. We've talked to the GI since that time, and he got a big chuckle out of it too. He says that he's just waiting until his time is up so that he can get back on an SIU ship, but he's sure done his bit to help protect our contract in the meantime."



Barry

Patton Buddies



Strewinski, oller, and Chief Mate Bergman watch the birdie on the Gen. Patton in this shot by Nick Brancato, AB, submitted by Bud Cousins, AB.

Quiz Corner

- (1) When whiskey is sold in a bottle called a "fifth," what part of a quart does this bottle contain?
- (2) Which early American may be classified as all of the following: philosopher, scientist, statesman, inventor, publisher, printer? Would the most likely one be (Jefferson), (Franklin), (Jackson) or (Washington)?
- (3) A man spent one-quarter of his pay for clothes, three-fifths for room and board and still had \$75 left, of which he lent \$45 to a friend. How much was he paid?
- (4) Which three states have the greatest number of Representatives in the US House of Representatives?
- (5) What is the name of the midwestern city in the US which has for its middle letter K, the last three letters and the first three being the same?
- (6) Which language is spoken by more people than any other language? Is it (Spanish), (Russian), (English) or (Chinese)?
- (7) Are there more bones in the body before or after it is full grown?
- (8) One-eighth of a number plus four-fifths of the number amounts to 12 less than the number. What is it?
- (9) Is chambray: (a) a mild Swiss cheese, (b) a green liquor, (c) a cotton fabric?
- (10) If a Fahrenheit thermometer reads 32°, what does the Centigrade thermometer next to it read?

(Quiz Answers On Page 25)

The DeSoto Gets A DeSoto Jr., But Son Doesn't Look Like Mom

When the deck department of the DeSoto decided that there should be a DeSoto Jr., since there were two father-son teams aboard already, they didn't have too much idea of what the DeSoto Jr. would look like. However, the result may not look like the bigger DeSoto, but it is one of the most popular things aboard.

Philip M. Reyes reports that Otto Callahan, AB, "a budding naval architect, was duly commissioned to draw and execute the plans, which he did with amazing vigor and alacrity considering that no OT payment would be realized."

The question of where to get the materials for the DeSoto Jr. was no problem to the crew, since, Reyes says, "Seafarers are world-renowned experts in the realm of improvisation." And so, the DeSoto Jr. was born.

As Reyes says, "old dunnage, always available on freighters, offered an ample supply of lumber; from the engine room came waste packing for caulking; from the steward came old shower curtains for sails, and from the bosun came the rest of the needed materials. With abundant—but ignored—advice from the engine and steward department men, the deck department built, caulked and rigged it in the record time of two days."

Doubters Aboard

After looking the DeSoto Jr. over, Reyes reports, there were some in the crew who were nasty enough to doubt the little craft's seaworthiness. Some of the doubters even went so far as to suggest that the craft should never be launched, while others suggested that the DeSoto Jr.'s crew wear life jackets—just in case.

However, the builders had faith



Some of the DeSoto's crewmembers pose aboard the home-made DeSoto Jr. before it was launched in Panama City. Left to right are Thomas Byus, MM; Grover Duncan, wiper; Phillip Reyes Jr., wiper, and Otto Callahan, AB, who was the designer of the craft.

in their product, and so, with appropriate ceremony, the DeSoto Jr. was launched on St. Andrews Bay in Panama City. As Reyes reports, "the thing not only floated, but made a cruise about the bay without getting her occupants wet."

"With her sail majestically flying before a gentle breeze," says Reyes, "she explored the perimeter of the bay with amazing speed. Although much could be desired in the way of comfort and appearance, her builders could not be prouder if they had just built the presidential yacht, Williamsburg."

With their courage somewhat strengthened by the successful trial run in Panama City, the rest of the crew was willing to take a chance with the DeSoto Jr., and

Reyes says that, since then, the DeSoto Jr. has taken crewmembers on fishing trips on the Chicasaw-bouge River in Mobile, on St. Andrews Bay in Panama City, and on the Tampa River. Her last trip was to the uninhabited islets dotting Biscayne Bay, where the crewmembers gathered a goodly supply of fresh coconuts for the men on the DeSoto.

Meeting Night Every 2 Weeks

Regular membership meetings in SIU headquarters and at all branches are held every second Wednesday night at 7 PM. The schedule for the next few meetings is as follows: April 8, April 22, May 6, May 20.

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

Seafarer Sam Says



Makes Pierhead Jump, 'Adopts' Crew

The Shinnecock Bay (Mar-Trade) has a new member of the crew—actually a pierhead jump, although some might classify the whole deal as a stowaway. In any event, W. K. Dodd reports that the new addition to the crew is very popular with the men, and has apparently decided to become a good SIU man.

It was while the Shinnecock Bay was tied up at the Oakland Navy Base, that the skipper and the chief mate

went ashore the night before the vessel was due to sail. "While walking along the dock," says Dodd, "the skipper sighted a small grey cat, and, liking cats better than people, as most skippers do, he stopped to pet it."

The skipper and mate then continued on their way, and nothing more was thought about the cat. However, after the vessel sailed, this same grey cat reported at the wheelhouse for duty just after the ship cleared the Golden Gate Bridge.

It was warmly greeted, says Dodd, but for a while looked as if it was going to stick with the skipper and the brass. It stayed in the wheelhouse, and was seen around the officers quarters for a while. However, Dodd says, the little cat soon saw the light, and wandered down below. She looked over the crew's quarters, and decided to stay.

"We're not sure, but we think the galley being so close had something to do with the cat's decision to come down and be part of the crew," Dodd says, "but it has stayed below ever since."



Dodd

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's chief steward George Brock's recipes for New Orleans Creole Baccalie, hotcakes and plantation sausage.

After sailing for the past 15+ years in the stewards department, mostly as chief steward, chief cook and night cook and baker, Robert L. Brock has amassed a number of recipes which, he says, the crews seem to like.



Brock

Although he's sailed just about every type of ship since joining the SIU in 1944, he says that he prefers the C-2 or C-1 types, because the galley equipment and working space is much better.

A favorite with most crews is New Orleans Creole Baccalie, he says, which is made as follows: For a crew of about 30 men, take one can of tomato juice, two cans of whole tomatoes, one onion finely chopped, a half of a heart of celery and one garlic clove.

Let this sauce simmer and cook well, adding dashes of Worcestershire sauce and A-1 sauce. Take about two and a half pounds of codfish and boil well. Separate

league and only three, Cleveland, Detroit and Chicago, in the western sector. That will create considerable difficulty in scheduling.

Would Have To Fly

As it presently stands, the teams play series which require them to hop from one city to another in each of the two divisions. This is practical under the present arrangement. But if Baltimore is to be carried as a "western" club, the team would certainly have to fly to and from the western cities to meet their schedule, and vice-versa.

One might say that such a trip would be the first occasion the Browns ever got off the ground. But strange as it seems, ballplayers who face a speeding baseball or charging spikes with nary a flinch, dread the thought of taking to the air. When Larry McPhail was in the baseball business he caused considerable resentment among the athletes by arranging flying tours in spring training. Perhaps the objectors to flying feel that an airplane trip is too short to do full justice to the poker sessions they enjoy in the Pullmans.

Once the ballplayers do take to the air, you can be sure that Los Angeles and San Francisco will be quick to put in their bids for major league clubs. Maybe by that time Baltimore will have had enough of the Browns, and will be more than willing to ship them west of the Rockies, via air freight.

Ship 'Em West

It's quite possible then, that Baltimore's baseball history which began so gloriously with the old Orioles might end on a sour note with the Browns, and Babe Ruth stadium would have to be turned over to professional football players whose most recent address was Dallas.

The good citizens of Baltimore are considerably stirred up these days over the proposal to shift the St. Louis Browns to their town. Ever since the American League clubowners rejected the move, the Mayor and local Congressmen have been up in arms demanding that Baltimore get its rightful due, a major league ball club.

It's plain to see that the citizenry is not accustomed to running over to Griffith Stadium on weekends to see the Brownies play. Otherwise the defeat of the Browns' transfer would have been greeted with sighs of relief instead of howls of outrage. The Browns being what they are, the major league tag they carry should be regarded as a large coincidence.

Optimistic Lot

Marylanders, though, are an optimistic lot. A few feedings of ter-rapin and the salutary breeze off Chesapeake Bay, should, they believe, be enough to revive the dormant St. Louisians. That and about 25 good ballplayers.

While the Browns may not make Baltimore happy they will serve a useful purpose in lightening the inferiority complex of Washingtonians. The residents of our nation's capitol, so long accustomed to doing without the vote and other necessities, like a good baseball team, will now be able to point north and chortle, "We ain't so bad. Look at Baltimore."

Assuming that the transfer will go through next year, one considerable practical problem remains that all have overlooked. The shift of St. Louis to Baltimore will mean five clubs in the eastern half of the

fish from the bones, and then add the fish to the sauce. Add pepper to taste, and then cook in a hot oven, from 400 to 450 degrees, for about 20 minutes, sprinkling butter on top. Serve on toast or with rice.

Hotcakes

For different hotcakes, for a crew of about 44 men, take 10 eggs, four ounces of sugar, one can of milk, two pounds of flour, one pint of oil or bacon grease, and add water to thickness desired. Do not grease the grill, but make sure it is very clean, and cook over a low flame.

Now, for the Plantation Sausage, which goes very well with the hotcakes. Take about 13 pounds of pork and fat, approximately 10 pounds of pork and three pounds of fat, and grind in a medium chopper. Add two tablespoons of sage, two tablespoons of black pepper, and one tablespoon of red pepper. Salt to taste, and then put in pan. Cook for about 15 or 20 minutes in a hot oven, 400 to 450 degrees, until well done. This will serve about 40 men for two breakfasts.

Welfare Benefit Was Welcome

To the Editor:

We had our sixth child recently and of course it ran to quite a little expense, so we were very pleased when the Union Welfare Services representative came all the way out to our home in Patchogue, Long Island, with the maternity benefit.

I have been going to sea for more than 30 years and have never seen anything like it. The \$200 comes at just the right time when it is most useful.

I would like to extend my personal thanks to all those who were responsible for this maternity benefit and our other welfare provisions. Also my thanks to the brothers for excusing me from the meetings when my wife wasn't feeling too well.

Walter Marcus

MM&P Member Is Loyal LOG Fan

To the Editor:

I look forward with a great deal of pleasure to catching up on the news of the SIU whenever I can get hold of an issue of the LOG. I am a member of the Masters, Mates and Pilots Local 90, San Francisco, and also hold a clearance from the SIU for the '46 general strike, during which I served as a picket captain for the SIU-SUP in Galveston. Later, I went out for the MM&P.

I would appreciate it if you could send me the LOG, as I miss a good many copies while at sea.

George Charlott

(Ed. note: We have added your name to our mailing list; you will receive the SEAFARERS LOG every two weeks as issued.)

NUMCS Expose Was Long Needed

To the Editor:

At last somebody has exposed the rotten, Communist National Union of Marine Cooks and Stewards for the Red outfit that it is, and of course the one who did the exposing was the SEAFARERS LOG, just as it exposed many rackets that prey on seamen and the lack of security in US ports.

The expose of the NUMCS and of Hugh Bryson, Bridges' "bright young boy," was a great job. And exposing them as the outfit behind the "rank and file" West Coast Sailors' Journal was also great work.

Keep printing the facts about this Commie outfit. The sooner this outfit, and Bridges and Bryson are dumped, the better off all American seamen will be.

John Everett

Labor's Spreading Democratic Ideas

To the Editor:

I am enclosing a cartoon clipped from an American Federation of Labor newsletter showing labor sowing the seeds of democracy. Being a member of the Seafarers International Union of North America it gives me great pleasure to write my thanks in appreciation of what I read and can see happening in our time.

One of the biggest questions of today is, "Can Labor Stop Communism?" My sincere answer to this question is that it can help a great deal more than money can. We know that many Europeans have but one common goal—to save Europe from the Communists who have taken hold there, especially since the war. Reconstruction of industry and raising living standards of all civilian production in

LETTERS

He Would Like Housing Project

To the Editor:

I am enclosing a picture of one person who would like very much to live in a Seafarers' housing project. He thinks that the idea is really great, and would like to hear some more about it.

The young man is my son, Johnny, aged three and a half years, and very interested in what



Little Johnny Ramirez sits on a park bench and thinks over the idea of a Seafarers housing project.

the SIU has done for his daddy. Many Seafarers have found that it is very hard to get an apartment at a reasonable rent, and one that is a nice place.

A housing project for Seafarers would be the answer to this problem, and would enable the families of Seafarers to live in a place where the other families would have the same problems and the same interests as far as the men going to sea is concerned.

Luis Ramirez

Steward Urges Frozen Food Use

To the Editor:

As steward of the Jeff Davis (Waterman), I wish to draw special attention to the following matter: Due to the inferior quality of vegetables that are procurable in many foreign ports, the company should be urged to store frozen supplies on their ships. When frozen vegetables are used, much better menus can be made, and the long-range result will be more economical for the company. Any steward will verify this.

Grady W. Faircloth

Regrets Leaving Del Norte Crew

To the Editor:

I was fortunate enough to be the editor of the Del Norte "Navigator" for several trips and really was sorry to have to leave such a swell gang of fellows.

Lady Luck continued to follow me as I left the Del Norte, however, as I caught a free ride all the way to Los Angeles, checked in at the Wilmington Hall the following Monday and shipped that same week as chief bellyrobber on the Mankato Victory, headed for the Far East under MSTs.

At present we are at anchor in Keoluung, Formosa, and why no one seems to know, including MSTs. It seems we were ordered here from Takoa, Formosa, yesterday. That's MSTs for you, and it's anybody's guess where we go from here. What with General Chiang Kai Shek and his bully boys getting ready for the big push, I for one, will be damn glad to get the hell out of here. Also, we are only an hour or so from Moscow via jet.

All in all there is a fine crew on here in all departments and several of the boys and I are getting up a series of photos of the

voyage and will send them on to you as soon as possible. The shore-side launch is coming alongside, so I will see if I can mail this letter.

Jack Dolan

Seafarer's Wife Favors Housing

To the Editor:

I just finished reading your article, "Hardship on Wives" in the March 6th issue of the LOG, and I must say that your idea of housing for Seafarers is wonderful.

Years ago I lived in a housing project for war veterans and it seems this worked out fine. All of us wives have the same things in common, with our men in the merchant marine.

Many Projects Needed

It seems to me plans should be discussed to have such homes situated at various parts of the country, in such places as our men ship out from or close by. Then these husbands could come home if only for a few short hours, to visit their families, before shipping out again.

Recently I went to New York to visit my husband, currently on the Gateway City as chief cook, and of course I had to stay in a hotel. All this time, my youngsters waited not too patiently for my return with news of their daddy. Then, too, he would have liked to see his children. We have four—aged seven, six, four and 15 months, and needless to say they miss their daddy, and vice versa.

Neighbors and friends, as well as relatives, don't want to understand, as we wives do, why our men are away most of the time. Most of these mariners love the sea and they are taking care of their families financially much better than they could by working in a shop for much lower wages.

Common Interests

Yes, we wives have a lot in common and it's time we got together to know each other and talk about our common interests, understanding and sympathizing when the need arises.

It's a true adage that "birds of a feather flock together," and I guess that applies to merchant mariners' wives, if they get the chance.

I for one am all for your above-mentioned article and I'm sure you will find most wives sharing the same sentiments, as well as their men of the seas.

When an emergency arises, it's the people with the same interests that will help you out morally, not your neighbors or families, as in most cases.

I myself have thought of this housing question a lot but thought that this idea was beyond our reach; now I'm convinced it can come about.

Thank you for your fine article, and for giving me the opportunity to write you on this subject.

Mrs. Hobert L. Gardner

Seafarers Mourn Loss Of Brother

To the Editor:

The crew of the SS Potrero Hills (Mar-Trade) wishes to inform the membership of the untimely death of our good friend and shipmate, Bill Thompson, second pumpman, who passed away aboard ship on Saturday morning, February 21st, while the ship was at Baton Rouge, La.

The crew extends its deepest sympathy to all his friends and family and has collected money to send to his nearest relative, his sister, Mrs. Clara Jones of Route 2, Box 1222, Lakeland, Fla. A floral wreath will be sent to his home to be placed on his grave in Lakeland, Fla.

Crew of Potrero Hills

Mail Delivery To Korea Fair

To the Editor:

The crewmembers of the Burbank Victory have been getting a fair mail delivery this trip, for which we want to thank the company and MSTs services. Our LOGS have been on time and, as it is with news from home, everyone wants to see what's up. It might not be a bad idea to double the number of issues sent to ships on the Korea run, since with no shore leave and the other conditions everyone wants news to break the monotony of the routine.

We have had no casualties, no major beefs and, with our new wage rates and our brand-new contract we feel like a million.

Crew of Burbank Victory

Raw Cooks Give Crews A Raw Deal

To the Editor:

I am serving notice on some of those would-be cooks and bakers who are putting the wages that are paid now before the stomachs of their brothers at sea. Please stay clear of the Alamar if you cannot do your job or do not know your job. A chief steward should be qualified in the following:

Cooking, baking, butchering, the ability to make up balanced menus. He also should know different grades of meats and qualities of vegetables. He must be able to instruct his cooks when they have proven that they are cooks and are doing their best, and have the stomachs of the ship's crew in mind.

But when a man is sent out from the Union hall as a chief cook or night

cook and baker, signs on the ship's articles and is not qualified in his rating, he should be considered a traitor to his Union and his brothers.

For example, we sailed from Baltimore with a man as a night cook and baker. First thing out, this man informed me that he could not make puddings. Seeing that he was a willing worker, I proceeded to show him, and that went for many other things that any cook should know. He left the ship at San Francisco.

Replacement Leaves Too

We got a replacement in that port. When he came aboard I explained and showed him everything, and lo and behold—if I had not been on the job he would have sent half the crew to the hospital. I corrected his work and then I asked him how long he was sailing as a second cook and baker. He said just two trips. I told him he was not ready for such a job. His answer was that he took it for the money. Well, I gave him a bit of advice and told him to be observant and he would learn better instead of taking a job because of the money, disregarding the crew's stomachs. He thanked me and left for the hall, and we got a replacement who knows his job.

I do not mean to be hard on anyone but I face the shooting and I will not run a kindergarten school at the expense of other people's stomachs and of good food.

So be warned, fellows. Think of your jobs first and the wages after, and whatever you do, do it well and look at the result. You master your job, you can use your voice. Remember, brothers, 42 years of experience are behind me without a trace of falling to do my job and do it well. To heck with the paper work; that did not build the country. It's the fellows like you and me; if you are going to be a cook, be a cook and a good one.

Clarence L. Yearwood

H. E. Crane

Mother Submits Son's Art Entry

To the Editor:

My son, F. G. Carpenter, is now on the Del Mar, but his SEAFARERS LOGs are mailed here. I always enjoy reading them before putting them aside for him to read when he returns.

I read the notice of the art contest and I am sending you a little model of a rickshaw that he made. Part of it is broken but I keep it on my whatnot shelf and prize it very much, so I submit it as a piece of his workmanship.

Mrs. F. G. Carpenter

Atlantic Seaman Thanks Seafarers

To the Editor:

I would like to take this opportunity to thank all the shoreside organizers for the help they gave us on the Atlantic Shipper when we were in the States just recently.



Koski

They tell me that this organizing drive is coming along very well. It can't be won too soon for me. I have been writing to my brother in the Army about this Union of ours, and he says that he would like to find out more about it. It seems that he doesn't believe that a Union could make the gains and look after its members the way the SIU has. Could you put him on the mailing list for the LOG. I think that would prove to him that everything I have told him is true.

Frank M. Koski

Stewards Men Keep Crew Happy

To the Editor:

The crew of the Jefferson City Victory would like to give the whole stewards department a vote of thanks for a job well done this voyage. There was no shore leave in Korea for 21 days, nor was there shore leave in any other port for any length of time.

The steward, with his usual rumors and bull sessions at coffee-time, kept things at a lively pace, as did Bernard Feeley, night cook and baker, with his fine pastry and Irish wit; then there was chief cook John McCaslin, the Tennessee Bootlegger (we sure could have used some this trip), showing the boys his fine culinary art. And let's not forget Dominic (Chico) Ortiz, third cook, with his red beans and rice (Puerto Rican ice cream) to keep the boys happy.

So you can see, the old saying of wine, women and song doesn't always have to be present for a pleasant trip.

Crew of Jefferson City

Advice For Crews On NY Visits

To the Editor:

I have a few words of advice to the delegates and the crews of ships pulling into New York. Recently, our ship, the Golden City, pulled into New York. Naturally, the crew all wanted to buy certain items of clothing, etc., and a ship chandler came aboard right after we docked and sold several hundred dollars worth of stuff to the crew.

A short while after he left, a representative of the SIU's Sea Chest came aboard, to sell shoreside and work gear to the men if they wanted it. When we looked over the gear that this SIU representative brought aboard, we saw that he was selling better quality for lower prices, and in addition, we were dealing with our own organization. To our sorrow, the Sea Chest representative had been beaten aboard, however, and our purchases had already been made.

I just want to suggest that the delegates of all ships heading for New York hold special meetings aboard before the ship arrives, and inform the crew that a Union representative from our SIU Sea Chest visits every SIU ship that hits New York. It would be best to let the crew know at these meetings that the crew can count on a visit from the Sea Chest, and will have an opportunity to buy better quality stuff at lower prices from their own Union, so it would be wise to wait until he comes aboard instead of dealing with the first salesman who gets to the ship.

J. H. Parnell
Ship's delegate

Thank SIU For Baby Benefit

To the Editor:

On behalf of Pamela Marie Smith, we, her parents, wish to convey our sincere thanks to the Union for the very generous maternity benefit of \$200 and the \$25 US Savings Bond for our new-born child.

It was a most welcome gift and we assure you Pamela will use it well. Thank you again.

Oscar and Lynette Smith

Christine Crew Gets One Nibble

To the Editor:

We the crew of the ChFistine have read with interest the article entitled "Have Fish Deserted The Ocean" in the February 20th issue of the SEAFARERS LOG. From the looks of things they have.

We covered close to 10,000 miles from Mobile, Ala. to Kaohsiung, Formosa. In all that distance we got only one nibble by a fish approximately three feet in length. Clyde Cummings, our deck engineer, tended the line, doing everything possible to insure a bite, but no luck. He had a time watching the seagulls and albatross diving at the hook, they, in turn, almost getting hooked. We were beginning to think we would have seagull for chow instead of fish.

Nothing Helps

On leaving Formosa, there was the deck engineer, faithfully tending to the line again. He had even purchased a couple of bamboo fishing poles, each about 20 feet long, which he thought would make a difference. The pole was switched from one side of the ship to the other, still to no avail.

Everybody had a good time in Kaohsiung during our 10-day stay. Five ships arrived in one day, so things really got jumping. We met

LETTERS

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of April 2, 1953 and are subject to change without notice.

England, New Zealand, South Africa: \$2.90 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Germany: 4.2 Marks to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 20.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzado.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

Beer Is Dear

The official exchange is 15 yuan to a dollar. The black market gives 20 to 25, depending on the size of the bill. Local beer is 13 yuan; whiskey, both American and local, is 10 yuan. Rickshaws are 5 yuan per trip, but the drivers always ask for 10.

Some of the bars the boys hung out in were called Ken Wha, International, US. The military doesn't seem to bother the seamen—at least, we didn't hear of any incidents.

We are in Yokohama for bunkers and going in water ballast to either Coos Bay or Portland. We expect to reach the States about April 7th.

Tony Novak

Wants Handbook On Health Notes

To the Editor:

I'd like to suggest that the Union print a small handbook on first-aid for seamen, and other like topics.

It could contain the information that the seamen could use in any sort of circumstances, and would be a big help while aboard ship, or in a foreign port. It would be the sort of thing that every seaman would want for his traveling kit, and would be a good thing for us to have.

The OT clause that we have for carbon-tetrachloride, and the clause for electricians shows that the Union has been giving some thought to the health factors, and this book would be another step forward for us.

Health Advice

It could tell what to do for various injuries, various signs of sickness, how to stay healthy in the tropics, in arctic regions, and other places. How to avoid certain sicknesses and disease, and how to treat different sicknesses that may appear while aboard ship.

It could also give advice about what to do in case of an accident, what forms to fill out, what information to get from witnesses, what forms not to sign, and many other things.

The booklet might also include other information of interest to seamen, such as world map, information on tax and customs regulations, advice on using or buying cameras, films and other photography data.

List Hospitals

It could also include a list of marine hospitals, what procedure to follow to insure proper medical attention and the proper records, and advice on payoffs and sign-ons.

A little advice about the proper care of different clothing and personal gear, advice about what to do if you have to get off a ship in a foreign port, and also an invitation to all seamen, organized or unorganized, to call at our halls for advice if they need any help.

I know this sounds like a lot of work, and it is, but it would be well worth the trouble. This is the sort of thing that seamen have needed for a long time, and the SIU is the proper outfit to give it to them.

Ed Larkin

Busy Painting



Luis Ramirez supplies this shot of Israel Ramos, oller, painting the skylight on the Transatlantic.

Good Crew Makes Pleasant Trip

To the Editor:

Here we are aboard the good ship Seatrain Savannah, with one damned good crew and officers who are not too bad. We had a rather rough time about two months ago while going up river to the Crescent City, when we were rammed by a tanker and had to spend two weeks in the shipyard. All in all, though, we have had some real nice sailing.

We all think we have one of the best crews on board that can be found any place. To mention just a few, we have Jessie Joy, the ex-wrestler who can put away more food and enjoy it more than any man going to sea, and Carlson, the bosun, who thinks that all the buildings on the beach have been demolished and used for building new ships, as he has been on the

Savannah for almost six years. Then comes Bright, the deck delegate, a real good seaman, and Constantin, the ship's delegate. They don't come any better. Van Dyne, the steward, one of the old ones, Searcey, the deck engineer, Da Rocha, engine utility and several others including Sache, who is the black gang delegate.

Bayou Represented

Also we have a real character, "Gabby" Davies from up Covington, Louisiana, way. Gabby can capture more and bigger snakes and alligators, catch more fish, bag more ducks and get more women than any other bou-e-le in the Bayous. Altogether, it is one good gang to sail with.

Crew of Seatrain Savannah

Thanks Brothers On Steel Seafarer

To the Editor:

I wish to thank the officers and crew of the Steel Seafarer, of which I was a member. I had to pay off on the West Coast when my youngest son, who is only 11 months old, got pretty sick and was taken to the hospital. (He spent nine days there).

Then, just like a typical SIU crew, they took up a collection for me and raised enough for my fare home. I cannot thank them enough.

Joseph De Jessa

Has Question On Cigarette Ration

To the Editor:

I have a question as to how many cigarettes should be issued per man per week. On the Brightstar here, they are giving out 14 packs a week per man. Some seem to think they should get 20 packs per week. Is there any regulation that would govern this?

Eugene Ray
Ship's delegate

(Ed. note: The US Customs reports that the regulations only allow the ship to load enough cigarettes to allow each man two packs per day for the length of the voyage.)

Marine In Korea Wants To Get LOG

To the Editor:

I am a member of the SUP, drafted on March 7th of last year, and am now landing in Korea with the marines.

Though an SUP member, I served in the black gang aboard two SIU ships—the Lilica and the Seacoral. I am now receiving the "West Coast Sailor" and would

Engine Room Quartet



William Cameron, night cook and baker on the MV Del Sol, submits this shot of four of the black gang, left to right: L. C. Mason, oller; Red Asplund, eng. utility; G. Carhart, oller, and J. Kamlenki, wiper.

like, if possible, to receive the SEAFARERS LOG also, as I have a lot of shipmates in the SIU.

I like to keep up with shipping activities, as I intend to return to sea as soon as I get out.

Pfc. Robert W. Mylton—

1318988

H&S Co. 1st Shore Pty. Bn.
1st Marine Div. F.M.F.
c/o F.P.O. San Francisco,
Cal.

(Ed. note: We will send you the SEAFARERS LOG regularly; we have put your name on our mailing list.)

Thanks Union For Maternity Check

To the Editor:

I wish to take this opportunity to thank you for the check for \$200 and for the \$25 war bond in my daughter Linda's name.



Pease

My wife and I thank the SIU for this helping hand, and I am sure the doctor who delivered the baby will be happy too. He'll finally get paid.

We think the SIU maternity benefit is an excellent one and comes at a time when all additional money is very welcome. With so many new things to buy for the baby, hospital and doctor's bills to be paid, this check certainly removed quite a bit of anxiety in our house.

It is a pleasure to be part of a Union which keeps the welfare of its membership in its plans and operations. Thank you again for my wife Germane and myself.

Edwin C. Pease

Enjoys Birthday With His Parents

To the Editor:

At the present time I am serving as deck delegate on the Beatrice. I celebrated my birthday recently at my parents' home while working aboard the Beatrice. I had a good time over there and with all my shipmates, who wished me good luck too.

I wish to thank all of my friends and especially my parents. I received a few presents from friends in Puerto Rico and from my wife.

I hope to be a Seafarer forever.

Ernesto V. Erazo

African Voyage Is Pleasant

To the Editor:

The Robin Trent is now running along the coast of South Africa, and we expect to make a stop at Durban and after that, Capetown. We are looking forward to a good homeward journey, too.

This has been a good ship, with a good crew. The mate is tops with his men, too, but the old man is a bit hard on some of the boys in the matter of the draws.

Crew of Robin Trent

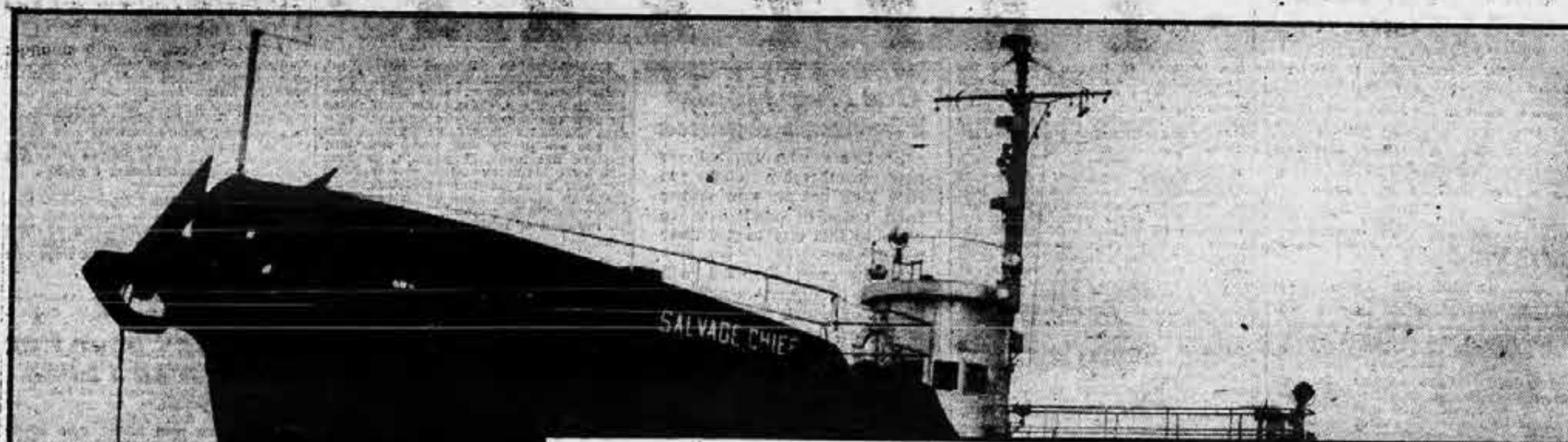
Trinity Thanks Negotiators

To the Editor:

The crew of the Trinity went on record, at their shipboard meeting of March 14th, to give a vote of thanks to the SIU Negotiating Committee for its part in obtaining the new tanker agreement. We feel the agreement is tops, especially the delayed sailing clause—something new for the tankers.

A vote of thanks also went to Patrolman Frank Boyne, who paid us off in Providence, for squaring away our beefs and collecting our disputed delayed sailing.

F. J. Moore
Ship's Delegate



DEEP SEA

10-TON TRUCK

Whenever a ship runs into trouble or runs aground off the northwest part of the US, the crew is very likely to see what looks like a battered wartime landing craft coming to the rescue, proudly bearing the name Salvage Chief.

In some ways, they would be right, for the Salvage Chief is a converted wartime LSM—but she is also considered a “dreamboat” by many salvage men. And her long record of rescues prove it, including among her recent jobs, pulling the SIU-manned Yorkmar off a beach near Aberdeen, Wash.

And, when a 7,200-ton Liberty ship is so far up on the beach that the crew can walk entirely around her without getting into water above their waists, and you add in a gale-force wind and heavy seas driving her further up on the beach, pulling her off is no easy job.

Used “Surplus”

The owner and captain of the Salvage Chief, Fred Devine of Portland, Oregon, had been thinking for a long time about an ideally outfitted salvage craft. When the war ended, he saw the chance to realize his dream in the surplus materials being sold.

Most of the Salvage Chief’s equipment, including the vessel itself, are surplus materials. The vessel itself, an LSM, is 192 feet long, with a 34 foot beam. She’s propelled by two 10-cylinder diesels, directly connected to twin screws.

However, a main deck was built over the well designed to carry armored units, and six 60-ton electric winches are installed, with three leading aft, and three leading forward. Steel wire line 1½ inches in diameter and 1,700 feet long leads from each winch.

To ease up the strain on the lines leading aft, a special roller was built running completely across the stern at deck level. The lines running over the stern run on this large roller, instead of chafing against the stern itself.

Extra Anchors

In addition, sets of heavy fair leads, and set of tackle for handling heavy tows was installed. The vessel was equipped with four extra five-ton anchors, and one 10-ton anchor.

There is a gas towing engine, with towing cable, portable pumps, eight acetylene burning sets, weld-

ing equipment, 10 complete diving sets, portable lighting equipment, and other miscellaneous gear.

The vessel itself was converted so that, in addition to quarters for her crew, she also has accommodations for the crew of a vessel that she may have to help. She also has an equipped hospital, and a decompression chamber for the divers.

Shallow Draft

The fact that she is a converted landing craft, has proved to be a great advantage, for she draws only 7 feet, 6 inches of water, and therefore, can get in close to a beached vessel.

Following a policy of standing by at all times, the average time in which the Salvage Chief can get under way with a full crew, is about four hours after she gets a call.

One of the ways in which the vessel can get up a tremendous pulling force is through a fairly unique use of her large anchors. The idea of using a ship’s anchors to pull a vessel off the beach is not, by any means new, but the use of several anchors on the salvage ship itself is an innovation on the old technique.

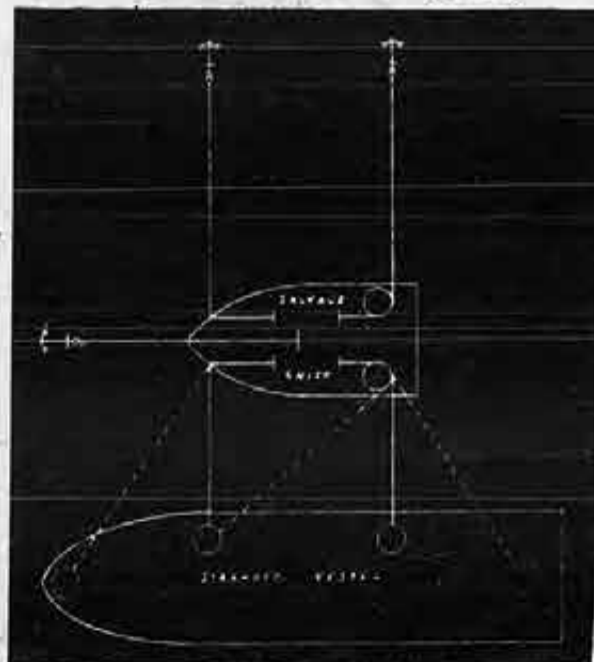
The way it works, when the Salvage Chief is faced with a difficult job of pulling a ship off the beach is fairly simple. The Chief will drop her three large bow anchors, set them securely, and then back in to the beached vessel.

Use Winches

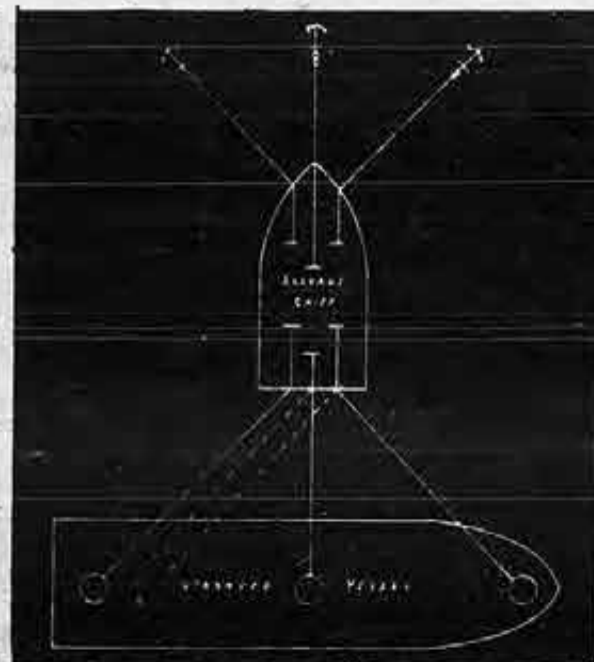
Then, as many as three or more lines will be made fast to the beached ship. The three lines running to the ship will be connected to the three large winches running aft. The three lines running to the anchors will be connected to the three winches running forward.

Now, the Salvage Chief is ready to exert her full pulling force. All the winches are started, and the vessel herself adds her propulsion power. The three forward winches pull in on the anchors, pulling the Chief away from the beach. The other three winches pull on the beached ship, and the Chief’s own engines add to the pull. All added together this is a tremendous pulling power.

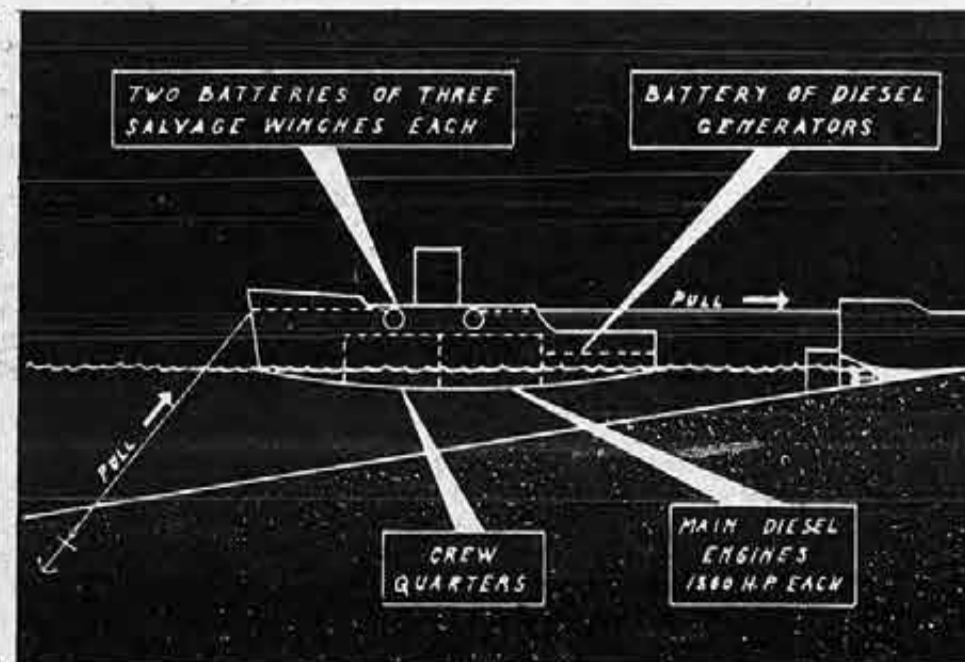
What with the tremendous power that the Salvage Chief can produce through the use of her anchors and winches, plus the shallow draft which enables her to get in close on the beaches, she has been hailed as an “ideal” salvage craft.



One method is to place anchors to seaward with towlines to vessel for pulling on one or both ends.



Here anchors are forward and lines run either to one end of ship (dotted lines) or arranged for direct pull.



Basic method involves dropping three anchors at sea, playing them out as Salvage Chief backs toward beach, and using three cables hooked to powerful winches to refloat beached ship.

DIGEST of SHIPS' MEETINGS

MICHAEL (Carras), March 4—Chairman, Ed Molinas; Secretary, George H. Seeburger. New mattresses came aboard. There is \$30.20 in the ship's fund. Washing machine was left running all night. Light should be installed, showing when the machine is on. Messhall should be kept cleaner; those who leave it dirty should be fined. Suggestion was made to buy a radio from the ship's fund.

COE VICTORY (Victory Carriers), March 1—Chairman, Al Pader; Secretary, P. Jakubcsak. All quarters not painted last trip will be painted this trip. All fouled-up deck gear should be repaired. A Perez was elected ship's delegate by acclamation. Vote of thanks went to the stewards department for the excellent work and meals served so far. Cleaning of the laundry will be rotated between each department.

COUNCIL GROVE (Cities Service), March 1—Chairman, Tom McNeill; Secretary, E. Williams. Beef on the lack of changes in the menu. Chief cook said the steward will not cooperate with him. This will be brought before the patrolman. Coffee and milk for the night lunch will be taken care of.

FRANCIS (Bull), March 5—Chairman, John Elliot; Secretary, R. O'Dowd. One man left ship in San Juan to go to the hospital. Domestic tank is now opened and needs inspection. Cleaning of tanks and painting of fo'c'sles to be done as promised by port captain; he was informed by the patrolman that this ship will not sail this trip without them.



STEEL DIRECTOR (Isthmian), January 10—Chairman, E. Anderson; Secretary, A. O. Anopol. Warren Reck was elected ship's delegate. 8-12 watch lockers in the deck department need checking. Deck delegate suggested that all hands help keep the messroom clean. Ashtrays should be used and feet kept off in chairs. Coffee cups should be put back in the sink after coffee time. Recreation room should be kept clean. Washing machine should be emptied after use and empty soap boxes should be put in the trash baskets. All members should be sober when securing gear.

STEEL DIRECTOR (Isthmian), February 15—Chairman, L. G. Sivertsen; Secretary, Joe Negro. Captain will be spoken to about putting out draws in foreign ports. Performers were warned to go straight. Crew pantryman will make coffee in the morning and the wiper and the deck department will alternate in the afternoon. Beef about the shore gang eating before the crew was settled. Broken mirror bracket in the deck department fo'c'sle stopped up and the ship's delegate will see the captain about asking the chief engineer to take care of it. Mixer is in need of repairs. Messroom seats will be saved for the watch.

BEATRICE (Bull), February 14—Chairman, Francisco Cornier; Secretary, Ramon Vila. Motion was made that all delegates get together to arrange meeting times that will not interfere with men working. Patrolman should see that necessary repairs are made before the ship sails.

IBERVILLE (Waterman), February 8—Chairman, R. Martini; Secretary, David Mitchell. Captain was asked about medical supplies and told the ship's delegate that there are enough aboard. Captain is well satisfied with the way the ship is running. Company has cooperated in the matter of repairs. Ship's fund stands at \$22.80. There was a discussion on purchasing a TV set; anyone who cares to can donate to the ship's fund at the Payoff.

February 21—Chairman, J. Koval; Secretary, T. Glenn. Ship's fund stands \$37. Repair list was read and accepted. Stewards department was requested to feed no one except crewmembers for the first 20 minutes of the meal hour. Discussion was held on feeding watchmen and longshoremen. Stewards department is pleased with the way the messhall is kept.

DEL MAR (Mississippi), February 1—Chairman, Callahan; Secretary, Bradley. Report was made that books for the library were bought, as well as a shoe form for each lounge for shining shoes and some games from the ship's fund. Equipment should be returned to the locker after use. Members should be properly dressed in the messhall. Thomas Liles was elected ship's delegate. There is a total of \$210 in the ship's fund, including the balance left from the last trip. \$65 was spent for magazines. Leo Fiorentino volunteered to take care of the library. Each man will donate \$1 each trip to the ship's fund. Suggestion was made to have a shrimp boil next trip on the hatch after leaving New Orleans, where the shrimps would be bought. Steward offered to donate the shrimps. Motion was passed to have no one use the washing machine after nine o'clock at night. Ship's treasurer will get some cribbage boards.

ANNE BUTLER (Bloomfield), December 28—Chairman, Daniel Picerelli; Secretary, William Wrubel. W. Zulewski was elected ship's delegate by acclamation. Repair list should be made out by each department and handed over for the ship's delegate to give to the captain. Slophest should be checked. All doors should be kept locked while going through the Canal. Ship's delegate will see the chief engineer about having the steam and water lines, which lead to the washing machine, repaired. Captain will be contacted about having crew's quarters, passageways, heads and showers painted. OS and wiper will take care of the laundry; crew pantryman and messman will take care of the recreation

room. A vote of thanks went to the stewards department for the wonderful Christmas dinner and the good service the crew is getting. Advice to the first-timers to Korea: Lay off the Korean booze; it has a devastating effect on the system.

STEEL FLYER (Isthmian), February 14—Chairman, S. Rivers; Secretary, J. Furton. \$3 was contributed to the ship's fund by the deck gang. Black gang fo'c'sle will be painted. Sid Rivers was elected ship's delegate by acclamation. Suggestion was made to add to the ship's fund by voluntary contributions of \$1 per man. Department delegates will take up collections at the first draw and turn money over to the ship's delegates. Each man is responsible for his own linen.

CALMAR (Calmar), February 15—Chairman, Arthur Hiers; Secretary, John E. Underwood. Incident of messman in Seattle will be reported to the patrolman. Chief mate is continually interfering with men working and also with the bosun. Patrolman will be contacted on this. Steward paid for the washing machine roller out of his own pocket. Department delegates turned repair lists over to the steward.

CATAHOULA (National Navigation), March 1—Chairman, Bill Hay; Secretary, John Calamia. There is \$29.25 in the ship's fund. Crew decided to buy a new antenna for the radio. New linens have still not arrived from the company; steward will try to get them in New Orleans.

OCEAN ULLA (Ocean Transportation), December 7—Chairman, William F. Barth; Secretary, James M. Fort. Thomas Hickey was elected ship's delegate. One man missed ship in Philadelphia. Motion was made to help the messman keep the messhall clean. Third cook and messman was asked to empty garbage aft of the gangway. Vote of thanks went to the stewards department for the preparation of a wonderful Thanksgiving dinner.

December 21—Chairman, M. Toner; Secretary, William F. Barth. Motion was made to have the ship's delegate accompany the steward on an inspection tour of the galley and messrooms and areas pertaining to the preparation and serving of food. Area around meat block must be kept in a more sanitary condition. John Cisecki was elected ship's delegate. Baker was given a vote of thanks for the improvement he showed. Crew was asked to conserve on wash water and to discontinue throwing used razor blades in toilet hoppers.

January 4—Chairman, Robert Messerall; Secretary, James M. Fort. Drain board should be put in the pantry. Crew was asked not to use the vegetable sink for an ash tray or garbage pail. Vote of thanks went to the crewmessman and the crew pantryman for prompt and courteous service. Chief cook was asked to be more conscientious about his work. Suggestion was made to dispose of excess books in Korea, to Army personnel.

ROYAL OAK (Cities Service), February 24—Chairman, Chris Kellaher; Sec-



Convention Paves Way For MFOW Affiliation

(Continued from page 17)
be left open in the event the MFOW voted to affiliate. In that way, he said, steps could be taken at a later date to give the MFOW representation on the SIU Executive Committee.

Officers Elected
As a result, the following officers were elected: President, Harry Lundeborg; Secretary-Treasurer, John Hawk; Vice-presidents and executive committee members, Pat McHugh, Andrea Gomez, Lester Balinger, Bob Matthews, assistant secretary-treasurer A&G district; Ed Turner, Captain John Fox and Hal Banks.

Among the scores of greetings sent to the convention were those wired to the A&G delegation by several Senators and Representatives including Senators Hubert Humphrey, Minnesota; Paul Douglas, Illinois; Herbert Lehman, New York; James Murray, Montana; Wayne Morse, Oregon, and others.

Welfare Plan Report
Delegates also heard a report from Robert Creasey, administrator of the SIU A&G Welfare Plan who described the various benefits offered to Seafarers. Creasey emphasized that the Plan has enabled the Union to take care of the needs of Seafarers who would otherwise

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.

relary, Carl Kammer. Skipper has made note of the changing of coffee. Some mattresses came aboard; more will follow. There is \$45.80 in the ship's fund and \$5.68 in stamps. All OT disputes will be referred to the patrolman as well as the matter of missing bug bombs. Electric fan and light from the deck maintenance fo'c'sle need repairing.

McKITTRICK HILLS (Western Tankers), February 24—Chairman, Tom Fleming; Secretary, Williams. Discussion was held on the lack of cooperation of the chief engineer. The needed new washing machine will be taken care of in port.

ROSARIO (Bull), February 24—Chairman, M. Richelson; Secretary, George Whale. Since no action was taken on the several repair lists handed in in Philadelphia, the ship's delegate will give the patrolman in New York a copy of the repair lists for action by headquarters. This applies especially to new porthole screens, steam valve repairs. All decks need painting. One man was taken to the hospital at Humacao, Puerto Rico, in apparently serious condition. His gear was checked and landed at San Juan prior to sailing for the States.

WESTERN RANCHER (Western Navigation), January 31—Chairman, Pete Sereno; Secretary, Edward Glazder. Eugene Dore was elected ship's delegate. Discussion was held on keeping the laundry clean. Stewards department will clean the recreation room; wipers and ordinary will clean the laundry. Ship's delegate will contact the chief engineer about repairing the coffee urn. Vote of thanks went to the stewards department for the swell job they're doing.

February 22—Chairman, Eugene Hall; Secretary, Edward Glazder. Discussion was held on food and repair list. Everybody is happy. Repair list will be taken up with the patrolman at the payoff.

KATHRYN (Bull), February 28—Chairman, Felix Bonfont; Secretary, George Burke. Felix Bonfont was elected ship's delegate. Suggestion was made to the steward to change the cookies. Repair list will be made out.

CARRABULLE (National Navigation), March 4—Chairman, F. Holcombe; Secretary, Ramon Iriarray. One man missed ship in Santiago, Cuba. One man failed to join the ship in New Orleans. New fans should be secured, as the ones now in use are pretty well worn out. Suggestion was made, if possible, to have one large fan or two small ones installed in each room of the oscillating type. Radio in the messroom needs repairing. Galley should be painted. Lockers should be repaired or replaced in New Orleans.

SOUTHERN COUNTIES (Southern), February 22—Chairman, M. Walker; Secretary, M. Rombach. Some minor repairs have not been attended to as yet. Any-one performing or missing his watch or duties aboard the ship due to drunkenness for the rest of the voyage will be brought up on charges. Crew was asked to keep the messhall and recreation room clean and not use the cups for ash trays. Cups should be replaced. Crew messman should be more sanitary when performing his duties, and spend some time each day sougeeing the crew messroom. Vote of thanks went to the stewards department for the excellent food and service.

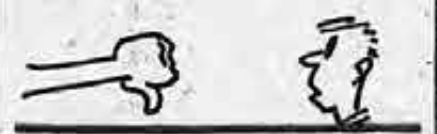
PENNMAR (Calmar), March 7—Chairman, Red Gibbs; Secretary, T. E. Frazier. Major repairs will be taken up with headquarters in New York. One man missed ship in San Francisco, which will be reported to the patrolman at the payoff. Repair list was made up. T. E. Frazier was appointed to take care of the ship's fund; there is \$15 in the fund at the present time.

JEFFERSON CITY VICTORY (Victory Carriers), March 1—Chairman, B. Brown; Secretary, Francis R. Napoli. Chief mate will be more cooperative in handing out medical attention to crewmembers and will see that the medicine chest is better equipped. There has been no heat on the portside of the ship (deck department). Crewmember involved will give names to the ship's delegate who will see the captain and put in for subsistence and notify the patrolman.

WILLIAM A. M. BURDEN (Western Tankers), February 18—Chairman, Joseph Barren; Secretary, Richard Utz. The informer, whoever it is, will be brought up on charges. Captain complained to the ship's delegate about the filthy condition of the ice boxes, the shortage of food and the general inability of the steward to handle his job. Letter from the company stating that the steward does not know the proper procedure of computing an inventory was read to the membership. Discussion was held on the reason stores were not obtained for the trip; why the steward told the captain the cooks are no good; why the steward is not performing his duties as he should. Hand vote was taken, with the majority in favor of giving the steward another chance.

SEATRAN NEW YORK (Seatrains), February 25—Chairman, Ray Sweeney; Secretary, Edward Jones. Delegates reported everything okay. Repair list will be posted on the bulletin board for addition. Ship's treasurer reported \$33.73 in the ship's fund.

SOUTHERN CITIES (Southern Steamship), February 8—Chairman, C. Frost; Secretary, J. Chloors. Missimer was elected ship's delegate by acclamation. He was instructed to see the captain and get a definite understanding regarding transportation when the ship goes to the shipyard in March. Larger water tanks should be obtained as the present set-up is not enough for long trips. All hands were asked to be more considerate of men sleeping; no more whistling in the crew area. New members were warned not to take beefs topside without the delegate. Ship's delegate reported that all members who take the ship to Norfolk shipyard will receive transportation and subsistence back to the original port of engagement. Chief engineer thanked all hands for their cooperation in saving water. New washing machine will be ordered in Norfolk.



JEFF DAVIS (Waterman), February 1—Chairman, M. Lamm; Secretary, G. Faircloth. E. C. Craddock was elected ship's delegate. Cooks asked to have the galley knives power-ground. Watch using the coffee urn was asked to remove and clean the coffee bag. Soiled cups and dishes should be secured in rough seas. General discussion was held on crew's laundry, slamming of fo'c'sle doors, watertight door. Steward reported that the captain ordered him not to buy milk in foreign ports. It was decided that cold drinks should be put out.

MARIE HAMILL (Bloomfield), February 23—Chairman, Willis Thompson; Secretary, Raymond L. Perry. One man was injured and taken off at Bremerhaven. There is a beef with the first assistant and some disputed overtime. Ship's delegate should notify the family of the injured man by radio.

March 7—Chairman, Sherman Miller; Secretary, Raymond L. Perry. Radio message was sent to the family of the injured man taken ashore at Bremerhaven. All department delegates will turn repair lists over to the patrolman. Vote of thanks went to the stewards department for the good job they did; vote of thanks was also given to the ship's delegate and the department delegates.

ALCOA PEGASUS (Alcoa), March 8—Chairman, W. E. Phurrough; Secretary, J. E. Millett. Deck delegate will see the captain about having the sanitary man sougeeing deck department quarters.

Medicine chest should be checked as well as slophest. There should be a greater variety of sizes in clothing in the slopchest. Captain will be contacted by the ship's delegate about having quarters sougeed before arriving and about the oil that is on deck in the outside passageway. All hands getting off should strip bunks before leaving the ship.

JOHN KULUKUNDIS (Mar-Trade), February 25—Chairman, C. F. Aycock; Secretary, Roy L. McCannon. Every man will clean up his fo'c'sle before paying off the ship. Steward department head and showers will be painted.

SUNION (Kee), February 22—Chairman, S. Emerson; Secretary, W. R. Geis. New large-size pillows should be put on board for the next voyage. All drinking water will come from domestic tanks only. Deck delegate will see the patrolman at the next port of call and get clarification as to the duties of the gangway watch pertaining to raising and lowering the flag. Patrolman will be told about the men taking time off in foreign ports without permission. Each delegate will make out a repair list.

POLARIS (Alcoa), March 1—Chairman, Earl De Angelor; Secretary, E. Bradley. There is a \$38 balance in the ship's fund. Deck department quarters need painting.

ALCOA PATRIOT (Alcoa), February 22—Chairman, McNulty; Secretary, L. Nicholas. Motion was made to contact the Mobile hall about the coffee. A floral design will be sent for the late Ralph J. Burke. Ship's delegate will contact the agent about the repair of lifeboat davit. Discussion was held on the food, which needs more seasoning.



DEL MUNDO (Mississippi), February 22—Chairman, Manfred; Secretary, Gerdes. \$23 was donated to the chief cook, who was left in the hospital; there is \$22 left in the ship's fund. Motion was passed to post a repair list on board for the crew. Ship will be fumigated for rats, as they are running wild. Complaints were made about the pepper. All fo'c'sles are to be sougeed and decks painted. Stevedores are to clean up the recreation room after taking over and using it for an office. Water faucets and toilet on deck are to be repaired and made available to stevedores. Shower is to be installed in toilet.

BEAUREGARD (Waterman), February 1—Chairman, Ramon Ferreras; Secretary, R. Viloria. Orville Arndt was elected ship's delegate by acclamation. Steward will order fresh milk in Yokohama, at the request of the brothers. Laundry room is to be kept clean at all times. Gangway watch is to stand by at all times.

February 22—Chairman, John L. Madden; Secretary, R. Viloria. Ira Brown was elected steward delegate. Rooms are to be left in a clean and orderly. A vote of thanks was given the entire stewards department for a job well done and the good chow.

STEEL VOYAGER (Isthmian), March 1—Chairman, J. Reed; Secretary, Robert Beale. Anyone fined by the Customs in Halifax will pay the fine himself. Repair list made out by the ship's delegate was read. There should be more fans in the rooms. Vacating crew should leave the rooms in a clean condition. Repair list should be attended to promptly. Slop-sink will be cleaned and deck painted.

ANNISTON CITY (Isthmian), February 1—Chairman, John D. McEneaney; Secretary, Mike Carlin. Fred LaPlante was elected ship's delegate by acclamation. Washing machine must be kept clean. Chief cook should not smoke while preparing food and should wear proper and sufficient attire in the galley. Messmen will put leftovers from supper out as night lunch in the future. Complaint was made that the bacon is cut too thick. The messman said that everyone is hard to please and that some like it that way. There should be less noise in the passageways.

LIBERTY BELLE (Dover), March 1—Chairman, H. R. Hutchins; Secretary, Owens. Crew should help keep the pantry and messroom clean as there is a mess made at night. Chief cook should refrain from drinking on duty. Chief engineer should be contacted about repairing refrigerator. New section should be obtained, as the only one is broken and unsafe.

FELTONE (Ore), February 25—Chairman, R. Talar; Secretary, W. M. Deffins. Patrolman will see the chief engineer. New door keys should be made up.

BETHUNE (Ore), February 24—Chairman, E. A. Boyd; Secretary, R. Nordaun. Delegate clarified the question on Washington's birthday overtime. Soap dishes should be installed in showers and shelves be put up over wash basins. New keys will be obtained for all crew quarters. Correct station numbers should be placed on all bunks. While the ship is in port, percolator will be kept in the quartermaster's room to prevent stealing.

BALTORE (Ore), February 15—Chairman, M. Singleton; Secretary, E. J. Berberich. Crew voted to report all permit problems to the patrolman at the end of the trip. Beef on the shortage of fresh milk, canned fruit juices and soap powder. Delegates were ordered to make a report of all shortages. All agreed to help keep the ship clean.

POTRERO HILLS (Mar-Trade), February 23—Chairman, P. Miller; Secretary, A. Yarbrough. Discussion was held on arrangements for the funeral of Bill Thompson, second pumpman who died during the voyage. Beef between the

(Continued on page 25)

DIGEST of SHIPS' MEETINGS

(Continued from page 24)
deck department and the chief mate will be settled at the payoff. A. Yarborough was elected ship's delegate. Repair list will be made up before arrival. \$25 floral wreath will be sent to the home of Bill Thompson in Lakeland, Fla., to be placed on his grave. Pledges of \$176 will be collected at the payoff as contributions to his sister, Mrs. Clara Jones.

STEEL TRAVELER (Isthmian), February 15—Chairman, Bernard Pimovitz; Secretary, Michael Masek. Union will be asked to contact the company about changing the location of the ship's hospital to one of the extra cadet's room topside, which is more suitable than its present location. All cots issued at the beginning of the trip should be turned in to the steward before arrival in the States. It was pointed out that the food was very good, thanks to the chief steward, Bob Rollins, chief cook Ling Shin, baker James Oliver and third cook Henry Watson and others in the department. There are insufficient lifelines and toppling lift wires are unsafe for the men working with this gear. Chief officer was unable to carry out his duties as pharmacist properly, and the company and the union should do something to correct the hospital situation. New agitator is needed for the washing machine.

ROBIN HOOD (Seas Shipping), December 21—Chairman, Roy M. Fisher; Secretary, F. Lijo. W. Velasquez was elected ship's delegate. There is \$25 in the ship's fund. Unauthorized persons should be kept out of the passageways in foreign ports. Library will be packed up and traded in for a new one. Steward's deck shower needs repairing. Fresh milk will be bought in Yokohama.

February 15—Chairman, Steve Klidner;

PERSONALS

Lewis Seward
Contact your mother at Niagara, North Carolina. Urgent.

John A. Reed
Pick up your gear left at the Mar-Trade office when you got off the Potrero Hills.

Gordon S. McKinley
Please contact Mr. Nahu at 90-04 161st Street, Jamaica 32, NY.

William H. Epps
Contact your friend Robert G. Entter who has been asking for you. He can be reached at 380-A Richland Avenue, San Francisco, Cal. Phone ATwater 2-7408.

William Kumeke
Please write to Mrs. Warren, 915 St. Paul Street, Baltimore, Md. She is holding some important mail for you.

Attention Seafarers
Any persons knowing the whereabouts of one Oshkosh Plane Flight Brown Leather two-suiter suitcase belonging to Donald Mueller please contact him through the LOG or at the Philadelphia hall. It contains ship discharges and other valuables. There is a standing reward of \$25 for its return.

Robert Bellevue
Your brother H. A. "Sonny" Bellevue is anxious to hear from you. He can be reached at 8 Ohern Drive, Biloxi, Miss.

Henry Hillion
Collect your one day's pay and transportation money from Savannah to Jacksonville at the Waterman office in New York.

Joseph Bramley
Your wife and child have gone to Florida. Legal papers will be sent to you in care of the Union hall in New York.

Puzzle Answer

C	R	E	W	S	H	I	P	F	O	G
L	A	V	A	H	E	R	O	S	I	L
A	P	E	R	A	R	K	S	I	L	T
W	A	S	H	E	R	S	B	O	R	O
A	R	E	C	A	S	H				
S	P	A	W	N	T	A	R	O	L	D
P	O	R	K	R	U	N	A	P	I	A
Y	E	T	B	A	G	S	N	E	L	L
I	N	E	S	R	A	T				
F	U	S	A	N	B	O	L	I	V	A
A	R	T	Y	B	O	B	L	I	N	E
N	A	R	B	A	R	I	L	A	N	D
S	L	Y	E	D	E	N	A	L	A	S

men; Secretary, P. Moreaux. Repair list was given to the chief mate. Foc'les and heads were painted. Fumigation of ship's crew quarters, heads, messhalls and storerooms is needed.

GREENSTAR (Triton), March 3—Chairman, Edwin Ainsworth; Secretary, Arden Haisley. Captain refused shore leave in Tokuyama after 8 p.m. If performing said ashounds aren't stopped, the delegate will report them to the patrolman. Each department delegate will take care of the department's overtime about the lack of shore leave in Tokuyama. Information going topside must be stopped.

CARROLL VICTORY (South Atlantic), Chairman, Donald K. Fisher; Secretary, Bob Johnson. One man missed ship in Houston; a replacement was obtained. Personal gear was put ashore in Galveston. Everyone should be properly dressed during meal hours in the messman. Suggestion was made that the new washing machine be used for white clothes only and the old one for work clothes. Laundry is to be kept clean by all who use it; washing machines should be turned off when not in use. Captain L. Hubbard came down and spoke to the membership, telling everyone to buy stamps before leaving, as they are hard to get in Korea.

WILD RANGER (Waterman), February 8—Chairman, John Crowley; Secretary, M. A. Orlando. One man missed ship in New York. Action will be taken in the usual way. 12-4 watch asked that there be some eggs in the night lunch, as they do not get up for breakfast. Crew asked for more night lunch when men are working at night. Repairs will be turned in before arrival. Night watches requested lights on after shelter decks.

February 23—Chairman, Harold Arlington; Secretary, M. A. Orlando. One brother asked for a better grade of bacon aboard. One brother asked that there be less sugar in the bread. Messman's service is now considered satisfactory.

JEAN (Bull), February 15—Chairman, Teddy M. Ostaszewski; Secretary, J. Goldman. Vote of confidence went to the stewards department galley and messman. Tablecloths are wanted, as well as a variety of jams. There is a shortage of napkins. More night lunch should be supplied. Repair list will be turned in before the ship hits home port.

March 7—Chairman, Carlwright; Secretary, J. Goldman. All departments will make up repair lists. All stores should be checked on every voyage, due to the shortage of food; the ship stayed out longer than expected.

ROBIN TRENT (Seas Shipping), December 7—Chairman, J. C. Reed; Secretary, John W. Parker. Everyone should be properly dressed in the messhall. There is \$1.50 in the ship's fund. Old washing machine will be sold for \$25 and the money put into the fund.

December 22—Chairman, John W. Parker; Secretary, John C. Reed; Baker

NOTICES

Ex-Atlantic Men
The following men are requested to contact or report at once to the Philadelphia Hall regarding processing of their unfair labor charges:

Paul Babyak, George Forrest, James Lane, A. W. Phillips, John P. Troester, Jay Deeds, Andrew Fetchko, John J. Foley.

Malcolm Whitehead, Delmar Mis-simer, Ricardo Ebon, Harris Griz-zard, Nathan Gumbiner, Oscar Jones, Peter Matovich, H. J. Paine.

William J. Keenan, Leon Kol-larch, Marvin Kramer, Robert H. Albright, Robert Freedman, Owen Herring, Raymond Krupa, Charles Miller, James Merrill.

John Murphy, Donald Myers, Francis Osetek, Donald Peterson, John Quinn, Thomas Richardson, William Scarborough, Richard Schwartz.

Anthony Tursi, John Wiess, Wil-liam Wung.

T. Frederickson
T. Napp

Both men formerly of the Mon-roe should contact Paul Gonsor-chik, room 303 at New York head-quarters.

Aubry Lavern Sargent
Pick up your seamen's papers at the New York hall.

Angel Diaz, James Francisco
Your certificates of discharge from the Fort Hoskins and the Car-olyn, respectively, are in the New York hall.

Americo Medeiros
Your discharge certificate from the Del Sud, June 23, 1952, and receipts for two money orders dated December 8, 1952, are in the New York hall.

'Can-Shakers' Have No OK

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

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

should clean up in the galley after he makes a mess. It was finally settled not to fine a man on board. Stewards department got a vote of thanks for the wonderful Christmas dinner and for the way it was served.

March 7—Chairman, Reed; Secretary, Harford. There was a beef on the shortage of eggs served (one a day). Showers need painting. Motion was passed to store the ship adequately for the maximum length of time for the trip. Ship's delegate will see the mate about screens. Ship will be fumigated in New York.

SUZANNE (Bull), March 16—Chairman, Don T. Herlihy; Secretary, S. G. Nieber. Books will be secured for a library. One man missed ship in San Juan; he had a doctor's slip. Motion was passed to start a ship's fund; each man will contribute \$25 a trip. Crew was asked not to spit in the sand box. Egg timer should be repaired. Chief engineer promised to have the engine department foc'les souged but this has not been done. Patrolman will be asked to check the ship's stores before sailing.

ANGELINA (Bull), March 8—Chairman, Pete Prevas; Secretary, J. Menault. Patrolman will be given the facts on a performer. Steward was commended for first-rate service and lauded for the bountiful milk supply.

STEEL ADMIRAL (Isthmian), no date—Chairman, W. R. Campbell; Secretary, Matthew Bruno. Cigarette beef will be referred to the boarding patrolman. Captain Brunneles sent word through the ship's delegate thanking all hands for their cooperation and good behavior throughout the trip. Motion was passed to have each man donate \$2 to the ship's fund. Repair list was read out by the ship's delegate. Patrolman will be notified that the company agents in Colombo are very lax in seeing the men get proper medical attention.

AFONDRIA (Waterman), March 10—Chairman, Rafael Saldana; Secretary, Pete Gonzales. Rafael Saldana was elected ship's delegate. Coffee mug should be returned to the pantry, and a little more cooperation should be given the messman. Electrician promised to fix all fans and install some new ones. There is a leak in the forepeak that has to be fixed. New mattresses will be issued to those who need them. Brother volunteered to take care of the library. Chief engineer will be contacted about fixing heating regulator. Stewards department got a vote of thanks for the good food.



FRENCH CREEK (Cities Service), March 9—Chairman, Otto Pedersen; Secretary, Milton J. Karlovet. One man was hospitalized in Port Arthur, Tex., and another in Bremerhaven, Germany. One man missed ship in Rotterdam. The mate is to blame for this, as he told the man to go ashore before the sailing board was posted and that the ship could not possibly sail before 8:00 A.M. Wednesday, and the ship sailed 8:00 A.M. Tuesday. No fine should be imposed on this man. There is \$101.61 in the ship's fund—\$21.51 on hand and \$80 loaned out, payable at the payoff. Beef should be taken to the delegates. Beef cook was caught dropping meat on the galley deck, picking it up, frying it and feeding it to the crew. He was also found digging in to the night lunch, dropping cheese on the deck. After he got what he wanted he put the cheese back in the refrigerator. Report will be turned

Quiz Answers

- (1) Four-fifths of a quart. The reason it is called a "fifth" is because it is also a fifth of a gallon.
- (2) Benjamin Franklin.
- (3) \$500.
- (4) New York has the most, 43. California and Pennsylvania each have 30.
- (5) Oshkosh, Wisconsin.
- (6) Chinese, including dialects. English is second.
- (7) There are more before the body is full grown.
- (8) 160.
- (9) A cotton fabric.
- (10) Zero.

into the Union. He also fed the crew baked beans from the week before. No one is to feed the dog in the messhall. Suggestion was made to buy a record player and records, checkers and chessmen out of the ship's fund. There was not enough yeast on board.

HURRICANE (Waterman), March 2—Chairman, Padlary; Secretary, Frank Shandi. Motion was made that playing cards be bought out of the ship's fund, and paid for by each member who wants a pack, since the company sells their own cards for \$1 a pack and ashore these cost \$65. Motion was passed to buy games for the crew. All quarters, decks and messroom decks are to be painted. Vote of thanks went to the stewards department for the service and good chow.

WESTERN TRADER (Western Navigation), December 25—Chairman, S. F. Nelson; Secretary, J. Spring. Repair list is needed. Ice box needs defrosting. Chief engineer wants to have his own key to the ice boxes. Steward brought this before the captain and was told that no one but the steward is to have keys as long as he is in charge. Meat box is not cold enough. Chief engineer will be contacted on this.

No date—Chairman, G. Fargo; Secretary, J. Spring. Washing machine has been repaired. Steward's stores will be checked in Norfolk. Patrolman should make sure that there are enough grade A meats in storage. The food has been awful. Sanitary man from each department should clean the wash room.



TADDEI (Shipenter), December 18—Chairman, Duke Livingston; Secretary, E. Hansen. Duke Livingston was elected ship's delegate by acclamation. Waste paper baskets and ash trays are needed. Ship's delegate will make up the repair list. Better mattresses are needed.

January 18—Chairman, Duke Livingston; Secretary, E. Hansen. All foc'les should be souged and decks and alleyways painted before arrival. Chief engineer painted his office; patrolman will be contacted. Repair list will be turned in before arrival. Steward will see about changing the library. Stewards department was thanked for a good job.

February 8—Chairman, Duke Livingston; Secretary, E. Hansen. Captain wants to have one draw in Germany. Disputed overtime and two subsistence meals from the last trip will be paid this trip. Discussion was held on foc'le keys. There is now \$2.47 in the ship's fund.

March 8—Chairman, F. Livingston; Secretary, E. Hansen. Department delegates will turn in repair lists as soon as possible. Steward will change the library.

ROYAL OAK (Cities Service), no date—Chairman, Roberts; Secretary, Carl Kammer. Beef involving firing of a wiper was satisfactorily settled by the patrolman and the wiper remained. Ship's delegate will see the chief engineer about excess steam in the wash room coming from the pipes. Crewmembers should notify the department delegates when they want to get off. Coffee and roach problems remain unsatisfactory.

WESTERN TRADER (Western Navigation), January 25—Chairman, W. M. Mason; Secretary, John Spring. Ship's delegate is trying to get the toilets painted. Captain found grease on the ladder that leads to the ice boxes. Steward requested that the engine department members use the sidley instead of this ladder. Only authorized personnel should be admitted to the messhall as the ship is running low on coffee. Washing machine will be fixed, if possible, in Germany.

March 1—Chairman, Andrew Anderson; Secretary, John Spring. Two men missed the ship in Bremerhaven. Patrolman will be asked to find out why the captain didn't buy fresh vegetables in England. Steward wants every man to bring his linen down linen day instead of throwing it down two or three days later.

ROBIN TRENT (Seas Shipping), January 24—Chairman, T. Bladet; Secretary, John W. Parker. There was a beef about one member. There should be less noise in the passageways in the morning, and no whistling and singing and talking. There was a discussion on the hot rolls and the service at the tables. The stew-

ard says there is enough of all stores but the captain is saving. Repair list will be made up.

STEEL SCIENTIST (Isthmian), February 23—Chairman, Blaskie Benkston; Secretary, Dutch Merkel. Steward was asked to vary menus and said he would comply with this request. Alleyways and heads should be sprayed to keep out flies and mosquitoes. Brothers were asked to keep up the good conduct for the good of all concerned.

JEFF DAVIS (Waterman), February 23—Chairman, R. P. Struis; Secretary, G. Falciorn. Captain's refusal to buy milk in foreign ports will be reported to the patrolman. Stewards department got a vote of thanks. Watch standers were asked to tag watertight doors down in rough weather. If they are not fixed properly, this will be referred to the patrolman. There should be quiet in the messroom and passageways. Milk situation in foreign ports should be reported to the Union. Soiled linen should be turned in on linen day so it can be counted and bagged before reaching dock. Union will be notified on old repairs not made.

GEORGE UHLER (Southern), February 22—Chairman, W. P. Dunn; Secretary, Daniel Leary, Jr. Clyde E. Butler was elected ship's delegate. This ship was laid up for quite a while, the company's first liberty ship. Everybody is cooperating and hoping they buy some more Liberties. Wiper, OS and messman will do the recreation and laundry room cleaning. Everybody was asked to cooperate in keeping things clean. Three men missed ship in Norfolk. One man was seized when signing on by the Immigration Department. Personal gear of these men was turned in in New York.

CATAHOULA (National Navigation), March 15—Chairman, Adolphe Capote; Secretary, C. Breaux. Doors in stewards department head and shower need repairing. Anyone wanting to donate to the wreath for Brother Ward Warrell should see the treasurer. There was some performing in Cuba; this must be stopped. Awning should be installed on the stern so crewmembers can sleep out in hot weather. Menu should be more varied. Mattress covers will be issued to anyone requiring them. Galt was elected ship's delegate.

PORTMAR (Calmar), March 18—Chairman, G. A. Reid; Secretary, P. A. Emerson. One man missed the ship in San Francisco, another in Newport, Ore. Every man is to do his share in keeping the recreation room clean. Steward was asked to get new cots in New York. Crowded condition of the stewards department foc'le was noted.



ALAWAI (Waterman), March 1—Chairman, S. Kwiatkowski; Secretary, S. Calahan. S. Kwiatkowski was elected ship's delegate. One man missed ship in New York. Ship's delegate will remind the old man about getting fresh daily supplies in Houston; steward has requisitions ready for this. Stewards department quarters should be souged and meat boxes and storerooms cleaned before taking on fresh stores in New Orleans. All mattresses should be checked and replaced, where necessary, before sailing foreign. Screen doors in crew's quarters passageways should be checked and renewed where necessary. Ship's office should be moved out of the crew's quarters.

SEA WIND (Seatraders), March 1—Chairman, Waddell; Secretary, Hay. Brother Waddell was elected ship's delegate by acclamation. There was a discussion as to who was supposed to issue soap powder and laundry soap to each department. This will be clarified by the Union in Long Beach. Chief engineer will be contacted about repairing the drinking fountain in the steward's passageway, the meat ice box door handle and the ice box emergency signal system. Pantry should be kept clean at night. Third cook was injured aboard this vessel in New Orleans while on duty and had to be sent to the marine hospital. His gear were brought to him. He asked any members who saw or heard of the action to make a statement to the ship's delegate and the steward.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, NY

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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Starting On The Second Five-Hundred



The 501st maternity benefit check paid by the SIU Welfare Plan is handed to Mrs. Marvin White, for her son Norman, by Welfare Services representative Al Thompson. Norman's dad was on the Keystone Mariner.

RECENT ARRIVALS

All of the following SIU families will collect the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Gloria Alice Viera, born February 19, 1953. Parents, Mr. and Mrs. Antonio Viera, 2311 East 13th Street, Brooklyn, NY.

Eileen Beatrice Robbins, born December 27, 1952. Parents, Mr. and Mrs. Roosevelt Robbins, 425 North 62nd Street, Philadelphia, Pa.

William D. Harper, Jr., born February 8, 1953. Parents, Mr. and Mrs. William D. Harper, Sr., 120 Shotwell Street, Houston, Tex.

Iris Elizabeth Smith, born January 28, 1953. Parents, Mr. and Mrs. Chester R. Smith, 2215 25th Street, Gulfport, Miss.

Laura Ann Kyser, born March 2, 1953. Parents, Mr. and Mrs. Francis E. Kyser, 404 Morgan Avenue, Mobile, Ala.

Ury Mox Marcus, born March 13, 1953. Parents, Mr. and Mrs. Walter Marcus, 55 Sycamore Street, Patchogue, Long Island, NY.

Darrall Michell Thompson, born February 26, 1953. Parents, Mr. and Mrs. Percy Thompson, 2612 Bienville Avenue, New Orleans, La.

Norman White, born February 20, 1953. Parents, Mr. and Mrs. Marvin C. White, 3736 10th Avenue, New York, NY.

Susan Roine Brown, born March 11, 1953. Parents, Mr. and Mrs. Ira C. Brown, 1630 2nd Street, New Orleans, La.

Roy Eugene Gottschalk, born March 10, 1953. Parents, Mr. and Mrs. Michael Gottschalk, 48 West 71st Street, New York, NY.

Steve Carlton Baldwin, born March 13, 1953. Parents, Mr. and Mrs. Fred A. Baldwin, 2802 1/2 Tampa Street, Tampa, Fla.

Lorna Jean Farrow, born March 4, 1953. Parents, Mr. and Mrs. Jack P. Farrow, 1098 Mackinaw Street, Jacksonville, Fla.

Clyde Wayne Jernigan, born January 27, 1953. Parents, Mr. and Mrs. Teddy F. Jernigan, 551 Ferguson Avenue, Norfolk, Va.

Eugene Albert Doucette, born March 5, 1953. Parents, Mr. and Mrs. Merle A. Doucette, 33 Summer Street, Ipswich, Mass.

Barbara Marie Wahlin, born March 9, 1953. Parents, Mr. and Mrs. Orville LeRoy Wahlin, Blandings Courts, Starke, Fla.

Patrick William Burke, born March 17, 1953. Parents, Mr. and Mrs. William D. Burke, 864 60th Street, Brooklyn, NY.

Jesus Medrano, born October 16, 1952. Parents, Mr. and Mrs. Florencio Medrano, 4228 1/2 Avenue I, Galveston, Tex.

Family Too Gets Helping Hand From SIU Welfare

Helping the Union man who gets into difficulties is one phase of Welfare Services' work. Helping his family at the same time is the other side of the coin, because the family is in a spot if anything happens to the breadwinner.

A good deal of this help is needed in those cases where men are taken off a ship in a foreign port because of sickness or injury. When this happens the family allot-

ment is automatically cut off. Many a Seafarer hospitalized in a foreign port finds this a considerable source of worry. But if he notifies the Union, Welfare Services has found it possible to arrange for advances, on his unearned wages to be sent home to his family.

Then there is the simple problem of getting information to his wife and dependents. The companies will notify next of kin if a man is sick or injured but will tell them little or nothing of his condition. Welfare Services can find out additional information for the family so that they will know what's going on.

In one unusual case recently, a Seafarer was in a hospital that had a ruling prohibiting patients from receiving any money. The man wasn't getting the money due him and neither was his wife and children. The wife contacted friends and even an attorney, none of whom could give her any help. She wasn't a reader of the SEAFARERS LOG, and didn't know about Welfare Services.

Finally she thought of getting in touch with the Union and was referred to Welfare Services. The office made necessary arrangements and had affidavits drafted so that the family could receive money to keep them going until the Seafarer was well again.

Proud Father In Action



Seafarer Walter Onofruchuck is beamin' all over as he displays his new daughter, Joanne Mercedes, for benefit of Seafarer-cameraman, while his wife looks on.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list, drop in for a visit. It will be most welcome.

- USPHS HOSPITAL STATEN ISLAND, NY: W. T. Atchason, Bihencio Billarosa, James C. Blake, Maurice Burnstine, Joseph A. Callahan, Beresford Edwards, Jose G. Espinoza, John Mike Frango, Earl Gonyea, Joe Carl Griggs, James W. Hamilton, H. R. Hanssen, William Ferman, Fred Hohenberger, Thomas J. Kustas, Victor Litarki, Harry Morton, L. G. Murphy, Frank Nering, Abe Partner, William E. Pepper, Ernesto Ramirez, Catalina Ramos, Pedro Reyes, C. R. Robertson, Virgil Sandberg, Norval J. Schlager, T. B. Tomlin, Harold Arlinghaus, Robert J. Menser, John P. Conway, Anthony Budvidas, Charles Gallagher, M. Lubiejewski, Leonard Smith, Samuel Vandal, Simon Goldstein.
VA HOSPITAL BRONX, NY: Nicholas Rocco.
USPHS HOSPITAL PUERTO RICO: Thomas L. Crosby.
VA HOSPITAL MIAMI, FLA.: Jose C. Villar.
VA HOSPITAL FORT HAMILTON, BROOKLYN, NY: Enrico Tirelli.
USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY: Victor Arevalo, Edmund C. Blosser, Wilson O. Cara, Walter Chalk, C. M. Davison, Emilio Delgado, Antonio M. Diaz, John J. Driscoll, Enrique Ferrer, Robert E. Gilbert, Bart E. Guranick, Peter Gvozdich, John B. Haas, John W. Keenan, Jack H. Gleason, Frederick Landry, James J. Lawlor, Francis F. Lynch, Harry F. McDonald, David McCreath, Claude A. Markell, Clifford Middleton, Vic Milazzo, John R. Murdock, Eugene T. Nelson, Pedro O. Peralto, G. E. Shumaker, Robert Sizemore, Henry E. Smith, Thomas Isaksen, D. P. McDonald, A. McGuigan, Jack F. Thornburg, Renato A. Villata, Virgil E. Wilmoth.
USPHS HOSPITAL FORT STANTON, NM: Charles Burton, Adign Cox, John G. Dooley, Otto J. Ernst, F. J. Frennette, Francis I. Gibbons, Jack H. Gleason, A. B. Seeburger, Robert D. Settle, David F. Sykes, Arthur W. Barrett, Walter Hartmann, James A. Oliver, Henning Bjork, Clarence DeChenne, Allen Gary, Jr., Earl McKendree, Russell Hindel, John R. Serco, G. O. Chaudron, Rodney Fulton, Ulysses Santiago, Raymond T. Sparks.
MERCY HOSPITAL BALTIMORE, MD.: Joseph Snyder.
ST. AGNES HOSPITAL PHILADELPHIA, PA.: C. L. DeChenne.
POTTENGER SANATORIUM MONROVIA, CAL.: E. L. Pritchard.
USPHS HOSPITAL FORT WORTH, TEX.: Joseph P. Wise.
USPHS HOSPITAL BOSTON, MASS.: Robert Crowley, John A. Duffy, John J. Flaherty, Tim McCarthy, George S. Smith, Donald S. White, Albert F. Vetu, F. J. Dirkmeyer.
USPHS HOSPITAL GALVESTON, TEX.: William Barzona, Warren W. Currer, Stacy P. Hart, E. C. Hill, E. Jeanfreau, Pat H. Jones, A. W. Keane, Frank E. Nelson, S. D. Newman, Clifford A. Sewell, John W. Marrs, K. Abonons, Robert L. Shaw.
VA HOSPITAL NEW ORLEANS, LA.: Leslie M. Jackson, F. D. DiGiovanni.
USPHS HOSPITAL NORFOLK, VA.: Frank J. Crilietta, Luis Lopez, S. E. Roundtree, Horace L. Williams, Robert W. Miller, Henry L. Pruitt.
USPHS HOSPITAL SAN FRANCISCO, CAL.: George B. Dunn, James McKenvie, Joseph J. Nappo, Norville O. Sykes, Peter Smith, D. K. T. Sorensen, Theodore Urbina, Olla English, Joseph Samborski, Carl A. Johnson, Rudolph Schwarz, William G. Bauser, Albert B. Smith.
USPHS HOSPITAL NEW ORLEANS, LA.: Roscoe Alford, Robert L. Butler, Herman H. Casas, Richard Clearman, Rogelio Cruz, W. Faust, B. D. Foster, M. W. Gardiner, Ernest E. Gross, Vernon Hall, James H. Jones, Eaden E. King, Leo H. Lang, Theodore E. Lee, John E. Mayrbat, Jerry M. Miller, H. P. Myers, C. R. Nicholson, Dan W. Ravesties, Luther C. Seldie, T. R. Terrington, Gilbert Troclair, Erwin Vial, Charles Gregory, Henry S. Sosa, J. H. Overton, Oscar Stevens, Jesse Green, Herman A. Carson, Philip Horowitz, W. H. Jett, J. T. Yais, H. WTKerson, Cyril Lowrey, C. M. Hawkins, Edward Ligon.
SEASIDE MEMORIAL HOSPITAL LONG BEACH, CAL.: J. E. Roberts.
FIRLAND SANATORIUM SEATTLE, WASH.: Emil Austad.
USPHS HOSPITAL MEMPHIS, TENN.: Charles M. Bean.
USPHS HOSPITAL DETROIT, MICH.: Roy T. Bloxham, Harry J. Cronin, Tim Burke.
USPHS HOSPITAL SAVANNAH, GA.: Warner W. Allred, Henry S. Chemel, Harold F. Holmer, J. T. Moore, Jack D. Morrison, Ignacio D'Amico, M. E. Newman, John H. Morris, Bernard Woltman, W. R. Hatcher.
USPHS HOSPITAL SEATTLE, WASH.: E. A. Martell, William J. Meehan, Alfred Johansen, Thomas Downie, George D. Rourks.

Found Benefit Very Handy



At home in New Orleans, Seafarer Ira Brown, pantryman, says that the maternity benefit check came when he needed it most. He's shown here holding new daughter Susan, while wife Jeanette and Margaret Ann, 22 months old, sit by.

SEEIN' THE SEAFARERS

With WALTER SIEKMANN



(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest turned up while he makes his rounds in his post as Director of Welfare Services.)

James C. Blake, who has been mentioned in this space before, wants to send a special vote of thanks to the membership and to the Welfare Department for helping him out with blood donations when they were needed most. The former bosun on the Camas Meadows, who was repatriated from Germany after taking ill abroad, has been in the USPHS hospital on Staten Island for about six weeks now. He is recovering slowly from his injuries and will be on the mend for quite a bit longer. Were it not for the blood donations, he said, he probably wouldn't be here to tell the story and send his thanks.

An oldtimer who has been out at Staten Island for quite some time now is Thomas J. Kustas, whose last ship was the Hurricane on which he shipped FWT. Kustas transferred from Norfolk, Va., to the local hospital.



Kustas

He wants to thank the entire membership for the maternity benefit his wife just received for the recent birth of their child. If he has things his way, he's going to be up and around soon in order to see his wife and youngster.

Mike Frangos sends his regards to all the gang in the hall in New York and to the membership of the SIU wherever they may be. Mike is out at the Staten Island hospital resting up a bit too. His last ship was the Strathport, on which he was

steward. He has been under the doctors' care for about six weeks now, and he doesn't know how much longer he'll be in the place. He says he'll be ready to ship out, though, the moment he gets his release from the hospital.

One Seafarer who won't let the hospital dampen his spirits is Norval J. Schlager. Schlager's last vessel was the Royal Oak, sailing as FWT. He is not completely cured of his ailments at this time, but he believes he is going to take a vacation from the hospital in the near future. Just to get away from it all. It seems the medicinal odors and anesthetic influence of the sterilized halls is getting on his nerves a bit.

James Hamilton is having the time of his life out on the Island. He put a horn on his wheelchair and is tooting good will all over the place since the Welfare Service had him transferred from the Kings County Hospital in Brooklyn. Even though he is spreading cheer among the other patients of the hospital, he thinks it would be a good idea if some of the Seafarer-shipmates of patients came around to say hello. It would be much appreciated by all the men in the wards.

Back on the beach in New York after spending some time in a hospital in Honolulu, Hawaii, is Jan Beye, Jr., whose last ship was the Citrus Packer. Jan's father is back in town as well. The elder Beye, also a member of the SIU, had to go over to the old country on some family business, but he's back in the US at the moment. He doesn't know how long he'll stay, though, because he figures on going back to sea shortly.

Even though some of the men know how to handle their own affairs, it may be to their advantage to bring their problems to the Welfare Services of the SIU. The Welfare Department knows whom to contact, where to call, and what to do in every case. Usually, the department can handle the case more easily and quickly than can the Seafarer himself, so it would be the better part of judgment to allow them to do it.

Take advantage of the Welfare Services. Come in with your problem first, before attempting to tackle it by yourself. Let the Union help you help yourself.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Otto Preussler, 66: A heart disorder proved fatal to Brother Preussler on March 1, 1953. He died at the USPHS Hospital in Savannah, Ga., and was buried in that city at the Laurel Grove Cemetery. A member of the stewards department, he had been sailing as a chief cook since January, 1939, when he joined the SIU in the port of New York. He is survived by his son, Sidney S. Preussler of Port Orange, Fla.

Ralph S. Burke, 37: While working aboard the Alcoa Pioneer, Brother Burke was killed as a result of a fall from a ladder on February 14, 1953. The ship was at that time at Port-of-Spain, Trinidad, BWI. Brother Burke had been sailing as a messman in the stewards department for nearly two years. He leaves his wife, Lillian D.

Burke, 1628 France Street, New Orleans, La.

James Crone, 63: On February 15, 1953, Brother Crone died of a heart ailment in New Orleans, La. He joined the SIU in December, 1938, from New Orleans and sailed as an AB in the deck department.

Joseph S. Buckley, 51: A member of the Union since June, 1939, Brother Buckley died in the USPHS Hospital in Galveston, Tex., of a heart ailment on August 13, 1953. He was a member of the engine department. Surviving is his sister, Mrs. Walter Muh, 105 Mount Hope Place, Bronx, NY.

James Preston Russell, 28: A broken neck suffered in an automobile accident in Currituck County, North Carolina, caused the death of Brother Russell last February 7th. He had been an OS in the deck department for over two years. Burial took place at the New Hope Methodist Cemetery. Surviving is his wife, Alma Rose Russell.

It Looks Good



Paul Raymond Diaz approves of \$200 benefit check. Parents are Mr. & Mrs. A. E. Diaz of Springhill, Ala.

Landlord Problems? Contact Your Union

With the housing situation as tight as it is in most cities, the average Seafarer, like workers everywhere, runs into difficulties with landlords now and then. Many landlords will avoid doing necessary repairs and services if they can get away with it, and they usually do because of the shortage of homes and apartments.

Slow Procedure
In order to correct such a situation it would be necessary for the Seafarer to run around to half-a-dozen different federal and local offices that have to do with housing. Getting action on complaints is a slow drawn-out procedure, so that the man who ships out for a living is at a distinct disadvantage. Welfare Services is in a position to take up this slack and see that the necessary work is done. Recently one Seafarer com-

plained that his apartment hadn't been painted for the last nine years. All his attempts to get the landlord to do the job fell on deaf ears. He got in touch with the Union, with the result that Welfare Services contacted the proper authorities so that this Seafarer's home can get the paint job it needs.

The housing problems are complicated by the fact that each state and city has its own building codes and health codes, so what is a violation in one place will be acceptable in another. Welfare Services is able to contact the proper authorities and find out what the score is in any city.

Public Housing

Several Seafarers have enlisted the aid of Welfare Services in getting apartments in public housing projects. Ordinarily these projects seek people who are steadily employed and require the applicant to submit proof of his earnings. When a Seafarer goes to them with records from half a dozen or more shipping companies they aren't anxious to give him an apartment.

In such instances Welfare Services will contact the housing authority involved and explain that a member of the SIU enjoys a very high degree of job security even though he may work for several different companies in the course of the year. Welfare Services will also assist the Seafarer in getting the necessary information together that the housing projects require. On the strength of this information several Seafarers have been able to get apartments.

On the other side of the fence there are quite a few Seafarers who own small properties which they lease to residential or commercial tenants. These men often need information on regulations affecting their ownership which Welfare Service secures for them.

Captain Just Wouldn't Believe Seafarer Was Really Injured

A severe brain injury coupled with an unfeeling and over-skeptical skipper made things tough for Seafarer Philip Frank. But thanks to the Union's assistance, Frank is on his way back to health and is receiving the financial assistance due him under the contract.

Frank signed on as a wiper aboard the Transatlantic (Boise Griffin) on his last trip. A few days out he was injured when a skylight fixture fell on his head, putting him out of action.

Severe Headaches

He rested up for one day from the effects of the injury, but then he was made to turn to. For five or six days he felt better, but suddenly started to get severe headaches, dizzy spells and vomiting.

Although he kept complaining that he felt ill, the captain and the engineers accused him of faking or being drunk, and refused to take his complaints seriously. Frank protested that he never drank or smoked, being a complete teetotaler, but they wouldn't believe him.

Finally when the ship reached Piombino, Italy, 18 days later they had a doctor examine him. The doctor took one good look at him and sent him immediately to a hospital where he was treated for a fractured skull and a severe brain concussion.

Called Him Phony

But even then his troubles weren't over. "The skipper used to call me up at the hospital" he said, "and tell me I was a phony and was faking the whole thing."

How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:
• Your marriage certificate.
• Baby's birth certificate dating birth after April 1, 1952.
• The discharge from the last ship you sailed on before the baby was born.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.



Frank



Last Rites For A Seafarer



Crewmembers of the Seatrain Georgia prepare to slide the flag-draped coffin of the late Red LaFrage into the ocean waters after appropriate shipboard ceremonies.



Since the SIU started payment of maternity benefits just a year ago, April 1, 1952, more than 500 SIU families have become the proud parents of new babies.

Every one of these families has received the record-breaking benefit of \$200 plus a \$25 bond from the Union.

In cold cash, the SIU Welfare Plan has paid out more than \$100,000 in maternity benefits, while the Union has presented over \$12,500 in US defense bonds to the newcomers.

The SIU is proud of the fact that it has the only maternity benefit in maritime, a benefit which is far larger than that paid by any group insurance or other welfare plan. Further, this sum is paid to any Seafarer-father who was employed on SIU-contracted ships for a minimum of one day in the past 12 months.

Here, as in so many other respects, the SIU leads all of maritime in providing benefits for seamen and their families.

