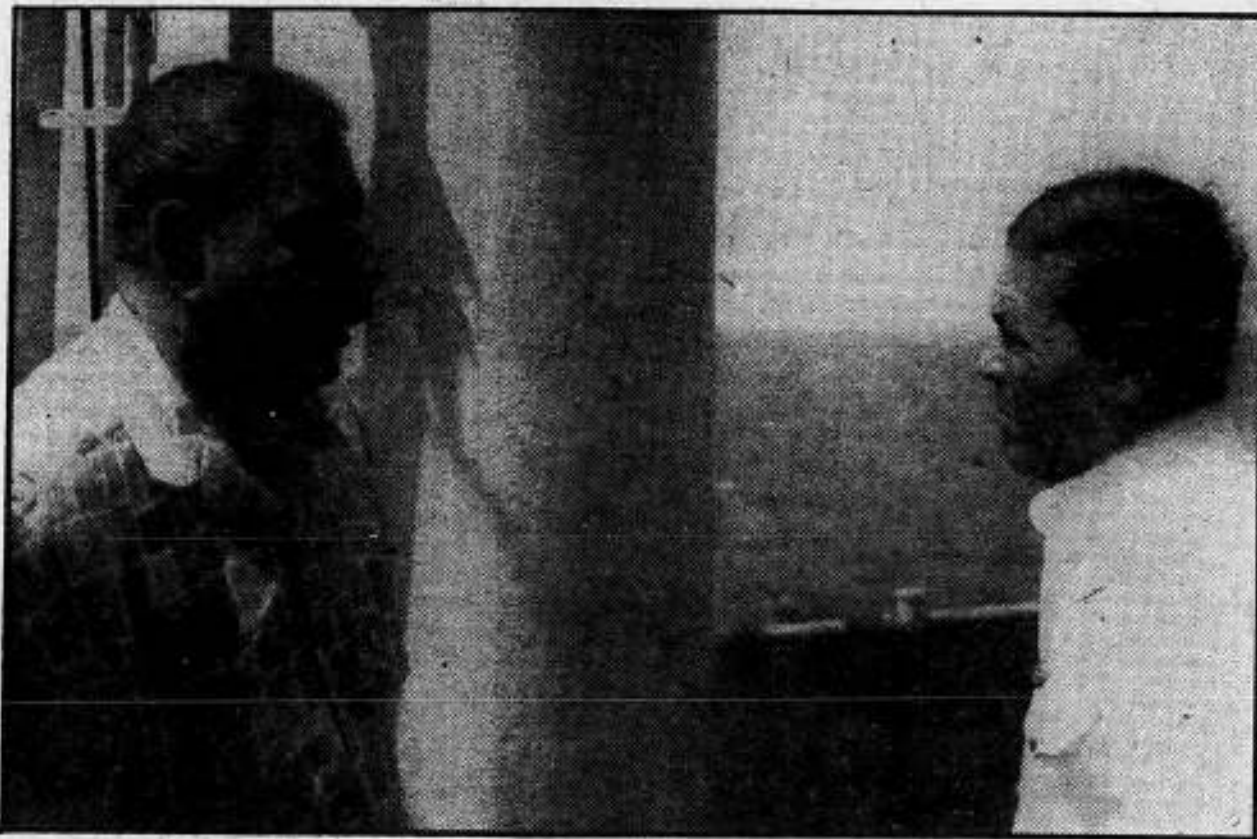


SEAFARERS VOTE OK TO NEW BLDGS

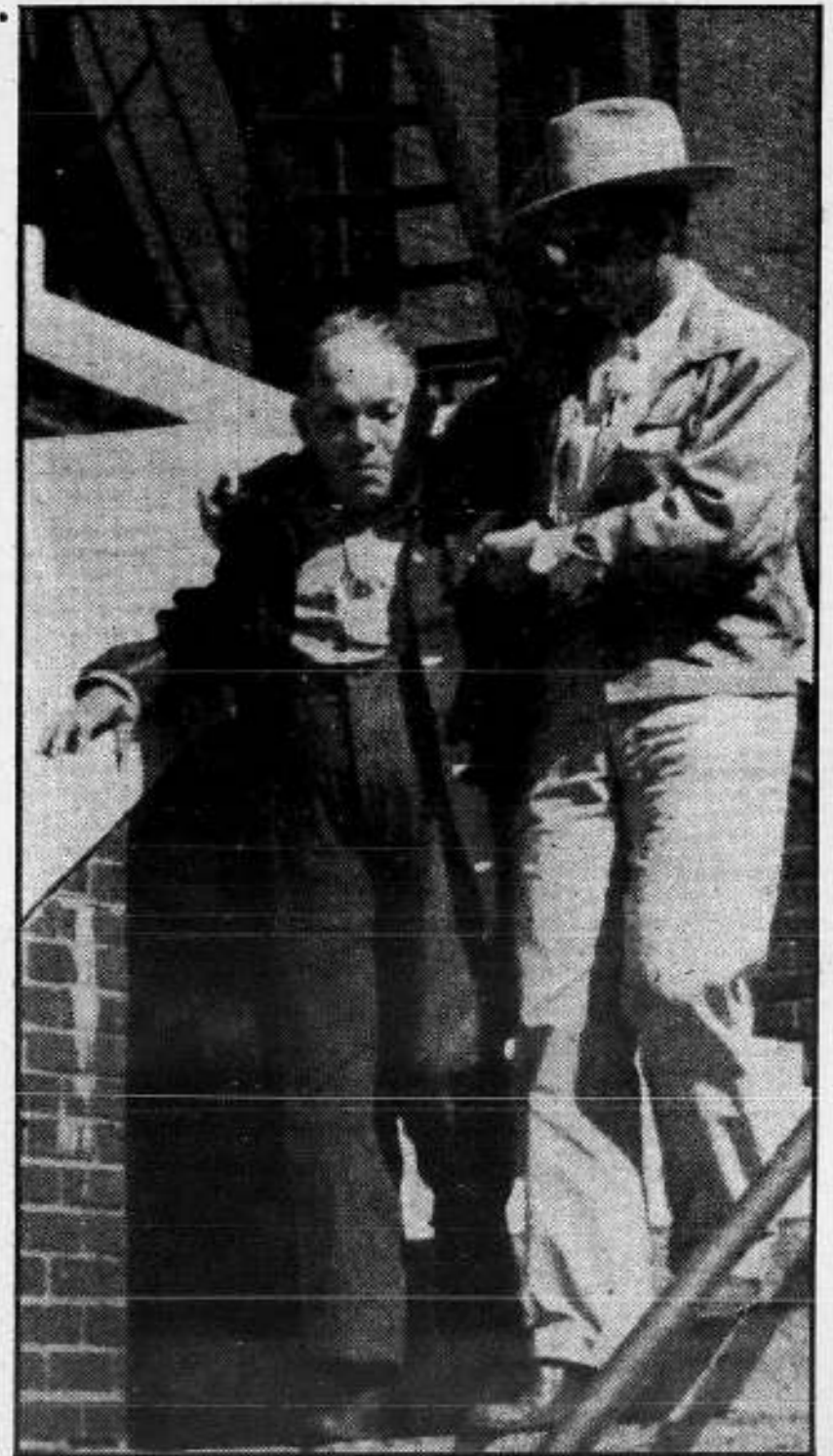
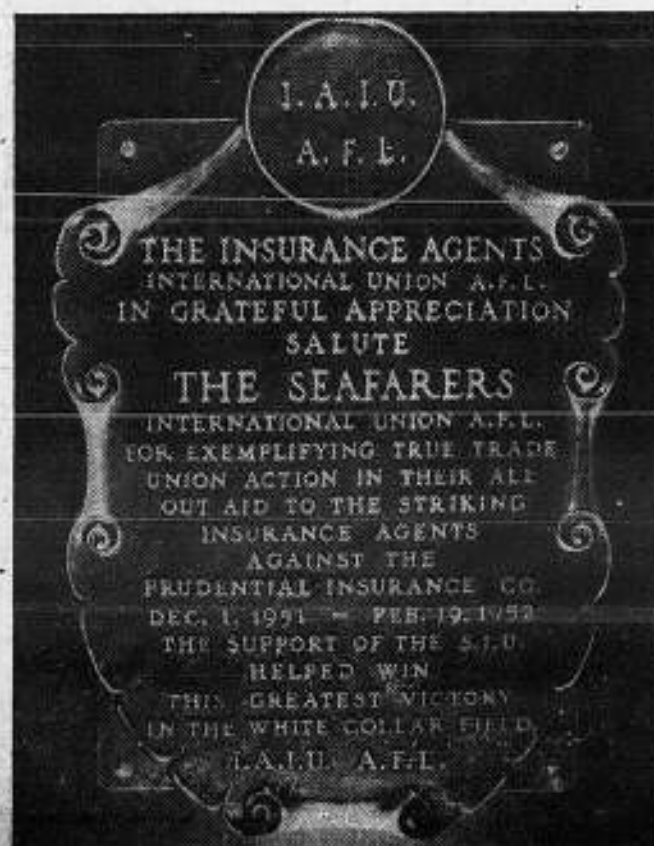
District-Wide Balloting Runs 9-1

—Story on Page 3



'Shipmates.' Enroute to Puerto Rico on the SIU-manned Kathryn, PR Governor Luis Munoz Marin (left) chats out on deck with Seafarer Mario Farrulla, chief steward, during the three-day trip down to San Juan. The Governor joined the Bull Line ship in Norfolk, one of its ports of call on the route southward. (Story on Page 6.)

'Thanks.' Grateful recognition of the SIU's assistance during last winter's Prudential Insurance strike is struck in bronze on commemorative plaque presented by AFL Insurance Agents Int'l Union to the SIU. The 82-day strike represented a first-time victory for beefs in white collar field. (Story on Page 3.)



Helping Hand. SIU Patrolman Walt Siekmann (right) serves as the eyes of sightless Seafarer Joe Germano, 64, as he guides him down the steps and away from the Hudson County, New Jersey, poorhouse. The Union arranged to have Germano taken to a private boarding home where he will get the proper care visualized in the expanded coverage of the SIU Welfare Plan and new disability program. (Story on Page 3.)

Birth Benefits Top \$1,000 A Week

The stork is getting a big assist from the SIU these days. The Seafarer's Welfare Plan has paid maternity benefits of \$200 each to 16 Seafarers since the SIU announced the expanded welfare benefits June 4. Along with the benefit checks went the \$25 treasury bond given them by the SIU to launch the "first trippers" on a happy voyage in life. A seafarer recipient aptly tagged the Union gift as "Bonds for Babies."

The SIU Welfare Plan office reported several other SIU maternity benefits were in the processing stage. At the moment payments are well in excess of \$1,000 a week and will undoubtedly rise as other eligible seafarers come in from trips.

After presenting copies of marriage licenses and birth certificates, the following men were among those who promptly received checks and bonds:

Kenneth E. Beckerich, Mt. Vernon, N. Y.; John T. Koval, Brooklyn; Sigwart Nielsen, Brooklyn; Alfonso Rivera, Brooklyn; John H. Hunt, Boston; Vincent Bavirsha, Brooklyn; Patrick Rogers, Brooklyn; Jackson Meyer, Savannah; Manfredo Ciampi, Somerville, Mass.; Robert Nicolai, New York; Walter Butterson, Portsmouth, Va.; James Byers, Mobile; Joe Cave, New Orleans; Felix Bonefont, New York, and Dolar Stone, Baltimore.

Pleasant Surprise

To these Seafarers, announcement of the new maternity benefits came as a pleasant surprise. The payments represented an unexpected bonanza and came at a time when hospital and medical bills usually put a big dent in any family budget.

Since Union-won security and improved wage rates has made it possible for them to do so, a rapidly increasing number of Seafarers have become solid family men. Those who were among the first to receive the new maternity payments were unanimous in recognizing that the expanded Welfare Plan will play a big part in easing the family financial strain when the newcomer arrives.

"This is a big thing for the SIU family man," said John T. Koval, a member of the SIU for nine years. "The maternity benefit will solve a big financial headache. It sure helped make things easier for us."

Kenneth E. Beckerich, who has been sailing 4½ years and made

Who Gets New Benefits?

Following are the requirements for the two new benefits under the Seafarers Welfare Plan:

Maternity:

Any eligible Seafarer becoming a father after April 1, 1952, will receive the \$200 maternity benefit payment, plus the Union's gift of a \$25 US Treasury Bond for the child. Needed is a copy of the marriage certificate and birth certificate. If possible, a discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Disability:

Any totally disabled Seafarer, regardless of age, who qualifies for benefits under the Seafarers Welfare Plan, is eligible for the \$15 weekly disability benefit for as long as he is totally unable to work.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

his last trip aboard the Susanne (Bull Lines), found it "almost too good to be true" when he first heard he was entitled to a check for \$200 to help with the "down payment" on his son Kenneth John, born May 18.

The \$25 bond given the baby by the SIU will help him to fully appreciate when he grows up just how much the Union meant to his Dad, he added.

"The Seafarer's Welfare Plan has done more than anything else to

(Continued on page 17)

AFL Cooks Win Right To MCS Vote

West Coast steward department men will have an opportunity to pick a union of their choice under an agreement reached with the shipowners and the NLRB last week. The settlement was hailed as a victory for the AFL Marine Cooks and Stewards which has been striving for recognition as bargaining agent for unaffiliated steward's department men.

Pending the election, the AFL union will have equal job rights with the independent National Union of Marine Cooks and Stewards through a joint hiring hall.

NLRB Voids Contract

Up until recently, the Communist-dominated NUMCS had exclusive control of all hiring under a contract signed with the shipowners in December, 1948. Several weeks ago, however, the NLRB threw out this contract as having no legal standing. With the worthlessness of the document established, the AFL union was able to place its men aboard several ships. The NUMCS tried in vain to keep AFL men out, going to the extent of tying up the Matson liner, Lurline, last month for a few days. The tactic failed in face of the fact that the independent union had no right to keep AFL men off the ships. Consequently the Lurline sailed with a large complement of AFL members.

Impartial Hiring

After this defeat, the NUMCS threw in the sponge and agreed that an impartial hiring hall should be set up pending the bargaining election. Members of either union can come there to register for jobs and be shipped in the order in which they register.



"It's easy as pie to collect," says new dad John T. Koval, showing off \$25 bond and \$200 check.



Carpenter Alfonso Rivera fondly cradles two-month-old Felix, as his wife, Juanita, holding \$200 welfare check, looks on.



The kids may not know it, but Dad, Sigwart Nielsen (holding baby Georgianna), and mom, Karolynna, are \$200 richer.

MTD Aids Teamsters, ILA In Lumber Strike

The MTD this week threw its full support behind a strike against a New York lumber firm after Local 282 of the International Brotherhood of Teamsters, AFL, and Local 205 of the International Longshoremen's Association, AFL, asked for support.

The two unions are jointly picketing the T&S Lumber Company of Patchogue which refuses to bargain with them despite the fact that the unions jointly won an NLRB election in the yard in April. The teamsters represent the yard's truckdrivers and the ILA represents the other yard workers.

In addition, the company—after it lost the election—fired two men for union activities.

Lloyd Gardner, Executive Secretary of the MTD, went out to the scene after getting the request for

help. He and other MTD officials went over the strike strategy with the unions and then pledged the full support of the MTD.

"This is a legitimate beef," he said, "and the MTD will give its fellow unions all the support and help they may need."

Meanwhile, pickets from the two unions have the plant completely bottled up. All of the drivers and yard employees are out.

"We're going to stay out until we get the kind of wages and conditions the men deserve," said a union spokesman.

SUP Girds For Siege In Strike

Refusal of shipowners to accept a compromise SUP offer has deadlocked the West Coast strike against the Pacific Maritime Association. As a result, the SUP has taken steps to tighten up the strike, which is now entering its 33rd day.

As previously reported in the LOG, the SIU A&G District has pledged all possible aid in any shape or form to the SUP strike whenever it is needed.

Negotiations between the SUP and shipowners broke down after two meetings on June 17 and 18 failed to produce a settlement.

MSTS Carrying Supplies

Meanwhile, no dry cargo is moving on any ships owned by member companies of the Pacific Maritime Association. All essential military cargo is being carried on Government-owned vessels chartered the MSTS. The only privately-owned ship, outside of tankers and steamships, that has sailed is the President Cleveland which made one trip carrying military dependents, Army supplies and mail.

At the June 17 negotiation meeting, the shipowners for the first time expressed willingness to refer the question of wages and penalty time to the Wage Stabilization Board. However, they demanded that the SUP give them a long-term contract and allow them to dicker with West Coast longshoremen on loading of ship's stores, which is SUP work under the existing contract.

SUP Compromise Offer

In turn the SUP negotiating committee offered a compromise calling for settlement on the basis of fringe items already agreed on, overtime for Saturday watches, a 5 percent across-the-board increase and true overtime for daymen. This proposal was rejected by the shipowners.

At the next day's meeting no further progress was made as the operator's representative failed to make any kind of counteroffer, and negotiations broke off.

Consequently, the SUP committee reported to the membership, it

(Continued on page 17)

Steel Strike Idles Most Of Ore Fleet

BALTIMORE—The off-and-on nationwide steel strike has already idled six vessels out of the ten-ship Ore Line fleet operating out of nearby Sparrows Point and threatens to idle the remainder when they return to the mill site here.

Seafarer crews on the half dozen Ore ships already here have been reduced to skeleton complements of about 10-12 men pending settlement of the walkout by the CIO United Steelworkers against major US steel producers. The Ore fleet is a subsidiary operation of the Bethlehem Steel Corporation, one of the strike-bound companies.

At the present time, four of the ships are at anchorage off Sparrows Point while two more are tied up right at the ore docks. The ships still at sea, returning from the South American mines which supply ore for the Sparrows Point refinery, are, according to company sources, expected to be idled with reduced crews as soon as they arrive.

SEAFARERS LOG

June 27, 1952 Vol. XIV, No. 13

- As I See It..... Page 13
- "Bombay Goose"..... Page 11
- Burly..... Page 16
- Crossword Puzzle..... Page 12
- Did You Know..... Page 18
- Editorial..... Page 13
- Fo'c'sle Fotog..... Page 19
- Galley Gleanings..... Page 20
- Inquiring Seafarer..... Page 12
- In The Wake..... Page 12
- Labor Round-Up..... Page 16
- Letters..... Pages 21, 22, 23
- Letter Of The Week..... Page 13
- Maritime..... Page 16
- Meet The Seafarer..... Page 12
- On The Job..... Page 16
- "On Trade Route 20"..... Pages 14, 15
- Personals..... Page 26
- Quiz..... Page 19
- Shp's Minutes..... Pages 26, 27
- SIU History Cartoon..... Page 7
- Sports Line..... Page 20
- Ten Years Ago..... Page 12
- "Through the Roads"..... Page 10
- Top Of The News..... Page 6
- Vacation Pay..... Pages 23, 24, 25
- Wash. News Letter..... Page 4
- Welfare Benefits..... Page 25

Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-6671. Entered as second class matter at the Post Office in Brooklyn, N. Y. under the Act of August 24, 1912.



Sightless oldtimer Joe Germano, 64 (center), is welcomed to his new home by Mrs. V. Tentonico. SIU Patrolman Walt Siekman brought him there after taking him out of a NJ poorhouse.

'Now I'll Live Again' —Disabled Seafarer

Thanks to the newly-instituted SIU disability benefit, a blind Seafarer, who had been doomed to spend the rest of his days in a poorhouse, now has a decent life to look forward to. Brother Joe Germano, a veteran of 40 years at sea, has been placed temporarily in a comfortable private boarding home, pending construction of the SIU hotel where permanent quarters will be provided for him.

The 64-year old Germano is strong and healthy in body, but according to the doctors, his optic nerves are almost completely destroyed and there is little hope that he will ever see again.

Wants to Work Again

Nevertheless Germano refuses to resign himself to idleness after a lifetime of hard work. "If the doctors can fix me up," he said hopefully, "I'll go back to sea again. But now the SIU has made

it so I can live again as a human being."

When the Union learned that Germano was in the Hudson County Almshouse, Secaucus, N. J., it immediately took steps to determine if something could be done for his sight as well as to find decent quarters for him. A Union representative went out to the poorhouse to pick him up.

He found it to be a forbidding old brick building situated in the midst of an odorous pig-raising area, next door to the county jail and a mental hospital. There, as Germano told the Union, he had been taken out of bed in the morning and sat down in a chair for 16 hours daily until he was led back to bed again. He didn't even have a cane so that he did not dare venture to get out of his chair and walk about. Throughout the day he received no attention from anybody.

Happy to Be Out

When he was taken out of the poorhouse he was overjoyed.

(Continued on page 17)

SIU Backs Sea School \$ Reslash

The up again, down again appropriations bill for Kings Point Maritime Academy, once more faces House and Senate action in its cut version.

The reduced version which has SIU support cuts \$1 million out of the appropriation for the school. The SIU has branded the school useless because it continues to grind out officers without any regard to the employment situation in maritime over the years.

The bill started in the House Appropriations Committee, which cut the \$1 million out because it felt the cadets did not need \$65 a month pay in addition to getting a free college education. The House approved the cut version.

However, the Senate Appropriations Committee then put the \$1 million back into the bill after a hard campaign in which the NMU made its sudden about face and supported the larger version. The Senate okayed the larger bill.

Then, a conference committee from both the Senate and House went to work and decided to cut the \$1 million out once again. This is the way the bill stands now, awaiting action by both full houses.

Members Vote New Building Program By 9 To 1 Margin



Wrapping up the details on final tally from SIU referendum ballot on new halls, Seafarers on the Tallying Committee prepare a report for membership approval. Included in the group (l-r) are: J. M. Spreitzer, Dan Fitzpatrick, Bob Bowley, C. J. Mehl, Van Whitney and W. J. Reidy.

Seafarers balloting on a 30-day referendum recommending new SIU halls for the ports of Baltimore, Philadelphia and Galveston rolled up a whopping 91 percent vote in favor of the proposal.

The overwhelming passage of the referendum proposal setting forth the need for expanded, modernized membership facilities in the three outports was seen as

a solid reaffirmation of the SIU policy of assuring Seafarers the best wages and working conditions while at sea, as well as streamlined, comfortable facilities while on the beach.

Certifying the final result, a six-man tallying committee elected from the membership issued its report, subject to approval at Union membership meetings July 2. The committee reported the referendum had been adopted by well over the two-thirds majority required by the SIU constitution. It called for a \$20 building assessment to become effective July 15, 1952.

The vote for large-scale expansion of the Union's apparatus followed by less than two weeks the announcement that funds from the

Welfare Plan would be used to build an SIU hotel to service Seafarers shipping from the headquarters port.

To Members' Credit

Recognition of the value of modern halls now in use in busy ports like New Orleans and Mobile, as well as the headquarters building opened just seven months ago in Brooklyn, was credited for the membership's wishes for modern facilities.

Samplings of membership opinion on the ships as well as ashore in various SIU halls around the country indicated a strong feeling to end forever the era of second-rate Union buildings in keeping with the Union's standing at the head of maritime labor.

The resolution for the new build-

ing program was originally approved by heavy majorities at shoreside meetings in April. Hearty agreement with its purpose set in motion machinery for the referendum required by the constitution on all assessments, to give Seafarers coming in off ships an opportunity to voice their sentiments on the issue.

While full details on the procurement of suitable sites in Baltimore, Philadelphia and Galveston could not be formulated pending membership action on the referendum, plans call for set-ups comparable to those at headquarters to be established in the three ports. This would include facilities similar to those in headquarters, in addition to comfortable recreation

(Continued on page 17)

Ins. Beef Plaque Hails SIU Aid

A plaque commemorating aid received from "a fighting union—the SIU" was presented to the Union at the June 18 headquarters membership meeting by the heads of the Insurance Agents International Union, AFL. The presentation honored the SIU's aid in the 82-day strike of the agents against the multi-billion dollar Prudential Insurance Company.

Union president George Russ, who made the presentation, along with Max Shine, regional director, and Isidore A. Landsman, regional organizer, declared that the agents were fortunate that the SIU was willing to help in their hour of need. "When days were darkest," he said, "you gave us encouragement, financial aid, moral aid, and every kind of assistance."

The insurance strikers victory in this test of white collar unionism, he concluded, "was only possible because great guys like you helped us in a time of need."

Twice Voted Donations

The strike, which was the first successful large-scale walkout in the white collar field, was called on December 1, when the company refused to negotiate a contract

(Continued on page 17)



Saluting SIU "in grateful appreciation" of aid during last winter's Prudential Insurance beef, IAIU Regional Director Max Shine (right) presents plaque to SIU Secretary-Treasurer Paul Hall. IAIU Organizer Isidore Landsman (left) lends an ear.



Hailing Seafarers as members of a "fighting union," George Russ, IAIU president, lauds SIU aid.

Govt Issues New Booklet On Sea Work

Seafarers with a youngster interested in going to sea for a living will find a brand-new US Labor Department booklet on the maritime industry a valuable introductory primer on sea-going life.

Prepared with the assistance of the SIU and other seamen's unions, a copy of the booklet fresh off the press was received at headquarters with thanks and appreciation for the "fine cooperation and generous assistance which your organization gave us," from US Commissioner of Labor Statistics Ewan Clague.

Entitled "Employment Outlook In The Merchant Marine," the report is illustrated with photographs and charts detailing the jobs, working conditions, wages and training available to members of the industry.

Notes Job Drop

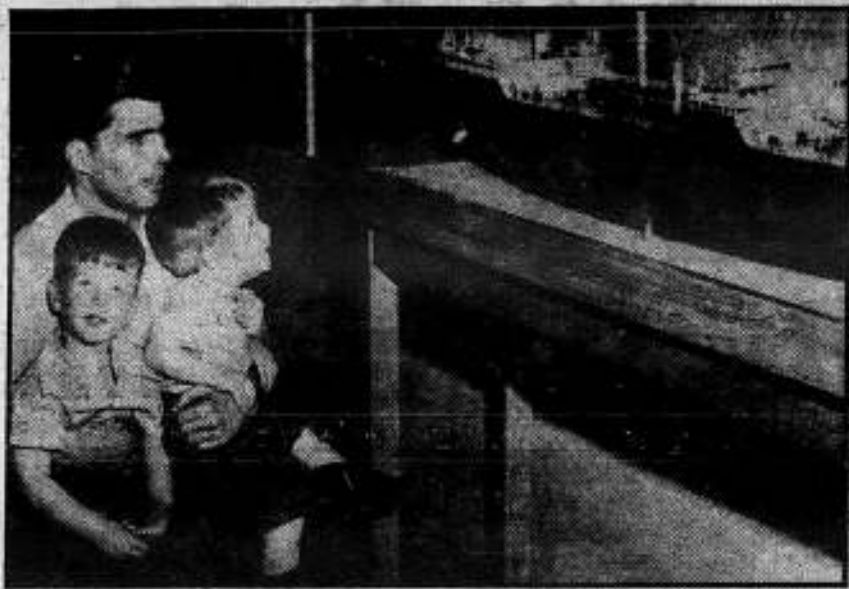
It notes the drop in employment experienced since the beginning of the ship withdrawal this spring when almost 400 government-owned merchant ships were returned to idle status after shutting foreign aid and military shipments all over the world, calling attention to the "boom-bust" condition which has "characterized the industry for many years."

The report also echoes the contention of the SIU, the industry and the Maritime Administration that it is desirable to carry at least half of our foreign trade in US ships.

Copies of the report can be obtained by writing for Labor Bulletin No. 1054, to the Superintendent of Documents, US Government Printing Office, Washington, DC, and enclosing the 30-cent cost.

Steel Workers Have New Song

The CIO Steelworkers now have an official song, "Strong Men of Steel." Copies of the song, along with orchestrations, were sent to all local unions and are also available at the Steelworkers headquarters.



Sean eyes the camera as dad, Robert Nicolai, and brother Pat look over ship model. A foster home for both boys is sought.

Seafarer Asks Home To Bring Up 2 Sons

Tragedy struck the home of Seafarer Robert Nicolai when his wife died in the course of giving birth to their third child. As a result, the 29-year-old Seafarer is struggling with the problem of finding a foster home for his children where the two oldest ones at least, can be together.

An SIU headquarters representative learned about the case when Nicolai was paid the SIU maternity benefit. The union is now attempting to locate a home for Nicolai's two sons. The oldest, Sean, is a little over three years old, while Patrick just passed his second birthday. Since his wife's death seven weeks ago, Nicolai has been taking care of the children himself, but is faced with the problem of what to do with them when he ships out again.

Sister Cares For Infant

For the time being, Nicolai told the LOG, his sister is taking care of his infant daughter, Kathleen, who survived the birth. Placement of the two boys would be easier if they were split up, but Nicolai is determined to keep the two boys together. "I don't want to have three children living in three separate homes," he said.

"My mother-in-law could take care of them," he continued, "but that would mean she would have

to stop work. If she does that now, she will lose all her pension rights, but if she continues working for another year and a half she'll be eligible to retire."

"What I'm looking for is a private home where somebody can care for the two together."

Life hasn't been too easy for Nicolai in the past few years. Up until he started shipping with the SIU last summer, he said, "we had a rough time of it."

SIU Shipping Pays Off

"Since I've been going to sea with the SIU for the first time in my life I have a couple of dollars to spare. When I was working shoreside we just about kept our heads above water."

In addition to his other worries, Nicolai was facing eviction from his home in a city housing project because after he started sailing regularly his income exceeded the limits set down by law for subsidized housing. For the time being, however, he still has his apartment.

"If any of the men reading the paper know of somebody who will take the two boys," he added, "I would appreciate it if they would let the LOG know about it."

SIU NEWSLETTER from WASHINGTON

Admiral E. L. Cochran, Maritime Administrator, will retire from his post the end of this month. His successor at the agency will find it difficult to require steamship lines to embark upon new construction, and the commitment of millions of dollars, unless the companies can be assured in advance that their contracts with the government will be honored, and will be binding on both parties.

Because of the challenge issued by Lindsay Warren, Comptroller General of the US, over the Government construction subsidies for ship construction, the matter of amending the law in this respect will be a very hot potato for the Eighty-Third Congress, which convenes next January. The construction subsidy squabble has reached the Truman cabinet level, with Secretary of Commerce Sawyer and Mr. Warren swinging at each other. At one point, Sawyer talked about quitting unless he is allowed to run his office the way he wants to. Behind the public scene, Sawyer has appealed to Truman to direct Warren to stick to the latter's statutory duty of performing audit work only, and not attempt to exercise undue influence on the Government shipping agency's staff.

↓ ↓ ↓

On October 1, 1949, the Military Sea Transportation Service came into existence, headed by Vice Admiral William Callaghan, US Navy. MSTS provides logistical support for the armed forces overseas, and maintains what it claims to be a "nucleus" fleet of ships in case they have to expand quickly in event of war.

However, an idea of how fast MSTS has grown, and the competition encountered by private American shipping lines, can be gained from looking at its operations in only one section of the country, the US Gulf area. Over 200,000 measurement tons of cargo moves out of the Gulf area monthly on ships controlled by MSTS. Aside from this, some 2,000,000 bulk barrels of petroleum products are expected from Gulf ports each month on vessels either owned or operated by MSTS.

↓ ↓ ↓

Although traffic and revenues of carriers on inland waterways have improved substantially, the coastwise and intercoastal carriers continue to claim to be "marginal" operators.

Package-freight service no longer exists on the Great Lakes, and "less-than-bargeload" service has all but disappeared from other inland waterways.

Under the law, domestic lines must first get operating rights from the Interstate Commerce Commission, and ICC believes that dormant or unused operating rights could be a major cause of the slow trade conditions, because such outstanding certificates and permits may be revived any time, causing an adverse effect upon old and new operators alike. With this in mind, a Senate Committee has agreed to give ICC the power to revoke or suspend domestic carrier operating rights in the case of those companies who are not exercising their right of operating in those trades.

↓ ↓ ↓

A number of American domestic shipping lines have appealed to Congress for a one-year extension of time within which they will have to use funds for the acquisition of vessels. The companies have over \$15 million salted away in special ship construction funds, set up under law, and these funds are supposed to be used to acquire vessels by the end of September of this year. However, the lines, in applying for the further extension of time, have said that unsettled world conditions have prevented the finalizing of plans in the matter. The companies are: American-Hawaiian Steamship Co., Central Gulf, Eastern Steamship, Isthmian, Pope & Talbot, Pittsburgh Steamship, Sabine Transport, Wilson Navigation, and American Steamship Company.

↓ ↓ ↓

A \$14 million dollar question is—who will become the new owner of the powerful American President Lines, Ltd. (formerly Dollar SS Lines)? After a hectic seven-year court battle over the ownership of stock in the company, R. Stanley Dollar and the Government have agreed to an out-of-court arrangement. The disputed stock will be offered to the highest bidder (a minimum price of \$14 million having been set), with the proceeds then to be split 50-50 by the Government and the Dollar interests.

Sealed bids will be issued soon, and will be opened thereafter by the Riggs National Bank, of this City, the trustee. A number of American steamship men are known to be interested in acquiring the valuable shipping company, either their own selves or acting in combines.

↓ ↓ ↓

The delivery run of the superliner United States, from Norfolk, Va., to New York, was made on June 22. Shortly before this time, some Members of Congress asked the Maritime Administration, which had the ship built on behalf of the US Lines Company, whether, as a matter of propriety, government maritime employees should accept the invitation to be aboard the ship as guests of the shipping company. The MA replied that it saw nothing wrong in the matter, and that it would be good if the Government employees got a first-hand idea of what the ship looked like.

Some Congressmen, claimed that the run amounted to nothing more than a "junket," but this was hotly denied by General John Franklin, President of US Lines Company.

Although it is claimed that the superliner cost \$70 million to build, the final tally will show that it cost over \$77 million. However, of the original agreed contract price of \$70 million, the US Lines Company is to pay \$28 million, with the government subsidy being as follows: \$18 million to cover extra cost of constructing the ship in this country over what it would cost to construct it abroad; and \$24 million to cover cost of special defense features, such as high speed and 2 engine rooms.

Historic Boston Waterfront Landmark Destroyed



City fireboats stand by during recent blaze at Boston's famed India Wharf which almost completely gutted the 150-year-old clipper ship dock. The pier was designed by Charles Bulfinch, who helped design the US capitol in Washington, D. C. Four firemen were injured in the fire.

Your SIU Washington Reporter

Rock-Throwing Commies Attack Crew In France

Seafarers off the SIU-manned Taddel were mauled with brickbats and blackjacks reportedly at the hands of French Communists while they were ashore in St. Nazaire and Nantes. Fortunately, none of the men was seriously injured in the attacks and all were able to get back to ship safely.

As a result, crewmembers of the Taddel, told the LOG that Seafarers going ashore in France from now on should be on their guard to avoid being dumped by local Communist squads.

Confirm LOG Charges

The attacks on the Taddel crewmembers confirm in part a Seafarer's charges in the May 2 issue of the LOG that French Communists are concentrating on American ships and seamen as targets in their drive to disrupt American seamen, as well as to propagandize against American aid.



Bellevue

Bosun Robert Bellevue said that the Taddel's troubles began the moment it arrived at St. Nazaire. It was met by Communist demonstrators parading with signs that said "Go Home, Yanks" and shouting insults and epithets at crewmembers. Apparently the demonstrators thought the ship was carrying arms. Actually it had a load of grain aboard.

That evening, Bellevue and five others went ashore to the local bar. While walking back to the ship about midnight, a Frenchman on a bicycle rode up behind Bellevue, blackjacked him and rode away before the startled seamen realized what was up. The attack raised an egg on Bellevue's skull but otherwise he was not seriously injured. "If I were an older man," Bellevue said, "I might have had my skull fractured. I was in France in 1947 and I was treated fine. Nothing like this ever happened to me before."

Subsequently the ship pulled out of St. Nazaire and went into Nantes. There Seafarer Theodore Catharine, OS, and three other

crewmembers went ashore to a bar that is well known locally as a hangout of American merchant seamen. They were in there until about 8 P.M. When they stepped outside they were met by a gang of men who started pelting them with rocks and paving blocks.

Smashed Up Bar

"There must have been at least two dozen men," Catharine said. "They smashed the windows of the bar and did a lot of damage to the place. When we started down the street, they followed us and kept pitching at us."

"One Frenchman came up to one of us with a big rock in his hand, but the crewman punched him. Then we all piled into a cab to get out of there in a hurry."

Tried To Upset Cab

The gang followed up the attack by trying to turn over the cab but fortunately it got underway.

Catharine said that the Frenchwoman who runs the tavern described the gang as being local Communists who consistently pick fights with American seamen.

Cops Steer Clear

There were local cops in the vicinity all the while the bombardment was going on, he asserted, but they didn't do anything. "They seemed to be afraid of mixing it with the gang, or maybe they felt the same way that the mob did."

As a result of this encounter, one of the men turned to next morning with a badly swollen nose and a

(Continued on page 17)

1st BME Class in School



Qualifying as a result of his previous seafaring, Seafarer Fred Thayer, FWT (right), becomes the first SIU man to enroll in school and take part in an accelerated BME program for upgrading unlicensed black gang men to third assistants. Congratulating Thayer is BME Secretary-Treasurer Charles King.

It may be summertime but school bells are ringing for Seafarers out of the black gang. The first group of SIU men to begin study for engineers' licenses were enrolled in the Brotherhood of Marine Engineers-sponsored school this week.

Other Seafarers who have successfully passed their license tests after receiving instruction booklets from the BME are now helping man BME ships.

Among those who are now sailing engineer after winning their ticket with BME aid is former Seafarer Charles Varn. Varn sat for his license down in Tampa and is now on the Milton Smith, an Isthmian Line ship.

Training Program

The engineer's training program was set up by the BME to help Seafarers secure licenses and meet

the need for 3rd assistants. Now that the formal schooling feature has been added, the BME is prepared to advance tuition and maintenance to Seafarer-students who are in need of financial aid.

Within the next few weeks the first group of students will complete their course of study at the school and will sit for their license exams.

First to enroll in the school under the BME program was Seafarer Fred Thayer off the Robin Mowbray. "I found out about the training set-up in the LOG," Thayer said, "so when I paid off the Mowbray in Savannah I headed right for New York."

Good Opportunity

"I've long had in mind to go for a license and this is a good opportunity to get started on it," Thayer started school officially on Thurs-

day, June 19, and expects to be ready for the exam within four weeks.

The BME made arrangements for formal schooling at a recognized maritime school after it had received a wide response to its original offer to help men prepare for their licenses. Since mid-May, the engineers union has distributed several dozen question and answer instruction booklets containing material that is typical of the Coast Guard tests for 3rd assistants.

Men interested in obtaining the course of instruction should come up to BME headquarters at 675 Fourth Avenue, Brooklyn, and get in touch with a BME representative there. Or else they can write in to the BME giving full details of their seafaring background so that their eligibility for a license can be checked. Immediate berths are promised all men earning their tickets.

In order to sit for a license, a Seafarer needs three years sea time as fireman, oiler, watertender or chief electrician.

Govt Probes 'Labor' Paper Fought By SIU

A self-styled labor newspaper that once had a run-in with the SIU is now being probed by the Government. The Federal Trade Commission, which regulates unethical advertising practices, has accused the Trade Union Courier of New York with wrongfully claiming AFL sponsorship, misrepresenting the number of unions that endorse the paper, and inserting advertisements that were never ordered and charging business firms for them.

The charges have been aired at a series of hearings before the Commission but no decision has been issued at present, by the Government agency.

Used SIU's Name

It was in the fall of 1948 that the Courier ran afoul of the SIU when one of the paper's fast-talking telephone pitchmen told a tavern owner near the NY union hall that the SIU had endorsed that newspaper. This is the usual tack taken by the Courier's salesmen when approaching employers who have dealings with one union or another.

The tavern owner paid for an ad, thinking it would be a plug in his favor with Seafarers. Later, of course, he found out that the SIU had no connection of any kind with the Trade Union Courier and that he had been swindled.

Private Business

The Courier, is a privately-owned publication which purports to present labor news to its readers. Actually the overwhelming bulk of its columns consists of "friendly to labor," or "anti-Communist" ads paid for by employers from various parts of the country. The ads are solicited by telephone sales-

men working out of a New York office over the long distance lines.

While these salesmen often tell the prospective customers that the paper is "endorsed" or "sponsored" by the American Federation of Labor the AFL Executive Council has gone on record on more than one occasion disclaiming any connection with the newspaper or its advertising practices.

Shipyards Prepare For Strike Call

Some 40,000 members of the Industrial Union of Marine and Shipbuilding Workers in 10 East Coast ports were standing by ready to walk off their jobs.

The workers were originally supposed to have gone on strike June 13, but they voted to postpone the walkoff for a week to give the companies time to meet their demands which include a 20-cent across the board wage hike, lifting the standard rate for first-class mechanics to \$2 an hour, a union shop, eight paid holidays and increased vacations.

The shipyards affected include eight yards of Bethlehem Steel Co., and two Todd Shipyards Co. yards.

\$65,000 To Seaman For Loss Of Arm

A Brooklyn jury has awarded a \$65,000 verdict to a Farrell Lines seaman who lost his right hand to a hippopotamus aboard ship. The accident occurred on the freighter African Star on the way from East Africa to New York.

The hippopotamus was part of the ship's cargo and is now in the New York Central Park Zoo. In the course of the voyage, the seaman, Robert H. Rawlins, was attacked by the hippo while trying to open the cage door so as to give it a meal.

As a result, his right arm had to be amputated almost up to the elbow.

Subsequently, the captain of the African Star refused to complete the voyage with the hippo aboard and it was later brought here on another ship.



Catharine



Varn

90 Days On SIU Ship All They Need



Smooth operation of SIU Vacation Plan is explained by SIU Representative Al Bernstein (left) to headquarters visitors George Hardy and Tom Shortman (right) of AFL Building Service Int'l.

Seafarers Host to PR's Governor



Gathered on deck with SIU crewmembers in the deck and engine departments aboard the Bull Line freighter Kathryn, Puerto Rico Governor Luis Munoz-Marin (center, standing over life-ring) poses with the gang while a Seafarer-lensman recorded the event.

The Seafarer crew of the Kathryn (Bull) played host to Governor Luis Munoz-Marin of Puerto Rico on the ship's last trip to the island. The governor had attended top-level conferences in Washington and was hustled aboard the ship in Norfolk under a heavy cloak of FBI protection.

Chief Electrician W. Lachance who took the pictures of the crew and the governor, said, "the governor was a regular guy. He'd walk around the deck during the day and always stopped and talked with any of the crew members he met. We gave him a good demonstration of a heads-up SIU crew at work."

Unknown to the crew, a cloak of FBI men covered the vessel and the pier when she pulled into Norfolk. The governor went aboard just before she left.

FBI Coverage

Lachance said, "we didn't know the governor was coming aboard, but those FBI men really did a job. Just before we sailed, one of them told me just about every move I had made all the while we were in port. They covered everyone in the crew that way. They could even tell the stores that some of the guys had stopped at."

Once the ship sailed, the FBI left, but the governor's personal bodyguard stayed right with him for the whole trip.

In all, the governor was aboard the vessel for a little over three days while the Kathryn had ideal weather and sailing conditions.

The crew's comment seemed to be "if all passengers were like that, everything would be fine."

Government Nixes Phony Vitamin, Hearing Aid Ads

The Federal Trade Commission has cracked down on at least three companies in the past week and has made two of them promise to stop making false claims in their advertising.

The makers of Dwarfies 10-Vitamins agreed to stop claiming that their product, among other things helped prevent or beneficially affected common colds, foot disorders, arthritis, undernourishment, fatigue, exhaustion, poor digestion, nervous disorders, night blindness, irritability, insomnia, poor appetite and weakness.

False Claims

The FTC also ordered four companies which make hearing aids from making false claims in advertising. High pressure phrases like "hide your deafness," "completely out of sight," "no button in the ear," and others are now out. Claims that the devices will help no matter what the cause of deafness, and claims that they will stop deafness from becoming worse were also ruled false.

The makers of NHA Complex, a vitamin-mineral preparation, and its advertising firm are now facing

charges by the FTC that their claims are false. Among other things, says the FTC, the claims are false that the preparation will cure arthritis or is effective treatment for a long list of other things including: bad teeth, gallstones, overweight, appendix, bad eyesight, infected tonsils, diabetes, and others.

Owners Fight Against Safety

Although miners continue to die in disasters at the rate of seven a day, the southern coal operators are battling an already watered-down Federal safety bill before the House Labor Committee. They charge that the bill would "tear down all safeguards built up by the states," and would "cost more lives than it would save."

Top of the News

SWEDES PROTEST PLANE ATTACK—Neutral Sweden, which up to now has carefully steered clear of alliances with either the West or the East, is roused up against the Soviet Union because of the shooting down of a Swedish plane over the Baltic Sea. The Swedes charge that the plane was unarmed, on a search mission for another missing Swedish plane when it was attacked and downed by two Russian jet fighters over the Baltic. Now the Swedes believe that the first missing plane may have been similarly attacked. Crowds have demonstrated against the Soviet Union before the Russian embassy and the usual notes of protest have been flying back and forth. Relations between Sweden and Russia have become strained recently because the Swedes have been giving asylum to a considerable number of Polish and Baltic refugees and are currently conducting spy trials in Stockholm.

CHEESE QUOTAS STAND FIRM—The much disputed quota limits on imported cheese are going to stand for a while as the result of a House of Representatives vote. The cheese quotas, which limit the amount of foreign cheeses that can be imported into the US, were pushed through Congress last year by dairy farm interests. The latest vote was on a repealer attempt. While not of great importance in international trade the cheese issue roused up a good deal of resentment among Europeans who argue that they will never be able to get out of debt to Uncle Sam if they are not permitted to sell their products freely in this country.

UNHAPPY BIRTHDAY—The Korean War reached its second anniversary two days ago on the 25th of June with still no end in sight. It was on June 25, 1950, that the North Korean forces attacked across the border into South Korea and it was on June 23, 1951, that arrangements got underway for armistice talks which after one year have still not broken the deadlock. In terms of time, we have been at war in Korea longer than in the first World War and have suffered 110,000 casualties to date which is more than in any conflict with the exception of two world wars and the Civil War. When truce conferences started a year ago the expectation was that they would be over in a month.

OUTSIDE IN THE ALLEY—With convention time drawing closer and neither Taft nor Eisenhower having a decisive majority for the GOP nomination, an old-fashioned slugging match is shaping up over 93 disputed delegates the largest group of which, 38, are from Texas. Eisenhower backers have been accusing Taft men of stealing the Texas delegation by refusing to seat Eisenhower supporters who won election victories in county primary contests at the state convention. The Taft men retort that the Eisenhower delegates were elected by Democrats voting in Republican primaries, a procedure which is permissible under Texas primary regulations. The growing heat between the two principal contenders on this subject reflects the belief that the Texas issue will provide a decisive test, throwing enough delegates one way or another to decide the issue.

ANOTHER SAWBUCK FOR AGED—Congress is in the process of approving amendments to the Social Security system which will provide another \$5 a month at the minimum for retired oldsters. The amendments liberalize the income features as well, permitting a retired man to earn up to \$70 a month before benefits are cut off, as against \$50 a month under the present law. Average payments under the law will go to \$47 a month, which means that most retired oldsters will require relief assistance or other supplementary aid to get along. Actually retirement benefits have lagged far behind the increased cost of living since the Social Security law was first passed back in the 30's.

RACE FOR AIR SUPERIORITY—US military leaders are expressing increased concern at the rate at which the Soviet Union is turning out military aircraft. Best estimates have it that the Russians have 40,000 military planes which is considerably more than the US. Also the Russians are building long-range bombers which they did not have before. By contrast, American output is lagging principally in the aircraft engine field so that production goals have been set back several times. One reason for this difficulty is that planes now being built are far more complicated and expensive than World War II models and cannot be mass-produced easily.

LET'S HAVE A VOTE ON IT—The question of privately-owned television stations complete with two-minute commercials, is agitating the British public. The House of Commons recently paved the way for private operation by a vote that ended the broadcasting monopoly of the Government-owned British Broadcasting Corporation. Up until now there have been no commercials at all on British radio and TV broadcasts. The British Labor Party now says it will make an election issue over the question of whether or not commercial television should be permitted to exist.

ONE WAY TO WIN AN ELECTION—After wining and dining 80 Assemblymen at his country estate and seeing to it, via the police that they showed up at the next day's session, President Syngman Rhee won an indefinite "extension" of his term as head of the South Korean government. Most opposition members boycotted the session but many were summoned by police to attend so as to make a quorum. In previous weeks, Rhee had failed to win reelection to a full four-year term. The latest move continues him in office until such time as a new president is elected, but does not set any deadline for holding such an election.

NEW JUSTICE DEPARTMENT SKELETONS—Further testimony as to business influences affecting the conduct of the Department of Justice was offered by one of the Department's employees in testimony before a sub-committee of the House. The employee, Ernest L. Branhams, an attorney, claimed that pressure was brought to bear by his superiors in the Anti-Trust Division when he refused to sign a report clearing major liquor producers of anti-trust charges. The House committee that heard the testimony is checking charges that prosecution of the liquor firms was soft-pedaled in 1948 because of their heavy contributions to both Republican and Democratic election funds.

Vacation Plan 'Robot' Gets Onceover From Visitors



Officials of AFL State, County & Municipal Employees give the onceover to one of the big IBM electronic tabulators used by SIU Vacation Plan at headquarters. SIU Representative Al Bernstein (left) explains set-up to (l-r): Organizers E. Schwartz, J. Pave, W. Egan, General Representative J. Wurf, NY Office Mgr. M. Kiefer and Int'l Secretary-Treasurer G. W. Chapman.

Union Hq 'Dream Come True' To Seaman's Wife

"It's wonderful," said Mrs. Else Gardner, wife of Seafarer Frank Gardner, after her husband took her on a tour of the new SIU headquarters hall.

"It's amazing the things they do in this union," Mrs. Gardner commented as she and Brother Gardner relaxed over a cup of coffee in the air-conditioned cafeteria. "Look at the vacation pay and the Welfare Plan and all that. The

men have come a long way even since 1944 when Frank and I were married. It's a seaman's dream come true." After a dozen or so introductions to officials and old shipmates, Mrs. Gardner soon felt "right at home" as her husband showed her through the Sea Chest, Port O'Call bar, hiring hall and headquarters offices.

"Frank bought a lovely Van Heusen shirt in the Sea Chest," Mrs. Gardner said. "They have such good merchandise in there. But how can the Union sell such merchandise at those low prices?"

Gardner, who holds new SIU book number G-173, has been sailing in merchant ships since 1916. His SIU membership dates back to 1941.

Mrs. Gardner also sometimes works as a cook while Frank is sailing as a chief steward or chief cook. But when he is home, he does most of the cooking at their home in New York.

Frank's last run was aboard the Joseph Priestley (Bloomfield), now on the lay-up list.

"We had a collision at Pusan and were laid up at Hiroshima for 20 days before we could come home," he said. "We're always anxious to get back to a Union home like this—now Else, too, knows why."

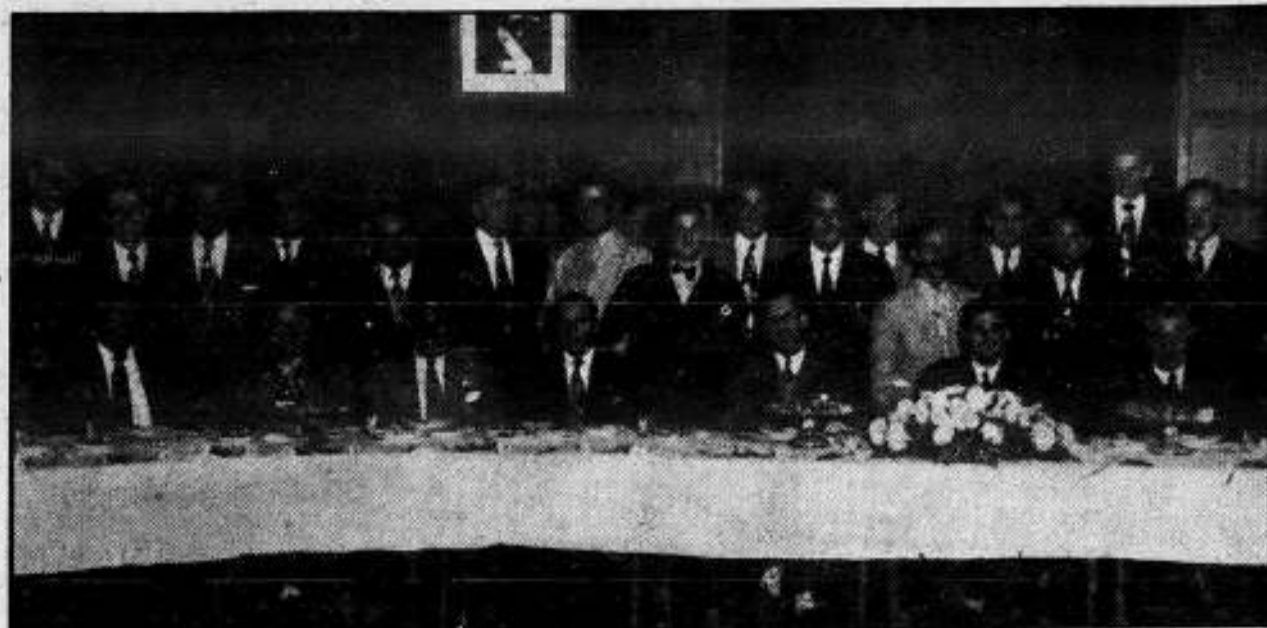


"How about getting this shirt," the missus asks as Frank eyes some good buys at the Sea Chest.



Pausing during SIU headquarters tour to take in air-cooled cafeteria, Seafarer Frank Gardner and his wife, Else, decide on watermelon as a good bet for a little hot-weather refreshment.

High SA Sports Award To Del Sud



Seafarers are all smiles at the awards dinner in Buenos Aires honoring members of the Del Sud "Rebels" baseball team, which captured the annual spring cup in the international competition. The Delta Line crew came out on top following a series of games between local teams and ships' crews.

BUENOS AIRES—Seafarer-members of the victorious Del Sud baseball nine that won the annual Spring Cup in Buenos Aires received their medals at a cocktail party and banquet in their honor here during their last trip.

The Del Sud Rebels, representing the Mississippi Company cruise ship, won the award by defeating a team from the Gimnasia y Esgrima, the largest athletic club in the world with 45,000 members. The Spring cup goes to the champion of an informal Buenos Aires baseball league where teams from the Del Sud, Del Norte and Del Mar compete with local nines.

Also Get Plaque

At the same time, the Del Sud was awarded a plaque in memory of the late George E. Guenard. Guenard was the purser aboard the Del Sud and was responsible for the beginning of the competition between the ship crews and the local teams.

In making the award, the manager of the Gimnasia y Esgrima pointed out the games between teams from the ships and the residents has gone a long way toward a better understanding between the two nations. The games, which draw large crowds of local persons, were credited with proving that "two nations . . . can walk together linked only by their mutual desire to find friendship."

Well attended by local VIPs, heads of the athletic club and representatives of the company, the banquet was highlighted by the in-

dividual presentation of the medals.

Crewmen Honored

H. Hastings, R. Jones, A. Acaley, J. "Bat" Noonan, C. Lewelyn, C. Thompson, F. "Buzz" Dominicus, and C. Forest got their medals at the affair.

Medals were also awarded to J. Bitchell, L. Blanchard, O. McLean, S. Catalano, C. Blades, D. Ransome and J. Mitchell, but they weren't present to receive them. Mitchell who had been the Del Sud's star pitcher, has been signed into the Pittsburgh farm system.

Banquets are also planned for the teams of the Del Norte and Del Mar, but there won't be any medals or plaques for them, since the Del Sud had the winning team.

Guenard was the man who began the idea of ship teams playing local teams, but he died before the idea grew to what it is today. The games between the crews and residents now are one of the main attractions in the city. There's no actual league, as we know it, because of the schedules of the ships, but during the spring there's a game every time one of the vessels pulls into Buenos Aires.

Since the Gimnasia y Esgrima is the largest club in the world, it prides itself on the team that represents it. The team is one of the

best in the country if not all South America. So it is quite an honor when one of the ships' teams comes out of the Spring competition victorious as did the Del Sud Rebels.

Harry Roach, La. Unionist, Dies Suddenly

The American Federation of Labor lost an active and militant fighter for the cause of trade unionism when Harry Roach died suddenly June 21 while on a fishing trip near his home at Lake Charles, La.

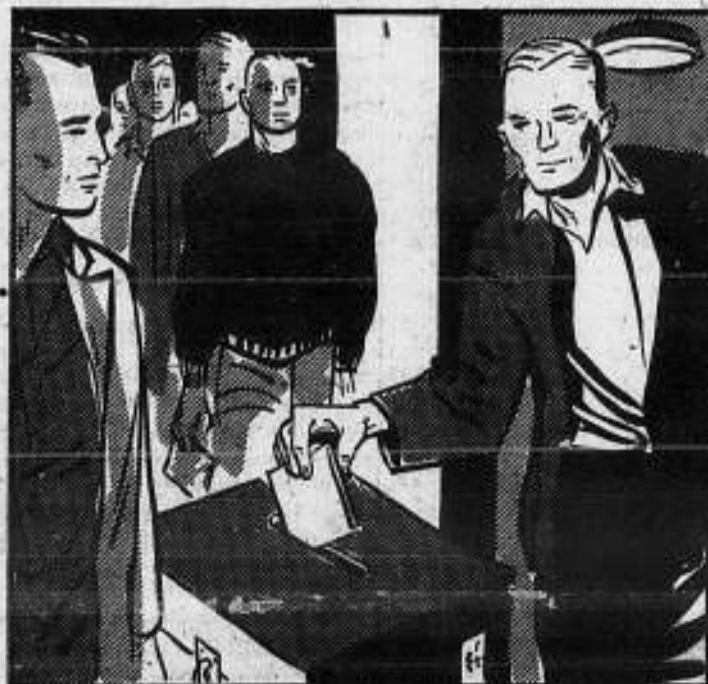
Brother Roach, who was 42 years of age, was vice president of the Louisiana State Federation of Labor and business agent for the Lake Charles local of the Plumbers and Steamfitters Union (AFL).

He was regarded as a good and true friend of the Seafarers International Union. Brother Roach had worked closely for a number of years with SIU branch officials at Lake Charles and New Orleans in causes of mutual interest to both crafts.

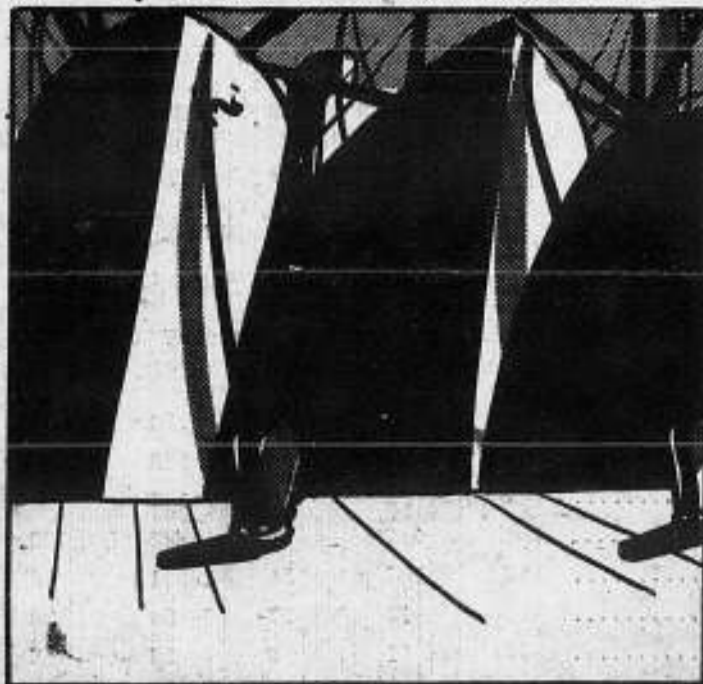
Cartoon History Of The SIU

The Strike Resumes, 1936-37

No. 14



In September, 1936, the union met with the shipowners and demanded a 10 percent wage hike and better conditions. All three West Coast departments voted in favor of a strike. East Coast firemen and oilers okayed a strike, but phony ISU officials wouldn't even let East Coast sailors and stewards vote.



On October 30, the West Coast men hit the bricks after their demands were refused. All three East Coast departments joined them. West Coast shipowners didn't try to move their ships, trying to starve out the strikers; on the East Coast the going was tough and bloody, but the ships stayed tied up.



The shipowners took a loss of over a million dollars a day trying to break the strike, starve out the seamen and break their unions. After 99 days they gave up and the seamen went back to work with a 10 percent raise in wages and overtime, Saturday afternoons, Sundays and holidays off. They had won.

PORT REPORTS

Lake Charles:

Job Rush Slows A Bit; Tankers Due In Yards

The weather has really gotten a little on the warm side here, causing the oldtimers to predict that before long it is liable to get hot—it's been 94 the past two weeks. But we are able to stand most anything when you recall some of the past so-called state leaders.

Shipping really boomed for the past two weeks, when we were shipping rated men by the truckloads. Non-rated shipping has been slow as the proverbial cream rising on buttermilk, but a few of the boys did snag some jobs. We did have to call on Galveston and New Orleans for some rated job men, and they responded nobly.

Shipping for the next two weeks doesn't look so hot, since we don't have many ships listed in here. A lot of the tankers are going to the yard for repairs and of course that too means fewer jobs until they get out.

Accounting for the rush were the Winter Hill, Salem Maritime, French Creek, Paoli, Bents Fort, Lone Jack, Government Camp, Archers Hope (Cities Service); Republic, Federal (Trafalgar), and Trinity (Carras). The last three named were over in Texas where everything is big including the mosquitoes.

On the labor front, we have the iron workers engaged in a little difference of opinion with the employers over wages, but the bosses are really banging their heads against a brick wall. Talks at Firestone are dragging, but the Metal Trades Council should wrap that up soon. Meanwhile, the garage mechanics have won two more elections and are rapidly tying up loose ends.

On the sports side, our local team ran into some crooked umpires lately and won five games in a row. Something is really wrong, since now they will have to fight like all hades to stay in the cellar, but we think they can do it.

After the latest LOGs came in with the news about the maternity benefit, the FFA (Future Fathers of America) held a closed meeting and decided that all must get busy since \$200 is a great inducement. We hope for their sake the checks aren't made out to mamma. . . .

We have been fortunate in still having brother Harry Aucoin with us to help out in the hall. He was taking care of the place the other day when we were in Texas tending to a ship and when an order came in for three rated jobs, Harry just went out and shanghaied the boys before they fully woke up. With a little more coaching we think he will make a fine shanghaier. He speaks French too, so none of the boys can warn the others before Harry is onto them.

We also have had with us for a couple of days one of the better-

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.

known brothers from Texas, Louis "Big Chief Wahoo" Boren, who hails from Oklahoma. Louis is interested in the cattle business (we hope they're his cattle) up in his native state and since he sails AB, we shipped him to the Federal so he could keep in touch with the cows.

Leroy Clarke
Lake Charles Port Agent

↓ ↓ ↓

Seattle:

'Surefire' Anti-Roach Scheme Still Untried

Things are moving along mighty fine for us out here. Shipping is good and we are enjoying fine weather. It's not too cold, not too hot—just right for collecting maternity benefits.

The payoffs kept us hopping around a bit as the ships came in at different places each time. We had the Alaska Spruce (Oceanic Tow) in Seattle, Martin Behrman (Alcoa) and James Price (South Atlantic) in Portland, Purplestar in Tacoma, Seastar at Point Wells and Irenestar in Coos Bay. The last three are all Triton ships.

The Spruce, Purplestar, Seastar and Irenestar signed on again, while the Calmar and Pennmar (Calmar) came around in transit. Beefs were all routine and settled in quick order.

Roach Chaser

One of the boys came up with a suggestion for getting rid of cockroaches. It seems that the regular old woods cricket is a deadly enemy of the roach, and by carrying one of these crickets aboard each ship we could scare off the roaches. Of course this isn't foolproof yet as I haven't heard of anyone who tried the scheme. Until then, in DDT we trust!

Brother Robert Scherffius stopped by to show us his first vacation check in 23 years of going to sea, a tidy total of \$129 obtained by applying right at the SIU hall. While Bob was sounding off and telling us how things have changed, we informed him of the latest gains in benefits and really knocked him for a loop.

Since he's unmarried, he couldn't see how he'd wangle a \$200 birth benefit, but he noted he was sure the dads in the Union would make good use of the opportunity to collect the dough.

Jeff Morrison
Seattle Port Agent



Scherffius

Savannah:

Crewing Of GS Tanker Chance To Clean Beach

The figures for shipping through this port the past two weeks dropped off quite a bit since the last report, but we expect things will be back to normal the next time.

One helpful item on the schedule is the probability we will crew up the tanker Fort Hoskins for Cities Service late this month in Jacksonville, although we can't be too sure about this commitment.

There was an even split between payoffs and sign-ons this period, three in each column. A couple of men from the beach were supplied to each of the ships calling here so we drove out most of the stay-putters waiting for special runs.

Among the vessels that took on men from here were the Robin Mowbray (Robin); Strathbay (Strathmore); Southern Districts (Southern Trading); Southstar, Southwind (South Atlantic) and Seastrain Savannah (Seastrain), our municipal namesake.

On the schedule of ships coming in during the next few days are the Southport and High Point Victory, both South Atlantic, so we should be able to keep our end up as far as shipping goes.

E. B. Tilley
Savannah Port Agent

↓ ↓ ↓

Wilmington:

SUP Ranks Hold Solid; Strike Now Month Old

Though the weather is hot, shipping has cooled off right now. We have just one payoff scheduled, and enough men to meet a crew-up. Bookmen in the steward and engine departments are rare out here, and they can move out, but it looks like permitmen should try some other West Coast port if they want to get out.

Just one lone payoff, the Madaket (Waterman), and no sign-ons the past period, but there were a couple of in-transits. We had the Raphael Semmes, Bienville (Waterman); Yorkmar, Pennmar, Alamar (Calmar); Clarksburg Victory, Malden Victory (Mississippi); Bessemer Victory (South Atlantic); Ames Victory (Victory Carriers) and Steel King (Isthmian). There were no beefs to speak of on any of these ships.

SUP Solid Front

The strike of the SUP against the Pacific Maritime Association is already beyond its first month, but the sailors really have a solid front

out. Though we have offered help, they claim to have enough men on hand to handle all their problems, so we're just standing by. They have their tankers and steam schooners operating, shipping is good and we have been able to pick up a dozen jobs for them. In some cases, they have issued jobs to SIU guys.



Nottage

One of the brothers on the beach who has been loud in his cheers for the newest SIU benefits, those in the realm of maternity and disability, is Tony Nottage, a member of the Union since 1943. A native Floridian, Tony is a member of that growing colony of men whose allegiance has gone west. He sails chief electrician generally, and is also a diehard Yokohama shuttleman.

Tony takes special interest in his hobby of photography and has been a frequent contributor to the LOG. Married, and making the sea his career, he is constantly amazed at the rapid improvements in conditions the SIU has secured down through the years.

Sam Cohen
Wilmington Port Agent

↓ ↓ ↓

Galveston:

New Union Books Give Boys Here Real Charge

Business continues very slow here, though we expect the lull can't hold up much longer, and we'll break out of this soon.

There was plenty of excitement here when the first batch of new Union books arrived for the guys who applied for them from this hall. There were lots of compliments exchanged when the brothers cast their eyes on the books and looked over the classy set-up arranged for their benefit. They were like a bunch of kids with their first bicycles when the books were passed out.

Two payoffs broke the quiet of the past two weeks, the Marie Hamill and Neva West, both for Bloomfield. We had no sign-ons, but several ships in transit. These included: Richard Johnson (Bloomfield); Seatrains New York, Texas (Seastrain); Del Aires (Mississippi); Julesburg (Mathiasen); Strathbay (Strathmore); Southern Cities (Southern Trading); Federal (Trafalgar); Council Grove, Cantigny (Cities Service) and Catahoula (National Nav).

Keith Alsop
Galveston Port Agent

Baltimore:

Steel Strike Affects Shipping Considerably

Shipping has been only fair and is expected to slump even more now that the steel strike is having a decided affect on shipping. All Ore Line ships that are laid up are being manned by a skeleton crew, and we expect them to be laid up for the next two or three weeks as they come in.

During the past two weeks there have been 20 payoffs in this port, plus 14 ships signing on and nine calling in transit. Beefs have been minor and of a routine nature, with the various delegates and crewmembers doing their usual good job of crew representation.

Enthusied Over Hall

All hands hereabouts are very enthused over the prospects of getting a new building for this port. The vast majority of the membership which has visited the new hall in New York and in other ports where the SIU owns its own building is very happy at the thought of having the same conditions in this city.

Along with the ILA, we have been aiding the AFL chemical workers withstand a raiding attempt by the CIO, which has been successful in getting the necessary percentage of pledge cards to win NLRB approval for an election. We were not aware of the fact this condition existed until after the board had been petitioned for an election.

However, after being asked for help by the local business agent of the AFL chemical union, we immediately went to work on the matter. We can't at this time predict what the outcome of the election will be, but we believe we have been successful in aiding the union considerably. We will have more to report regarding this matter after July 10, as that is the date the labor board has set for the election.

Gearing For Convention

There is not much to report from the political front at this time, since apparently all the would-be candidates and politicians are gearing themselves for the big show in the conventions next month. However, we will keep our eyes open and keep the membership posted as the tug of war develops in this state.

The weather around here has cooled off somewhat after the sweltering heat of a few days ago, but we don't expect the cool spell to last too long. We'll probably be back to the sunny days and high mercury that is the usual order for the port at this time of year.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD

Shipping from June 5 to June 18

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	34	42	44	120	32	34	27	93
New York	213	208	187	588	161	173	150	484
Philadelphia	47	29	29	105	49	31	39	119
Baltimore	201	147	98	446	120	89	67	276
Norfolk	77	103	51	231	39	32	39	110
Savannah	16	17	17	50	29	19	21	69
Tampa	11	11	6	28	6	8	4	18
Mobile	83	80	70	233	44	52	25	101
New Orleans	107	89	102	298	94	84	123	301
Galveston	33	27	26	86	47	37	23	127
West Coast	60	48	47	155	93	89	57	219
Totals	882	801	659	2342	714	628	575	1917

USS Warns Of Fake Centers

The United Seamen's Service has informed the LOG that individuals owning bars and hotels in various ports around the world have used the words "seamen's service" or similar phrases to imply that they are connected with USS. Included among these was a place that was open in Pusan, Korea, until recently.

Actual USS centers in the Pacific area are at Apra Harbor, Guam; Naha, Okinawa; Moji, Kobe and Yokohama, Japan. All other establishments no matter what their names, have no connection with USS.

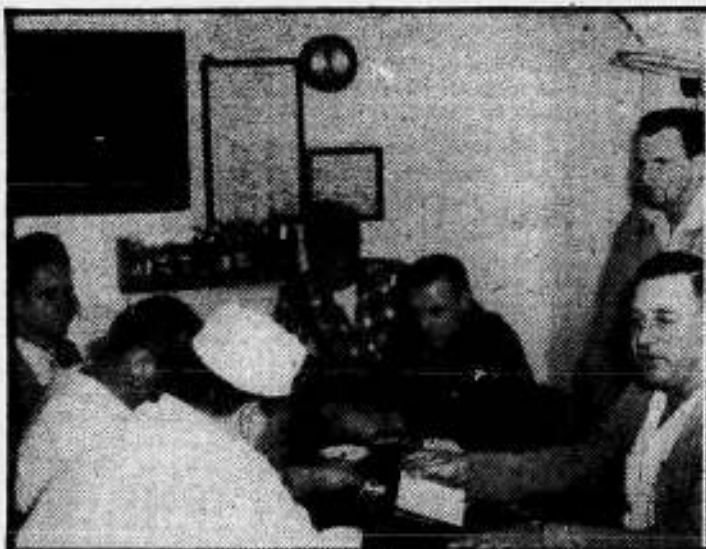


On the job in bustling Galveston harbor to handle heavy ship movements, an SIU-manned MAW tug nudges derrick into place to help unload docked ship.

To Seafarers on ships carrying grain, cotton or sulphur from Galveston, oil from the booming fields 50 miles to the northwest around Houston and the tanker port of Baytown, or those riding the Seatrains into Texas City, the ports served by the "Roads" provide a constant contrast between the "wide open spaces" of storied Texas and the broad oceans they travel in earning their livelihood.

Farm commodities, raw products and refined or manufactured goods originating within the far or near hinterland of Texas, Kansas, Nebraska, Oklahoma and Iowa eventually find their way to countries all over the globe on SIU-manned ships sailing through the "Roads" in an endless procession. Ideally located, the network of Texas waterways fronting on the Gulf of Mexico are a major link for US export to far-off places.

Through the "ROADS"



Seafarers on Isthmian freighter E. L. Scripps describe trip to SIU Port Agent Keith Alsop (standing) and Patrolman Charles Kimball (right) at Houston payoff.



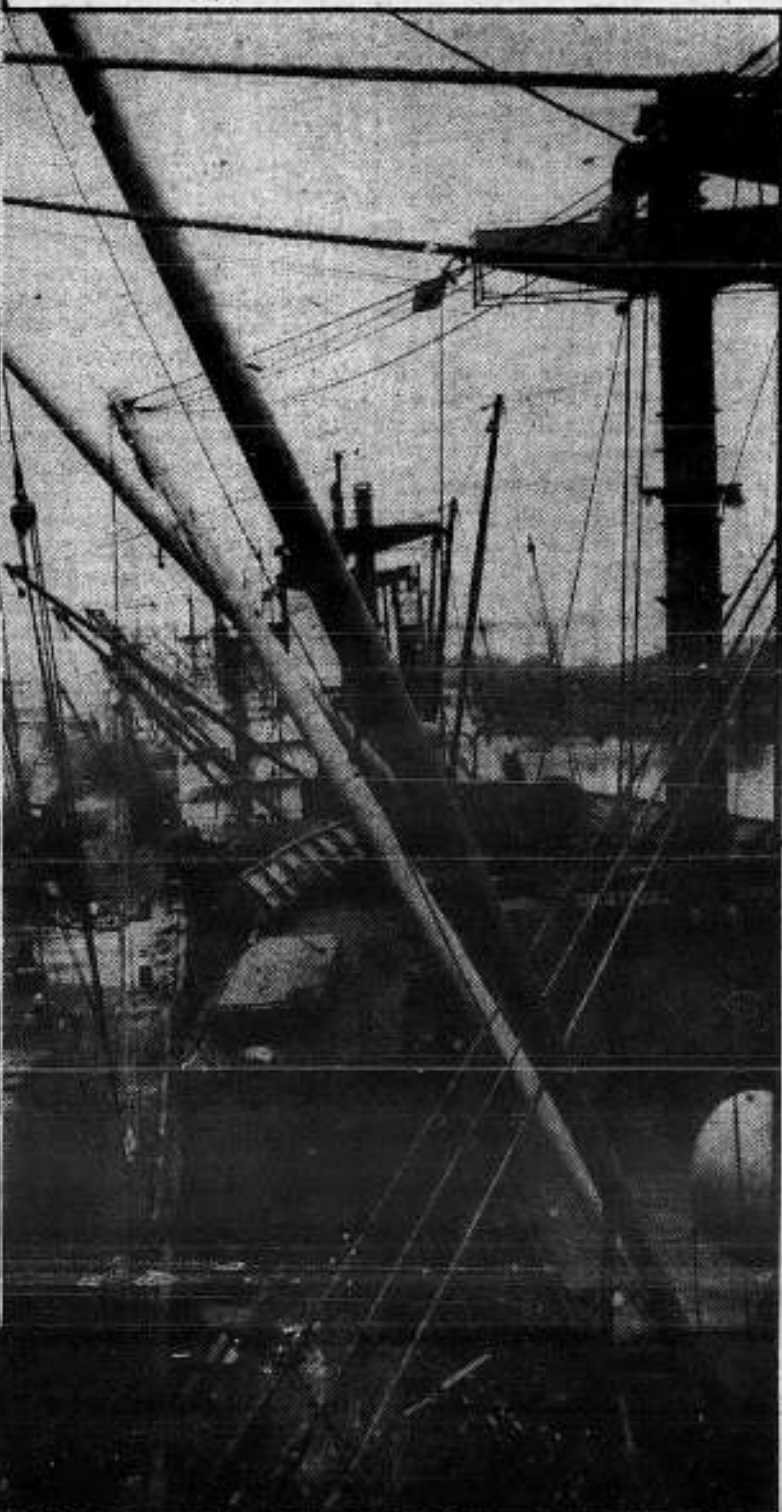
Loading up for another trip, the Bloomfield freighter Marie Hamill (above) lies alongside dock in Houston taking on general cargo (right).

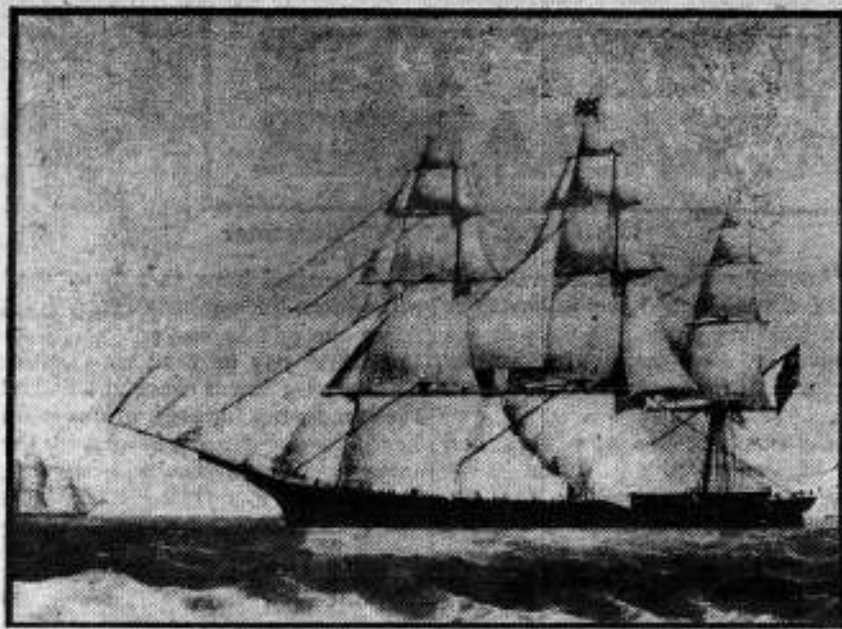


A Seafarer points way to foc'sle for men bringing aboard new mattresses for Hamill crew. Restocked with stores and fresh bedding, the ship made ready to sail.



During lull in loading, R. Gusman, wiper; A. Devine, oiler; D. Baker, chief electrician; L. Warren, 2nd electrician, have lunch.





The Challenge as she appeared following her construction in 1851. She was the largest merchant ship of her time, 2,006 tons, with three decks and lots of sail.

The Challenge's Home Razed—Now A Car Lot

Progress changes the faces of many things, and just as it has marked the end of the sailing ship, last year saw the end of the home of one of the most famous sailing vessels, the Challenge.

According to Seafarer David McMullin, who compiled the data for this article, the granite-hewn building at 71-72 South Street has been replaced by a parking lot, just as the steel steamships replaced the wooden clippers.

Back in the 1850s, however, 71-72 South Street was the office of N.L. & G. Griswold, East India and China merchants, one of the largest and best known of the many shipping companies of the time.

Largest Merchantman

An unprecedented shipping boom had hit New York at that time, and the Griswold brothers commissioned William H. Webb to build the Challenge. The largest merchantman ever projected up to that time, she was also the most extreme vessel built to that time.

The Challenge emerged from the New York shipyard as the first three-decked merchantman ever built in the US. She registered 2,006 tons, which was immense for her time, but it was her rigging and sails that gave her new owners headaches.

Tall Mainmast

Her canvas was really jammed on, with her mainmast measuring 210 feet from heel (bottom) to truck (top). Her lower studding measured 160 feet from leech to leech (edge to edge), which meant

that her lower sails were just about 160 feet square.

Skippers Shy

In fact, the Griswold brothers had a hard time finding a skipper who would take her out, even in those days of daring Yankee Clipper skippers. Finally, Captain Robert H. Waterman agreed to command her, and did sail her successfully for some years. But another headache came up when Waterman decided to retire, and the Griswold brothers couldn't find another skipper.

The Challenge did sail in trade after that, but it was only after her owners made several reductions in her rigging that any captain would agree to take her out.

A Leader

A leader in the American merchant marine, the Challenge sailed with the many Griswold ships named Panama, a favorite name of the company whose blue and white checked house flag was a familiar sight in oriental ports. A prominent writer of that era once wrote, "I do not suppose there is one country store, no matter how insignificant, in the whole United States, that has not seen a large or small package of tea marked 'Ship Panama' and 'NL&GG' upon it."

The Challenge's career was a long and productive one, with her claim to fame being in her leadership in the American merchant fleet's continuous battle for bigger and faster vessels.

Low-Priced Gear For Ships

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

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

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

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

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

'We Cooked The Goose That Bled On The Moon'

Subsequent developments gave "Chuck" Connors' noble gesture a tragic twist as they say in the novels, but when he interrupted the pleasant progress of an agreeable gin-mill-bound quartet on a sunny afternoon fully a decade ago to buy a magnificent specimen of goose that was offered for sale in a teeming bazaar in the mysterious land of India, he was undoubtedly motivated by nothing but the loftiest humanitarian principles.

"How would you guys like it," Chuck demanded in righteous indignation, "how would you guys like it if you were cooped up in a little cage with barely enough room to stand, waiting around for some gook to make a curry out of ya?"

All three of his thirsty companions were forced to confess that they wouldn't like it at all. But



Connors

we were equally determined not to spend an anna of our meager cash reserve to see the great god Siva himself liberate all the geese in India, for it was our last night ashore and a tarpaulin muster

had yielded barely enough rupees to buy the beer to insure a pleasant glow for all hands around.

Chuck, like the obstinate little animal he is, plants his feet firmly before the caged goose, who was hissing away at all and sundry from his cramped quarters, and announces that he ain't budging an inch 'til the membership there assembled authorizes him to expend part of the common funds then nestling in his dungaree pocket to liberate his feathered friend.

No Formidable Foe

Now, Chuck Connors would have to take on considerable poundage and a mess of stamina to fight your ten-year-old niece, so it would have been no trick to depose him as treasurer right on the spot, except that he happens to be the most voluble sea lawyer afloat and we all dreaded the idea of listening to him rave all the way back Stateside.

Things were fast approaching a crisis. We were all looking darkly at Chuck—each speculating, no doubt, that the logical solution was to lock him up in one of the empty cages and peddle him off with the other goose, when "Philadelphia Red" Griffith got an idea. "Why not use the bosun's dough?" Red suggested.

This was sheer inspiration. The bosun had contributed a fifty rupee note and a whole handful of annas to the tarpaulin muster with the solemn stipulation that half was to be used to allay his shipmates' thirst and the rest to be used to buy a jug that was to be delivered to his foe'sle unopened ere the cock crowed.

We all thought this an excellent expedient, for while the bosun was a brawny Irishman, extremely unlikely to take kindly to the notion of using his grog money to rescue a stranded goose, the hour of reckoning was in the distant dawning. As a philosopher among us so succinctly observed, "Don't the Good Book say 'Sufficient unto the day is the evil thereof.'"

Greatly edified by such hallowed authority it was speedily resolved that the bosun and Chuck should go into the goose business forthwith and the bosun's dough was forked over without more ado.

Of all the evil natures ever to be hatched from an innocuous egg that damn goose was the worst. A minute examination of his pedigree would unquestionably have



Frenchy Michelet recapturing his past adventure with the Bombay goose for the entertainment of LOG reading gourmets.

revealed a bantam rooster hidden in the family woodpile. To see that feathered fury dragging Chuck down the pike with a stout line lashed to the goose's leg while he (the goose) fought every dog and cat, Hindu and Mussulman that ventured within reach of his tether was enough to make a guy swear off for life.

"One for the Goose"

Finally, by dint of much tugging and a few well-placed kicks, Chuck got the goose to a native bar and nudged him on inside while we tailed along forty lengths astern and pretended we didn't know him. In the fullness of time we too found ourselves inside seated on benches in a rear courtyard sipping quinine-laden beer and ogling a bevy of dusky dolls who doubled in brass as waitresses and a giggling audience as well.

There are ports in a sailor's voyage through life that pay him for all the trouble of getting there. Let the uninitiated babble of the deep blue sea and the wake that follows free and such like nonsense. The romance, brother, lies further afield. It's in the grog sellers' huts in far-flung places with a host of dolls who don't care if the sun hangs in the tree. That's what Aline Kilmer was talking about when, detecting a faraway look in her flame's eye, she bade him—

"Take your light, light love

To a light, light lass,

Who will smile when you come

And smile when you pass."

However, it's extremely difficult to engage in light banter with a tropical belle while a naturally vicious old goose, made even more frantic by an overindulgence in native beer, is charging around in a circle indiscriminately attacking friend and foe alike. So a special meeting was convoked on the spot and it was moved, seconded and carried, with one dissenting vote, to cook that goose's goose come hell, high water or Chuck Connors.

To the Execution

On the second floor of an old dilapidated building on Forest Road, in the heart of the populous city of Bombay, right smack dab over a native bar is a shower room with modern plumbing fixtures

and the strangest walls and ceiling ever seen in a room given to like uses.

It was evidently a sleeping apartment in the dim and better days. The walls are covered with representations of Eastern deities and the ceiling is painted to represent the heavens complete with stars and a crescent moon.

If you were to chance upon it now you would find the glory long departed. The walls and ceiling are faded and stained with great brown blotches, particularly the moon, that resemble rust but are actually the life's blood of a rugged old goose whose headless body was thrown upon the leaden floor and left to flop around until an Indian cook required him to complete as fine a dish of curried goose as ever I ate. This is how he went about it:

Butter was melted in a saucepan and quartered apples, a large diced onion and a clove of garlic was braised in it for a few moments. Then a little curry powder was sprinkled over the mixture and it was left to simmer a few minutes longer.

This mixture was then stuffed into the goose, who had previously been well rubbed with salt and pepper inside and out. The bird was then put into an oven and left to roast at a slow temperature until it had bled its superfluous grease. The grease was then poured off and a few ladles of chicken stock added and the bird returned to the oven to finish cooking, being basted from time to time with the stock and drippings from the pan.

The cooked goose being removed, a roux was made by taking equal parts of flour and curry powder and browning same in butter in a skillet. This roux was used to thicken the drippings to which a little more chicken stock was added. Served over rice with chutney and the usual attendant garnishes it made a memorable repast.

Incidentally, the ship was the old LaSalle and the bosun is still waiting for his jug. You'll find him in Boston because he's the port agent for the Union there. His name is Jimmy Sheehan.

Frenchy Michelet

IN THE WAKE

The notion that the level of the Pacific Ocean is higher than that of the Atlantic has some slight truth, though the exact difference has not been determined. At one time, many years ago, it was found after extensive study that the average mean sea level at the Pacific entrance to the Panama Canal was about seven inches higher than at the Atlantic entrance . . . The islands owned by Greece in the SE Aegean Sea, between Asia Minor in the east and Crete in west, are still called the Dodecanese, though the number of them now known numbers 20 or more. The name is from the Greek for 12 islands.

Whalebone, formerly widely used in making umbrellas, brushes and other articles, is not bone and has none of the properties of true bone. The term is merely a popular but inaccurate name for an elastic, fibrous substance that grows on the roof of the mouth of certain species of whales. Whalebone takes the place of teeth and functions as a sort of strainer, permitting the whale to strain seafood from the water that it takes up in large mouthfuls.

Singing sand is the name given to certain sand and gravel beds that make peculiar sounds when shaken, stirred, walked upon, driven over or played upon by the wind. It is usually confined to the dry and relatively firm sand above the ordinary water level, moistened by the waves during storms or high tides. One theory about the phenomenon, which occurs on shores of the ocean as well as inland salt seas and fresh lakes, is that the grains of silica may pick up sound waves, transmit them to one another and magnify their volume on the principle of crystals in early radio sets. Some noted musical sands are the "crying sands" of the Kalahari Desert in South Africa and the "barking sands" of Kauai in the Hawaiian Islands.

The first US naval steamer named for a woman was the 500-ton sidewheeler Harriet Lane, built in 1857 and named after the niece

of President James Buchanan. In the Civil War, she fired a shot near the bow of the steamer Nashville to force her to show her colors, the first shot fired from a US vessel in the war . . . The Barbary States, the African pirate kingdom comprising Tripoli, Tunis, Morocco and Algeria, which virtually ruled the Mediterranean for over three centuries, probably were named after the Algerian corsair known as Barbarossa ("Red-beard"), who seized Algiers from the Spanish in 1518.

Probably the first real oil tanker was the SS Charles, of Antwerp, Belgium, which plied between the US and Europe from 1869 to 1872. She contained 59 iron tanks, arranged in rows at the bottom of her hold in the 'tween decks, with a bulk capacity of 7,000 barrels, about 794 tons . . . Meander, as a word meaning to proceed on a winding course or wander about aimlessly, stems from the ancient name of a river in Turkey, the Meander or Menderes as it is now known. This stream, long known for its winding and tortuous channel, is 260 miles long and flows into the Aegean Sea opposite the Island of Samos.

One type of catfish native to the Nile River region of Africa is a real shocker. Called the electric catfish, it generates a current similar to the electric eel and, according to varied reports, uses its electricity not only for defense but also to secure its food. This fellow swims along until it discovers another fish in the process of digesting a meal, swims near and flicks on its current. Usually, the astonished victim vomits its meal in surprise and pain, while the catfish rapidly gobbles up the stuff. Quite a sport!

Scuttle in the sense of intentionally making a hole in a ship to sink it, actually first meant to close up a hole. It stemmed from words meaning to shut, as a hatch. Applied first to the cover over a hole, the word was transferred to refer to the hole itself and then to the present meaning.

THE INQUIRING SEAFARER

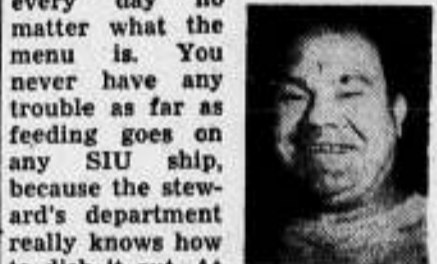
Question: What is your meal-time favorite aboard ship?

L. B. Thomas, steward: Well, I think that soup is just about tops, and I go for them every time, no matter what kind it is. You can make a meal out of a good soup if it's got enough body to it. Put me down for good, rare roast beef too, because nothing can beat that when it comes to meats.

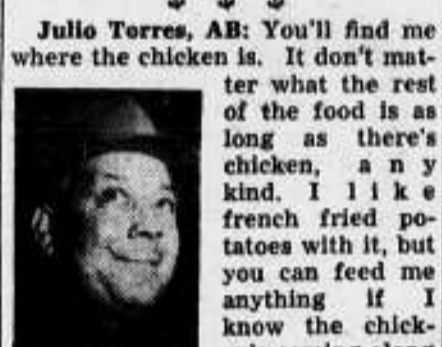


Peter Chopinski, OS: They're all my favorites. I like every meal every day no matter what the menu is. You never have any trouble as far as feeding goes on any SIU ship, because the steward's department really knows how to dish it out. At least I don't, and I've got a nice bay window to prove it.

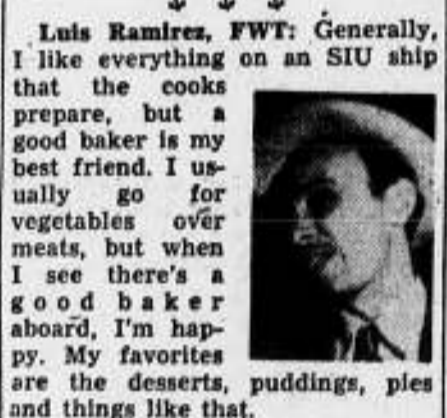
Julio Torres, AB: You'll find me where the chicken is. It don't matter what the rest of the food is as long as there's chicken, a n y kind. I l i k e french fried potatoes with it, but you can feed me anything if I know the chicken's coming along too. I guess a man gets to like something and just doesn't change.



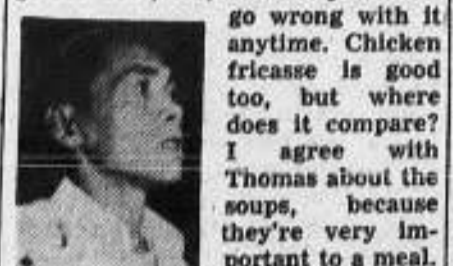
Luis Ramirez, FWT: Generally, I like everything on an SIU ship that the cooks prepare, but a good baker is my best friend. I usually go for vegetables over meats, but when I see there's a good baker aboard, I'm happy. My favorites are the desserts, puddings, pies and things like that.



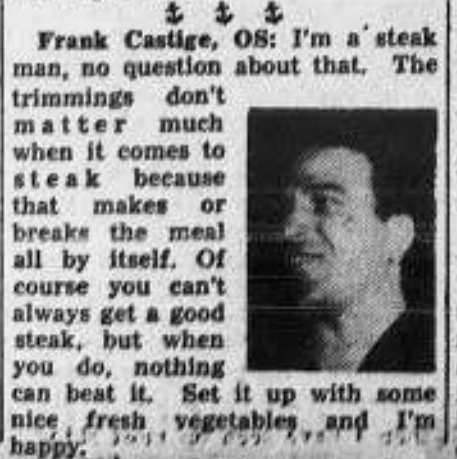
Benigno Bautista, chief cook: I go for beef, too, because you can't go wrong with it anytime. Chicken fricassee is good too, but where does it compare? I agree with Thomas about the soups, because they're very important to a meal. They can make the difference between a good meal and a poor one.



Frank Castigo, OS: I'm a steak man, no question about that. The trimmings don't matter much when it comes to steak because that makes or breaks the meal all by itself. Of course you can't always get a good steak, but when you do, nothing can beat it. Set it up with some nice fresh vegetables and I'm happy.



Frank Castigo, OS: I'm a steak man, no question about that. The trimmings don't matter much when it comes to steak because that makes or breaks the meal all by itself. Of course you can't always get a good steak, but when you do, nothing can beat it. Set it up with some nice fresh vegetables and I'm happy.



MEET THE SEAFARER

EUGENE A. STANTON, Carpenter



Anybody who tries to tell you that a man can have a healthier life working elsewhere than at sea can take the word of Seafarer Eugene A. Stanton that it just isn't so.

Cornered at the New York hall as he was waiting to throw in for one of those favored Far East dry cargo runs, he outlined the background for his beliefs about the seagoing life. One of 12 children, he left his Indianapolis home at 14 to try his luck on the Lakes, with an eye to getting together a stake to help out the family.

That was in 1924, when he signed on the SS Barium for the ore season at \$75 a month. He sailed as a combination crew messman, utilityman and galley boy, and when the season was over, went back home to finish school.

After a hitch in the regular Army, mostly down in the Canal Zone, Stanton found himself on the loose in the middle of the business bust following the '29 crash. After a time, he went to work in one of those "deluxe" non-union factories where the pay was poor and the conditions were worse, but a man couldn't be choosy in those days. Following about a year on a milling machine, he threw in with the migratory harvest gangs working the wheat fields all the way from Texas to the Canadian border.

Worked Mines "It was an outdoor life alright, and in good times we averaged \$10-\$12 a day. I worked with everything from an old-fashioned threshing crew to a modern combine and, as far as experience goes, I could go back on it tomorrow," he explained. As the seasons changed, he shifted to the apple harvests, up in Washington's Yakima Valley, where they really grow 'em big.

Then, always on the move, he left the sun behind and took a job in the metal mines strung across Idaho, Utah, Colorado and Death Valley, where he worked laying track, blasting, and running loaded cars up out of the shafts.

He worked here as a "boomer," mine lingo for someone who drifted from one site to another wherever the work, pay or food was better. The mining towns were rough and tumble, fitting for men who worked hard, fought hard and played the same way. The Commies, he recalls, had a field day trying to line up recruits and mine conditions offered plenty of material with which to propagandize the men.

"Coal and rock were killers," Stanton asserted. "There was always a hearse drawing up at the mine for somebody killed by explosions, gas or silicosis, but it wasn't always easy to get out of there."

Couldn't Ship When the war came, he tried to ship out from the West Coast a couple of times, but couldn't get clearance because the mines were rated an "essential" industry and workers were needed in the pits. After V-J Day he got a job with a small, private tug outfit that ran barges downstream to New Orleans. "It was hard work, then, just a pilot and myself on the tug, but it was good to get out of the ground for a change, he recalled. This was about the time he met up with the SIU, in 1946, when he saw the better deal the SIU tugboatmen were getting.

Soon after he began sailing deep-sea ships and has been at it now for about five years. "That Far East run is my favorite, I guess, because those longer trips really help pile up the dough, and I'm not one to turn up my nose at that. SIU ships guarantee good food, top conditions and good shipmates. There's no dust to eat up your insides when you're out at sea," he declared.

What the future holds for him, Stanton isn't too sure. "I've got a lot to learn yet, even though I've had a fling at a lot of things over the years." Still unmarried, he didn't shy off a bit when asked the big question. "You might say I'm particular. I didn't marry the girl I wanted, so I've been riding without a caboose ever since."

The Seafarers Puzzle

ACROSS	DOWN	19. Beliefs	38. Sumatra, Java, etc.
1. Spot for a buoy	1. They catch fish	21. Man from the central Caucasus	40. River flowing into Rhine
4. Kind of fish	2. New service to Puerto Rico	23. Type of British gun	42. Region W of Burma
8. --shape	3. Quick looks	25. Daughter of Cadmus	44. Paris' river
12. Brew	4. She sailed the Nile	26. Negative: Abbr.	45. Chemical compound
13. Tale teller	5. Light breeze	28. Medleys	47. Direction of Maldives from Africa
14. -- Jack (Citizen Service)	6. Booster in poker	29. River flowing into Elbe	48. "Hot shot"
15. Protection money	7. Prepare	31. Natty dresser	49. Wood from Hawaii
16. Lake port	8. One-mast vessel	32. Rio de --	50. Olive draba: Abbr.
17. Girl's name	9. Its fleet has 500 ships	33. Sea E of Borneo	52. Mme Peron
18. Nippon's capital	10. Common suffix	35. On the briny	
20. Part of sewing kit	11. Kind of jacket		

Puzzle Answer on Page 27.

TEN YEARS AGO

The French population was warned to evacuate all coastal areas as a prelude to a possible second front . . . Japanese bombers hit Dutch Harbor, Alaska, twice in the same day in the closest raid yet to the US . . . The SIU became an affiliate of the International Transportworkers' Federation . . . A new synthetic rubber was introduced to the public . . . Wartime travel tax, designed to discourage unnecessary travelling, was raised.

Rommel's armored columns pushed the British back into Egypt and continued to advance rapidly, threatening both the Suez Canal and the entire Near Eastern oil fields . . . Crimean situation was bad, as the Red armies retreated all along the front . . . The SIU blasted the shipowners for failing in many cases to provide the proper provisions and water on lifeboats and life rafts . . . "Yank" printed its first issue . . . A nationwide war bond campaign was launched.

The Navy announced that the US had started using a convoy system so that warships could protect merchant vessels which had been sailing alone and unarmed in sub-infested waters . . . After a fight by the SIU, the Coast Guard dropped the requirement forcing

all merchant seamen who went into training for unlicensed ratings or licenses to join the Coast Guard reserve . . . Churchill arrived in the US to talk over war strategy at the White House . . . Dewey and Willkie waged a hot pre-convention fight for the Republican Presidential nomination.

The Maritime Commission announced rules governing the awarding of the new Merchant Marine Distinguished Service Medal . . . Brooklyn and the Yankees led their respective leagues . . . The SIU warned Seafarers to clear their status with their draft board before sailing and to make sure their applications for passports were in order . . . Charges were placed against 19 dealers for "bootlegging" gasoline . . . U-boats began planting mines along the US coast.

Congress began an investigation of "waste" in war contracts . . . New York City Council adopted an ordinance prohibiting the wearing of bathing suits or "scanty attire" more than 200 feet from a beach . . . Seafarers played an important role in the "New York at War" parade . . . The FBI nabbed eight saboteurs who landed on the Florida coast.

SEAFARERS LOG

June 27, 1952

Vol. XIV No. 13

Published biweekly by the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 32, N. Y. Tel. STerling 8-4671.

PAUL HALL, Secretary-Treasurer
 Editor, HERBERT BRAND; Managing Editor, RAY DENISON; Art Editor, BERNARD SEAMAN; Photo Editor, DANIEL NILVA; Staff Writers, HERMAN ARTHUR, IRWIN SPIVACE, ART PERFALL; Gulf Area Reporter, BILL MOODY.



Vote Of Confidence

Thanks to a thumping 92 percent "yes" vote, the SIU can open the throttle on its building program in the outports. A search is now being conducted in the ports involved—Baltimore, Galveston and Philadelphia—for appropriate buildings. Once they are located the Union will have the funds to go right ahead and put up the kind of halls in the outports comparable to what we now have in headquarters.

When the New York hall was completed it marked a new era in seamen's shoreside facilities. But the Union was not content to let it rest at that. As the LOG editorial put it at the time, "What has been done here in New York we hope to extend to our outports so that SIU brothers, wherever they sail from, will have the same advantages." The results of the referendum are assurance that this pledge can now be fulfilled.

It isn't every day that a group of men will vote so overwhelmingly to tax themselves a \$20 bill. The voting results are proof that Seafarers, having the best wages, conditions and welfare benefits, are willing to put out to get the best in shoreside facilities. That's the way the Union wants to operate and thanks to this solid vote of confidence, that's the way it's going to be.



Early Results

Although it's just a couple of weeks since the Union announced its new disability and maternity coverage, the results are already impressive. A considerable number of Seafarer-fathers have already received their \$200 maternity benefit checks, and the disability provisions are providing aid to Seafarers who are badly in need of it.

One such Seafarer is Brother Joe Germano who was able to escape from life in an almshouse, thanks to the new benefits program. While no union is equipped to solve all the problems of its members, the SIU has always believed in taking care of its own wherever possible. The Germano case points up the flexibility of the Welfare Plan and the speed with which it can operate in an emergency.

Nor has the Seafarers Welfare Plan reached the limit of its abilities. Seafarers can rest assured that the future will bring additional welfare returns—the hotel being one pending item.



Incident In France

The experiences of the Taddei crew in various French ports reflect a new turn in the international Communist campaign against the US and its citizens. In this instance, assaults on American seamen are one phase of rioting against other Americans in Tokyo, Rome, Paris and wherever Communists can muster sufficient strength.

What happened in St. Nazaire and Nantes are not attacks on seamen as such. The Seafarers just happened to be handy targets of the anti-American campaign now being waged by the Cominform.

Seafarers who have long enjoyed the hospitality and friendship of French citizens on their runs to France know that the great majority of Frenchmen have no sympathy for such tactics. At the same time, the Taddei incidents should serve as a warning to other Seafarers to be careful in French ports. If you go ashore, make sure you're not alone, and keep a weather eye peeled for gangs who may be out to dump you.



Who's At Fault?

Since the Steelworkers Union called its members out on strike for long-overdue contract improvements there has been a lot of noise to the effect that the union is responsible for the continuation of the strike. This theme has received more and more stress in the newspapers with each passing day.

Now a story comes out to the effect that the Bethlehem Steel Company and the union reached an agreement last week to end the strike. But when Bethlehem took this agreement to the other steel companies it was turned down despite the fact that it represented a compromise on the union's demands.

Obviously then, responsibility for continuation of the strike rests squarely where it belongs—on the shoulders of the steel industry's bosses.

LETTER of the WEEK

He Recalls How SIU Advanced

To the Editor:

It is actually amazing the extent to which the SIU has grown. Not to throw my weight around but I can "remember when". I guess I might be classed as one of the new oldtimers. I first shipped out of Frisco almost ten years ago. The Union had just then received a \$17.50 war emergency wage increase boosting my messman's wages to an incredible \$87.50. I made a five months' trip to India and counting bonus and all of 27 hours overtime, I just did make the grand total of \$1,000. By the time my taxes, allotment draws and slops were deducted, I paid off with a little over 300 bucks. It didn't last long either.

Yes, in those days we had only a few steamship companies under contract. Then, as now, Waterman was the biggest. I think the SIU had under ten companies signed up then. I understand the amount now reaches close to 100.

Incidentally, in making one of those overtime hours, I was carrying laundry bags aboard and stowing them in Fremantle, Australia. The blackout curtain swept my glasses off and I was blind the rest of the trip. It cost me \$16 to replace the lenses to get that one hour OT at 85 cents. Today, well, we all know how the Union has brought the pork chops home.

I would like to see the LOG print all the ships under SIU contract, who they are operated by and what type. You could make a grand "then" and "now" issue. Show the old shipping halls at Stone Street, and the new hall in Brooklyn, side by side, and follow up with the halls in New Orleans, with the old Chartres Street hall and Mobile with the rickety St. Francis Street location.

Takes Back Criticism

Back in '47 I criticized the LOG and said it was run like a high school paper (and you printed it), but I have to take it all back. I subscribe to about five nautical and trade union papers and magazines and find the LOG tops.

Talking about newspapers, the BME paper looks swell, and I wish the "Marine Engineer" success. Unfortunately some of the MEBA men I have talked to believe that members of the BME are dictated to by unlicensed men. Far from it. The BME enjoys the same autonomy as fishermen, towboatmen and seafood packers under the SIU banner.

The two BME ships I have sailed on (Coeur D'Alene Victory and Mankato Victory) had fine engineers and there was no interference with them by the unlicensed crew.

Also in the 16 months I spent on these two ships, any time there were any repairs to be made in crew spaces, they were done promptly. As a result the crew respected these engineers far better than I have seen on most ships.

Les de Parlier.



de Parlier

'All Set!'



As I See It

by PAUL HALL



OUT ON THE WEST COAST

The shipowners are still trying to give our brothers in the SUP a rough time. The strike has been running for over a month now, and there is no telling when it will end.

The SUP is buckling down for a long siege. They are in excellent shape. They have pickets out, and not a ship of the Pacific Maritime Association is moving anywhere, unless the union has released it to carry military cargo.

Judging from what has happened up until now, it appears that the shipowners out on the West Coast have piled up quite a bit of dough for themselves in the past couple of years. Otherwise they would not have been able to sit tight for as long as they have been doing. Now they are reluctant to share some of it with the men who man their ships and make it all possible.

On our side of the fence, the SUP is determined to push this thing through to a finish and come out of this beef with added pork chops for its members. Naturally, as we have assured our SUP brothers, the SIU A&G District is with them all the way—financially, physically and morally.

This SUP strike is only one of several in recent months in which the employers have taken a tough attitude toward union demands. The national steel strike has been going on now for the past several weeks, and there have been other beefs, like the telegraphers that have dragged on for quite a while before settlement.

All these strikes prove that a lot of employers have stiffened up against the unions. They seem to be counting on plenty of support in Congress to slap the unions down with legislation if need be. All of which means that union men have to tighten up their ranks and prepare for tough going ahead.

The fact that it's a presidential election year isn't helping to clarify issues for organized labor. Many a candidate for the presidential nomination is coying up to big business in the hopes of winning political support at the conventions.

Consequently, with a few exceptions, most of the candidates have

straddled the big labor issues thus far. They'd be just as happy to shove them into the background and forget about them. Despite all the fanfare and noise we've heard up to now, by the time the elections draw near, the issues should be pretty well boiled down and we'll be able to see just where the candidates stand and what the outlook is from the standpoint of the workman's welfare.



WE'VE HEARD A LOT OF

talk this past year about how the Communists are for peace, but as your Union has pointed out time and again, there's quite a gap between what the Communists say and what they do. What happened to the crew of the Taddei is a case in point.

Here is an instance where the crewmembers were harassed by French Communists from the time they arrived in France. These "peace-loving" individuals were not adverse to ganging up on small groups of Taddei seafarers for no reason other than that they were American seamen.

Your Union has quite a reputation throughout the world for being a staunch anti-Communist outfit. In our own way we believe we've done quite a bit to discourage the spread of Communist influence among American maritime workers. It doesn't surprise us then that Seafarers should be the first targets of the "peace loving" Red riot squads.



IT'S THREE WEEKS SINCE THE

long range shipping bill was reported out to the House of Representatives, but we're still waiting for Congress to untrack itself and get to work on this vital piece of legislation.

The average citizen is not very much aware of the importance of this bill. Unfortunately, this attitude exists in some Washington quarters. However your Union is still pushing for action in the hope that the Representatives will awaken to the need and take steps to push this bill through before Congress adjourns next month.



ON TRADE ROUTE #20

Long familiar to Seafarers sailing the Mississippi Steamship Company's Delta Line ships, Trade Route 20 runs from the Gulf of Mexico down the East Coast of South America. This is the prize "coffee run" which shuttles southward with general cargo and, in some cases, 80-90 passengers, returning laden with the coffee that makes the principal beverage, morning, noon and night, for most Americans.

Steamship operation on a Government established trade route follows a set pattern from which the shipowner can seldom deviate. Set up by the Government as a trading circuit essential to American commerce with foreign nations, it must be followed by the subsidized operator whether the cargo hatches are empty or full. Eligibility for the subsidy can be maintained only by a minimum amount of scheduled sailings annually by a basic number of modern ships capable of assuring the regularity of the service. Mississippi, one of the largest and most successful operators contracted to the SIU, eminently qualifies.

On Route 20 at least, trade has been growing with leaps and bounds so that the run is a constant source of income for both the company and the Government. The value of two-way trade between the US and Brazil, for example, ran approximately \$1.8 billions last year, higher than with any other country in the world except Canada, which is in a special trade category.

The Delta Line operates a dozen ships on the run, ten modified C2s and C3s, plus one Cape-type and one Victory. The voyages usually last about three months, starting out in New Orleans and, after touching at one or two other Gulf ports, head for the main coffee port of Santos, Rio de Janeiro, Montevideo, Buenos Aires and a half dozen by-ports.

The popularity of the run is easily attested by the intense competition for jobs when the ships crew up out of the SIU hall in New Orleans. Preparations for a recent voyage of the Del Aires, a C2, are presented on these pages and show the typical Seafarer crews who man the ships on this essential route.

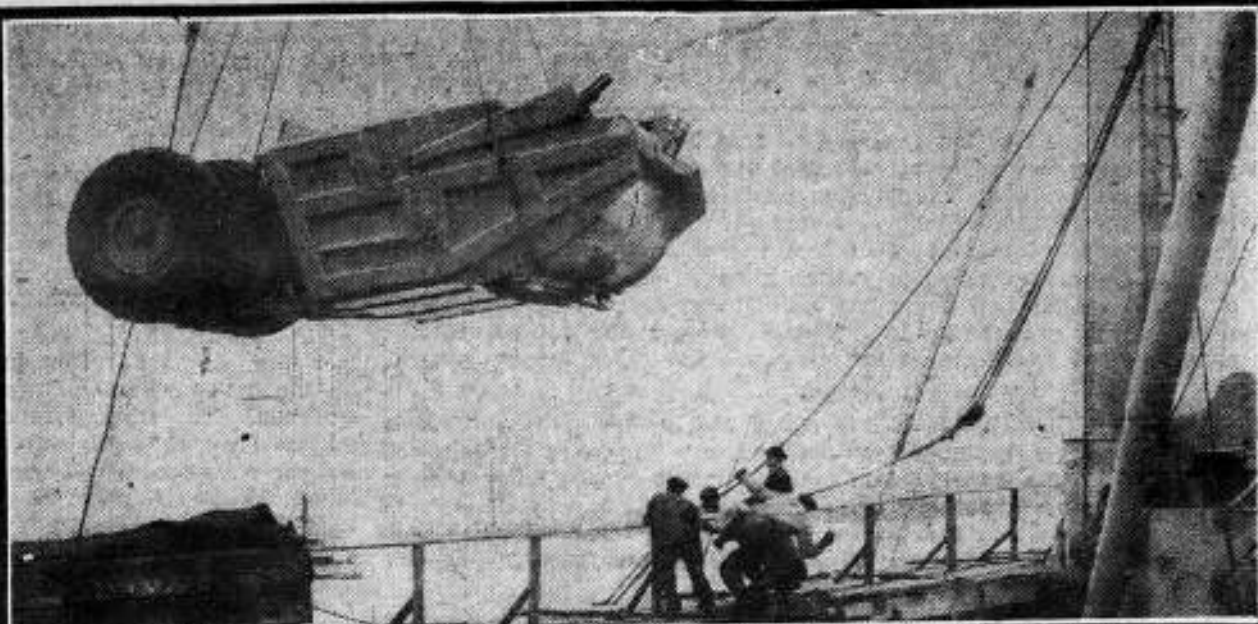
In the wheelhouse (right), OS R. L. Cline does a little "brightwork" on the compass to keep it gleaming. Task of keeping ship in running trim goes on at sea or in port, and the spic and span condition of the "house" shows the boys are always on the job. When they get underway, they want to be sure they'll see where that needle's pointing.



Hungry men need no urging when the chow call sounds, and galley utilityman Jerry L. Miller (left) and chief cook Humella Fluence are on tap (right) to see that everything runs according to plan. OS R. J. Arceneaux (below) hangs away his clothes fresh from the cleaners for the days ahead when he'll be ashore in a tropic hotspot.



Taking on diversified cargo for the run south, the ship is the scene of busy activity as crewmembers man winches and longshore workers load her up. Bags (left) earmarked for Recife, Brazil, come aboard on sling to be lowered into hatch, while stevedores on dock roll gas tanks into nets to be taken on as deck cargo.



Part of shipment of heavy agricultural machinery and tools for plantation use is brought aboard (top, right) from barge alongside and longshoremen lower it to deck. Checking gangway lines forward, Seafarers Donald Hutchings, AB (left), and Blackie Sanchez, DM, make sure everything's running smooth on deck department end.

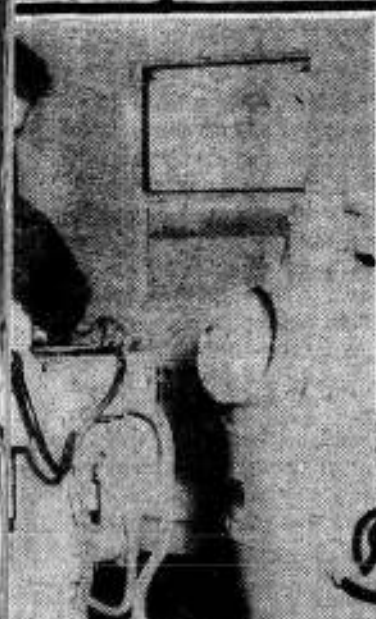


Down in the engine room, the SIU black gang runs over the equipment to assure a smooth trip later on when parts and major repairs aren't so easy to come by. At left, oilers Paul Cassidy (left) and C. L. Ducote prepare to take off asbestos covering on evaporators to give 'em a test run after they've been shut down a while and lying idle.

In the messhall, "coffeetime" offers a welcome pause in the day's work for crewmembers busy making the ship ready to sail. Pictured during the lull are (L-R): Seafarers Frank Nunaz, wiper; P. Hilt, OS; Paul Cassidy, oiler; Donald Hutchings, AB; A. Nelson, AB, and C. L. Ducote, oiler, as they stand by before going back on the job.



SIU Patrolman C. M. Tannehill (above) comes aboard to check how things are, while AB Jack Procell (left) tests out gangway lines to make sure they're secure.



MARITIME

The freighter Overton managed to trap 20 other vessels in Liverpool's Hornby Dock Basin, and kept the crews of the ships really jumping for a while. The Overton piled into the 800-ton gates to the locks of the basin, and ripped them right off. The gates immediately sank and the water in the basin began to pour out. The level in the basin dropped over eight feet within a couple of minutes. The crews of the 20 vessels tied up in the basin had a hectic time slacking off mooring lines to make up for the sudden drop in the water level. The Overton's bow was damaged but she proceeded under her own power.

The Coast Guard's attempts to rescue the lumber schooner Cynthia Olson after she went aground on the Oregon coast proved fruitless, and finally a tug was summoned to the scene. The cutters tried twice to pull the Olson off, but each time the line parted and the Olson sent out another SOS. . . . The Cunard liner Scythia collided with the collier Wabana just outside the mouth of the St. Lawrence River. One seaman from the Wabana is missing.

A spectacular rescue effort was made in the shark-infested waters of the British Bahamas. The freighter Zelma Rose capsized in a heavy sea. Six persons were lost, and 18 were rescued. The captain and a passenger made several underwater dives and dragged people out of the submerged cabins. One of the persons the passenger rescued was his 18-month-old son.

The New York pier designed as the terminal for the United States features a new rubber cushion system along the side of the pier so that no damage will result if the new superliner is swung against the structure. The cushion makes it possible for the liner to dock anytime instead of just at slack water. . . . New York's Department of Marine and Aviation has a special launch cruising through New York Harbor looking for ships that violate the city's anti-smoke laws.

The US ranked fifth as far as shipbuilding was concerned for the world in the first quarter of 1952. England, Germany, Sweden and Holland led the US in that order. . . . New York led all other US ports in the exports and imports it handled during 1951. The figures and order of rank are: (all figures in long tons) New York, 31,301,427; Baltimore, 19,919,909; Philadelphia, 15,658,794; New Orleans, 8,295,044; Houston, 6,362,867; Galveston, 4,979,193; Boston, 4,883,885, and Los Angeles, 3,901,563.

As of last month, the privately-owned merchant fleet of the US was set at 1,281 vessels with a total of 15,300,210 deadweight tons. The active, privately-owned fleet included 830 dry cargo vessels and 451 tankers. . . . The search for 18 crewmembers of the Argentine freighter Lucho IV which sank off Patagonia has been abandoned. After over a week of searching, the rescue parties found only two empty lifeboats and several empty lifejackets from the vessel.

The 28,000-ton tanker LaCruz, a new 16-knotter, was launched in Massachusetts. . . . The largest icebreaker to be built on this continent was launched last week in Quebec. . . . Two new 28,000-ton British tankers got their sea trials this month. A total of six vessels were ordered, with two already in service.

The New York Collector of Customs, in order to speed up the processing of ships arriving in New York, has issued a booklet describing the legal documents necessary for a vessel to enter New York. In past weeks, the small customs force was faced with the arrival of four and five large liners in the same day. This booklet is designed to tell everyone what documents are needed, so they can have the necessary papers ready and thus save time.

A 143-ton tugboat bound for Santos Brazil was loaded on the deck of the Mormacpen last week. The freighter had to carry special unloading gear so that the tug could be taken off at the other end of the trip. . . . Portugal's merchant navy, already double its pre-war strength, is being expanded to take care of 60 percent of the country's transportation needs, including two new luxury liners for the Lisbon-Brazil run.

A 12-foot statue is to be set up on the grounds of the Catholic Church in Port Ewen, N. Y., so that it will be visible from the Hudson River as a shrine to the riverboatmen. The new shrine of Our Lady of the Hudson is the result of a campaign among the men who man the riverboats. . . . The Torm Lines motorship Birgitte Torm is ready to sail from Copenhagen on her maiden voyage to the US. She's the first of three fast 7,200-dead-weight ton freighters slated for the US run. . . . Trade between Venezuela and the United States has reached a record high, according to a recent announcement. Some 67 percent of Venezuela's trade is with the US at present.

THE LABOR ROUND-UP

The big news in labor these past few weeks has continued to be the developments in the steel situation. The steelworkers were still out, and the mills shut down, but the most recent talk about use of the Taft-Hartley Act is getting louder, while the industry is taking a wait-and-see attitude.

One report had it that Bethlehem Steel had reached a satisfactory compromise with the union, but backed out when the other companies turned it down. So far there has been no agreement about what shops will reopen to produce vital defense materials, a move both the companies and union have agreed to do.

Congress, which turned down a number of seizure bills, is talking louder and louder about the President using the Taft-Hartley Act on the workers who have already held off the strike for over three months.

Congress is still kicking around legislation to kill the WSB. The latest, passed by the Senate, is a "compromise" bill which would leave the board made up of labor, industry and public members, but would leave it with none of its present powers. The original move was to take away the board's powers and have it made up of only "public" members.

Members of the Brotherhood of Locomotive Engineers staged a successful two-day strike against the Long Island Railroad, the nation's most heavily travelled commuter line, while 63 other railroads face strike action if they don't soon sign an agreement with the union. The strike against the Long Island gained elimination or changes in rules that threatened job losses for union members.

Members of the CIO United Auto Workers in the New Orleans Chrysler tank engine plant voted 892 to 8 to ask for authorization to strike if necessary to win a contract equal to that in force in other Chrysler plants. The union's constitution calls for a vote and for authorization by the international in order to strike.

Members of the AFL Radio and Television Directors Guild won a new contract which cuts out "kick-backs" to broadcasting companies and provides for 15 to 20 percent wage increases. . . . The CIO Textile Workers Union's executive council voted to fight in the courts an arbitrator's decision to cut out the cost-of-living escalator clause in the contract covering 7,000 employees of the Bates Manufacturing Co. The decision also called for a cut in wages.

On the Job

The closeness of living aboard ship and the problems involved in carrying supplies of food and fresh water aboard for the voyage make shipboard sanitation a particularly important subject, meriting careful attention from officers and crew. Protection of the fresh water supply at all times is obviously vital to the health of the crew since contaminated water can be a source of epidemics of serious diseases like cholera and typhoid fever.

While all ships have facilities for distilling fresh water from sea water, it is the general practice for the ship to carry its fresh water supply in tanks which are filled in ports of call.

Safe Source First Requirement

To begin with it is obviously important to obtain water supplies from sources that are known to be safe. But that alone doesn't prevent water from being contaminated in the course of stowage or while in the tanks. This means that the drinking water hose, pumps, water storage tanks and piping must be kept clean and completely apart from all other water systems. Nor should the drinking water hose ever be used for any other purpose.

Practically all American seaports can supply a ship with drinking water that has been chlorinated to kill bacteria. If there is any doubt about the purity of the water supply, obtained by the ship, addition of chlorine to the water in the ship's tanks is one way of adding protection. The usual ratio for adding chlorine is 3/4 ounce of chlorinated lime for every 500 gallons.

Simple Test for Chlorine

One way of determining if there is enough chlorine in the drinking water after it has been chlorinated aboard ship is to fill a glass halfway, cover it with the palm of your hand, and shake the water back and forth a few times. The palm of the hand should smell faintly of chlorine after the test. It is important to make sure that the old, untreated water has been emptied from the taps before doing this. If there is no chlorine odor, then additional chlorine should be added.

If the ship's drinking water system has been contaminated, either through the storage of bad water or from opening the tanks for repairs or some other reason, the entire freshwater system has to be overhauled. All old water is drained from the system and the tanks and lines are cleaned as far as possible. Then the system has to be disinfected and fresh water flushed through it before it can be used again.

Disinfection Procedure

Disinfection of the drinking water system requires that a high concentration of chlorine be used, much higher than that used to chlorinate the drinking water itself. First the tanks are scrubbed and repaired and pipes checked for leaks or any unwanted cross-connection. A chlorine solution is then prepared in proportion of a pound and ten ounces of chlorinated lime for every 1,000 gallons of tank capacity. The chlorinated lime is mixed into a paste with gradual addition of warm water until the mixture is a gallon or more. The solution should stand for a little while until the undissolved lime has sunk to the bottom and then the liquid is poured off into a separate container.

The liquid mixture is then poured into the tanks which should be filled to the top immediately with clean water. After 15 minutes, the tap nearest the tank is opened until the chlorinated water flows, which can be easily judged by the odor. This procedure is followed out at every tap, moving outward from the tank, so that all pipes and the pressure tank get filled with the chlorinated water.

Drain and Flush Tanks

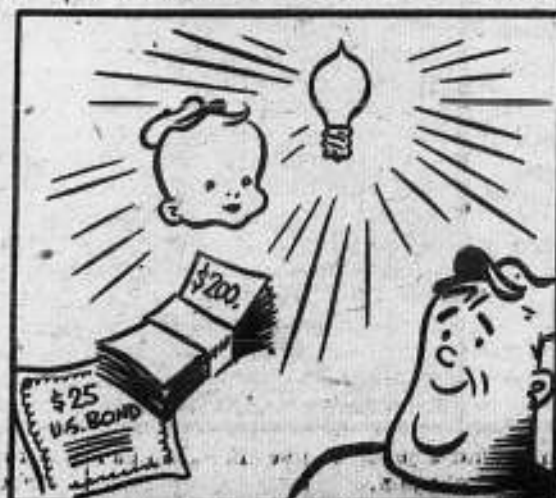
The tanks are allowed to stand for four hours or more with the heavily chlorinated water in them. Then they have to be drained and thoroughly flushed with fresh water of drinking quality until all the high-concentrate chlorine water is disposed of. In turn the fresh water may have to be given the usual mild chlorination treatment.

As a regular procedure, it is advisable to clean and flush water tanks every time a ship comes out of drydock or lay-up and at two week intervals thereafter, for as long as the vessel is in service. Other precautions that should be taken include care in the use of ice for cooling water. Since freezing doesn't kill many types of harmful bacteria, natural ice should not be used for this purpose. If ice is unavailable, drinking water can be cooled by placing containers of it in the refrigerator.

In addition to the drinking water, other fresh water supplies carried by a ship include a system for wash water. Here too it may be necessary to chlorinate this water if it is of questionable quality. Whether chlorinated or not, taps fed by the wash water should be marked "Unfit for Drinking." The same applies to the third freshwater system, the sanitary system, which supplies water for the heads, for washing the decks, fire hoses and other purposes.

Burly

Follow Burly Every Issue In The Seafarers Log





Five-week-old Kenneth J. qualifies his SIU-dad Kenneth E. Beckerlich and mother Margaret for one of those \$200 benefits.

Birth Benefit Debut Hits \$1,000 A Week

(Continued from page 2)

bring the whole family closely in touch with the SIU," he said.

Eligibility Simple

These and other Seafarers who have received maternity payments qualified for them by becoming parents since April 1, 1952, effective date for the new benefits. Any eligible Seafarer becoming a father since that date will receive the \$200 benefit and his child will receive the gift of a \$25 bond from the SIU.

In the case of twins or other multiple births, \$200 will be paid for each child, and each of the babies will be given a bond.

Seafarers may apply for the benefits by sending to the Seafarer's Welfare Plan, care of SIU Headquarters, 675 Fourth Ave., Brooklyn 32, New York, a copy of the marriage license, birth certificate,

Ins. Plaque Thanks SIU For Support

(Continued from page 3)

with the fledgling union. In the course of the long picket line struggle, the SIU membership twice voted financial aid, for a total of \$1,250. In addition, Seafarers made daily trips to Newark strike headquarters with cigarettes, donuts and coffee for the pickets, and assisted the IAIU leaders in the handling of the strike.

The assistance given by the SIU, in dollars and cents and otherwise, was greater than that rendered by any other union in the New York area where the strike was centered. As a result, the agents were able to get a contract calling for wage increases and other improvements for 15,000 members.

The text of the plaque, which will be hung in headquarters along with similar gifts from other unions, reads as follows:

"The Insurance Agents International Union, AFL, in grateful appreciation, salute the Seafarers International Union, for exemplifying true trade union action in their all out aid to the striking insurance agents against the Prudential Insurance Company, December 1, 1951, to February 19, 1952. The support of the SIU helped win this greatest victory in the white collar

New Branch Bldg Program Gets Members' Vote Okay

(Continued from page 3)

space and a roomy shipping hall suitable for meeting and social functions after shipping hours.

Members to Pick Site

As yet, several possible sites have been located adjacent to waterfront operations in the three ports, but no definite selections have been made. Actual selecting will be

made by membership committees in each port.

Applauding the decisive action of the membership in showing its preference for up-to-date, modern halls as SIU "showplaces" in each city, Secretary-Treasurer Paul Hall commented that "Seafarers have always travelled first class. We've seen how efficient operations can be set up, as in our headquar-

ters in New York, and we're going to put over the same deal for our members sailing out of the ports of Baltimore, Galveston and Philly. We've got some of the finest Union halls in the country right now, and we're going to make them even more so."

The port by port vote count and the tallying committee's report follows:

We, the undersigned members of the Tallying Committee, having been elected at a Special Meeting on Monday, June 16, 1952, have tallied all ballots and attached hereto are our findings. The Building Fund Assessment was carried by more than a two-thirds majority as required by our Constitution.

Port	Yes	No	Void	No Vote	Sub-Total
Boston	54	30	0	0	84
New York	1,194	249	41	0	1,484
Philadelphia	229	9	3	0	242
Baltimore	450	7	1	0	458
Norfolk	92	10	1	0	103
Savannah	88	2	0	0	90
Tampa	116	2	2	0	120
Mobile	466	5	1	0	472
New Orleans	976	29	4	0	1,009
Galveston	131	5	1	0	137
San Francisco	44	0	0	0	44
Wilmington	67	2	0	0	69
Seattle	51	2	0	0	53
Totals	3,958	352	54	0	4,364

It is to be noted that Philadelphia was missing two ballots. It is to be further noted that these two ballots which were missing do not in any way affect the outcome of the vote either for or against. This Committee recommends that this report be acted on at the meeting of July 2, 1952, and that each Branch Agent immediately thereafter notify Headquarters of the action on same.

PORT	BALLOTS SENT TO PORT	BALLOTS USED	BALLOTS NOT USED
Boston	0 to 250	0 to 83	84 to 250
New York	5,000 to 6,900	5,000 to 6,484	6,485 to 6,999
Philadelphia	251 to 500	251 to 493	494 to 500
Baltimore	501 to 1,000	501 to 958	959 to 1,000
Norfolk	1,001 to 1,250	1,001 to 1,103	1,104 to 1,250
Savannah	1,251 to 1,500	1,251 to 1,340	1,341 to 1,500
Tampa	1,501 to 1,750	1,501 to 1,620	1,621 to 1,750
Mobile	1,751 to 2,250	1,751 to 2,222	2,223 to 2,250
New Orleans	2,251 to 2,750	2,251 to 2,750	
"	2,751 to 4,350	3,751 to 4,259	4,260 to 4,350
Galveston	2,751 to 3,000	2,751 to 2,887	2,888 to 3,000
San Francisco	3,001 to 3,250	3,001 to 3,244	3,245 to 3,250
Wilmington	3,251 to 3,500	3,251 to 3,319	3,320 to 3,500
Seattle	3,501 to 3,750	3,501 to 3,553	3,554 to 3,750
Total Ballots Printed		0 to 7,500	
Total Ballots Unused		4,351 to 4,999	
"		7,000 to 7,464	
Sample Ballots		7,465 to 7,500	

All unused ballots were accounted for and it is the recommendation of this Committee that Headquarters thereupon notify the Branch Agents as to the effective date of the \$20.00 Assessment, which will be JULY 15TH 1952.

John Spreitzer, S-14
Charles Mehl, 35628
Robert Bowley, 38370

Daniel Fitzpatrick, F-129
Van Whitney, W-11
Walter Reidy, R-4

Reds Stone SIU Crew

(Continued from page 5)

black eye. They were lucky to get the cab when they did; otherwise there could have been more casualties.

When the ship had come into port originally, Catharine added, the local longshoremen told the crew members, "What are you bringing this stuff here for? We can get it from the Russians if we want it."

They were disappointed in a way that cargo was not military because there had been a big demonstration by local Communists just two days before against American arms.

Both men agreed that all Seafarers who stop over on the other side should be warned to watch out for the rough stuff.

From what happened to us,

Catharine concluded, "we think that the local Communists are out to dump all American seamen whenever they can. Something ought to be done to protect the fellows who go ashore there."

Three Boys Get AFL Scholarship

The second annual AFL scholarship competition produced three winners of scholarships of \$500 each at the college of their choice. More than 500 high school seniors in California and Hawaii took part, and Armen Tashdian and Alex Woycheshin of Sacramento and William Wittenberg of Los Angeles won the awards.

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.

and, if possible, a discharge from their last ship. Benefits are paid without delay after the applications are received in proper order.

Blind Member Finds 'A New Life' Via SIU

(Continued from page 3)

and kept telling the SIU representative how happy he was to be out of there. From the almshouse he was taken to the Staten Island hospital where his eyes were examined by the doctors and medicine prescribed in the hope that it might do his sight some good.

The following day arrangements were made by the Union to board him at the home of Mrs. Virginia Tentonico, an attractive private house in a quiet residential section of Brooklyn. On the way out to his new residence, Germano was concerned that he should be able to go out of the house, or buy himself a bottle of beer once in a while if he wanted to. He was assured that he would no longer be left helpless in a chair but would be able to move around

with the help of the people who were caring for him.

Homelike Atmosphere

The boarding home where Germano is now staying is a large two story house where five other elderly men and women live. Germano, like all the others, has the run of the house, the porch and a large backyard. If he wants, he can have his meals served to him in his room, or he can come downstairs to eat. The atmosphere is homelike and informal.

When he arrived at the place two small children were playing in front of the house with a six-week-old puppy. Their mother answered the door and called Mrs. Tentonico who boards the elderly men and women in her home. Germano was a little apprehensive at first but was soon made to feel comfortable. The first person he met, strangely enough, was an old acquaintance who used to own a tavern on Mulberry Street, New York, where Germano used to hang out.

An Old Customer

"I know you," the man said, "you're in the merchant marine. You came into my place on Mulberry Street lots of times to drink wine. I'm Jimmy. You remember me?"

"Sure, sure, I remember," Germano said, gratified at the thought of having somebody he knew to talk to.

Afterwards Mrs. Tentonico expressed curiosity as to how the Union was interested in taking care of disabled men like Germano.

"You see," the SIU representative explained, "up until a couple of years ago an old fellow like Germano here who didn't have a home of his own or anybody to help him out might just be left to die in the streets. But now the Union has a Welfare Fund. It's still new and we're still building it up, but we aim to do something to help take care of the fellows who spent their life going to sea, but can't work anymore now."

When the representative said goodbye, Germano was sitting on a bench near the arbor in the backyard talking to Jimmy. He had found a place to live like a human being, again.

No Break Seen In West Coast Sailors' Strike

(Continued from page 2)

is convinced that the shipowners are carrying on a fight to beat the SUP and turn over part of the SUP's work to Harry Bridges.

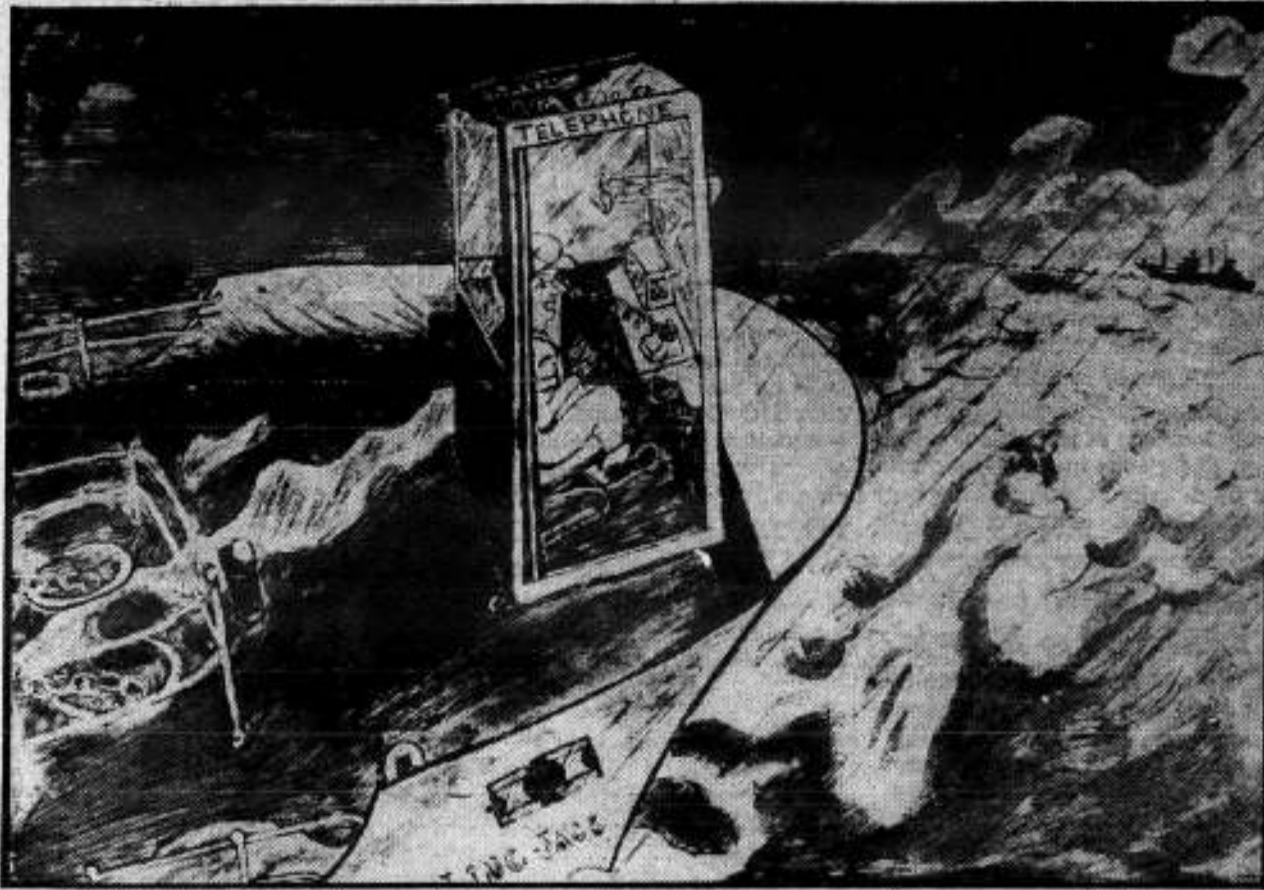
Committee recommendations, that were approved at SUP membership meetings in all ports on June 23, call for a settlement on the basis of the SUP's compromise demands, retroactive to April 27. The membership also ruled out any limits on SUP jurisdiction over loading of stores.

Met With Bridges

While no meetings have been held between the PMA representatives and the SUP committee since June 18, it is known that they have met several times in the interval with Bridges, presumably on the loading question.

Besides the SIU, all AFL maritime unions affiliated with the MTD, and shoreside outfits like Teamsters and Metal Trades have pledged support to the SUP strike. A similar pledge was received from AFL headquarters in Washington

Foul Weather Dream Of An OS—Contributed by David King



Did You Know . . .

That a baker's dozen is 13 rather than 12? The extra one was the outcome of the penalties imposed for underweight measures. In order to be on the safe side, the baker gave a retailer an extra loaf to the dozen to avoid the risk of a fine.

up for an engineer's license can get the dough for refresher training by a loan from the BME? The money can be paid back later on. Men with three years as a fireman, oiler, watertender or electrician are eligible.

That a blonde person probably has more hair on his head than a red-head or a brunette? Scientists have figured out that a blonde has 104,000 hairs on the head, a brunette 102,000 and a red-head just 83,000. We'll just take their word for it.

That someone can be an orphan even if one of his parents is still living? The word, despite the general belief, accurately refers to a person who has lost either or both parents.

That your shipping rights are protected by the Union even when you are in the hospital? A man on the shipping list who is in the hospital for 30 days or less retains his original shipping date, while someone hospitalized for more than 30 days is entitled to a new shipping card dated prior to the date of his discharge from the hospital.

That even if you're not aware of it you change position during an eight-hours' sleep about 35 times? The shortest period of undisturbed sleep follows immediately after you lose consciousness. Scientists say it usually lasts about 14 minutes.

That the first alarm clock was invented by Plato 2,000 years ago? The philosopher fitted a siphon to a water-clock so that when the water was level with the top of the siphon it rushed down the tube so fast that the compressed air was pushed out with a loud whistle. That was how Plato called his students to their studies at four o'clock in the morning.

That mail sent to the New Orleans SIU hall can be kept there only 48 hours, then is returned to the post office in the Customs House? However, Seafarers shouldn't call for mail at the PO unless it is listed in the mailbook at the hall.

That the Kaiser and the Czar, the former rulers of Germany and Russia, were named after Julius Caesar? Differing native tongues produced the variations, which stemmed, like the Persian Shah, from the original Babylonian word shar meaning king.

That in France a limousine is a coat? The word existed long before the auto body with that name was thought of. Limousine is a French word meaning cloak or coat, the idea being that such a vehicle was a "cloaked" car, not open as was the case earlier.

That Seafarers who want to go

That when tomatoes were first introduced in England they were cultivated as floral ornaments instead of something to eat? Now commonplace there and elsewhere as a food, the tomato had been grown in greenhouses for its berries. It was many years before it came into use as a fruit.

San Juan—Beachcombers' Haven

While it is true in many other industries, life in maritime cannot be compared any more nowadays with what it was years ago. Both the working conditions and the financial end have changed a great deal.

While not one of the real oldtimers, I have witnessed many of the 1,001 problems that a seaman had to deal with in the old days, since I was brought up on the San Juan waterfront. This has often been called the "beachcomber's paradise," because a beachcomber could depend on things ashore being little easier than in most places.

In those days seamen were confronted with many problems. For one thing, food was cooked on many ships by irresponsible people who could not even boil potatoes ashore. This made the worst of the food situation which never was good. On top of it, there was always a shortage of something, and when it was plentiful, the quality was not good.

Poor sleeping quarters, poor pay, no respect from superiors contributed to their troubles. Overtime was so seldom mentioned that one had to go around hunting for a dictionary to find the real meaning of it.

If a seaman was so much as to smile at a girl who in some way belonged in the heart of one of the ship's officers, the minute the seaman realized the officer knew about it he could start packing up and get ready to hit the beach. There was no union hall to register at for a job and no union patrolman to clear the situation for you. You were just another beachcomber and it was nothing, since it happened every day in every port.

Morale Lowered

All that and much more did a lot to lower the seaman's morale and poisoned the character of almost every man going to sea so that in those days most of them turned gashounds and performers, with very little respect for society and for themselves. Society in turn had very little respect for them.

San Juan became a favorite spot with beachcombers as Puerto Rico is an American dependency. There was no red tape for a payoff and the Immigration men had nothing to do with US citizens there, which is still true.

Here the beachcombers had a

combination foreign country and homeland because of the large difference in customs, language and climate. With them anyone doing them no harm was a friend and much more if a pint of "cana" (homemade rum) was with her or him. Since it cost only 15 cents a pint it was always very cheap to get drunk and if one didn't like to sleep it off on the grass in the surroundings of Puerta de Tierra, one could sleep fairly comfortably in those places where cots were rented for the night for 12 or 15 cents. For 25 cents you could get a bed.

These men were more or less organized for two purposes, food and liquor. While one group would go around hunting for food aboard ships in port, another would find a job with the shore gang like painting ships, while the third was always planning where to sleep that night and where to get the next full bottle.

Beachcombers HQ

There was only one place in town where they could come freely with or without money to discuss their plans; a place that was home to many of them, where they were always welcome in any state—sober or drunk, black or white, healthy or sick. Religion and politics never mattered and still doesn't. It was nothing more than the humble home of Matilde Pelot, whose son "Tootina" (Augusto Miranda, now with the SIU) taught the beachcombers in the art of staying alive in the tropics. He used to do this with the help of his brothers and his mother who

always had and has a helpful hand for beachcombers.

In her home, every beachcomber, regular seaman or future seaman that touched San Juan with a couple of problems, worked out plans as to how to ship out, how to work ashore, how to get seamen's papers or how to become a Union man.

With all the new conveniences and good wages and living conditions today many a seaman still cannot resist the temptation of quitting a ship in San Juan, so much so, that our Union has strictly enforced a rule with a stiff fine for missing a ship to bring that situation under control.

Romantic Ship Jumpers

One of the reasons for ship jumping in the island is the romantic aspect. That is about the only reason to become a beachcomber nowadays what with the good living aboard ships. I believe the majority jumping ship in San Juan have a long and fascinating story of love and romance with at least one of the "senoritas." Because one can find, especially in the interior, the beautiful "triguenas" with abundant black hair, big black eyes, tender hands and warm smiles for a man with a tattoo on his chest; much more so than for a man with a guitar in his hands singing a serenade.

That doesn't mean that all beachcombers carry tattoos, but the ones who do are sure hits with those girls who always keep an eye open for the novelty.

Luis A. Ramirez

LOG-A-RHYTHM:

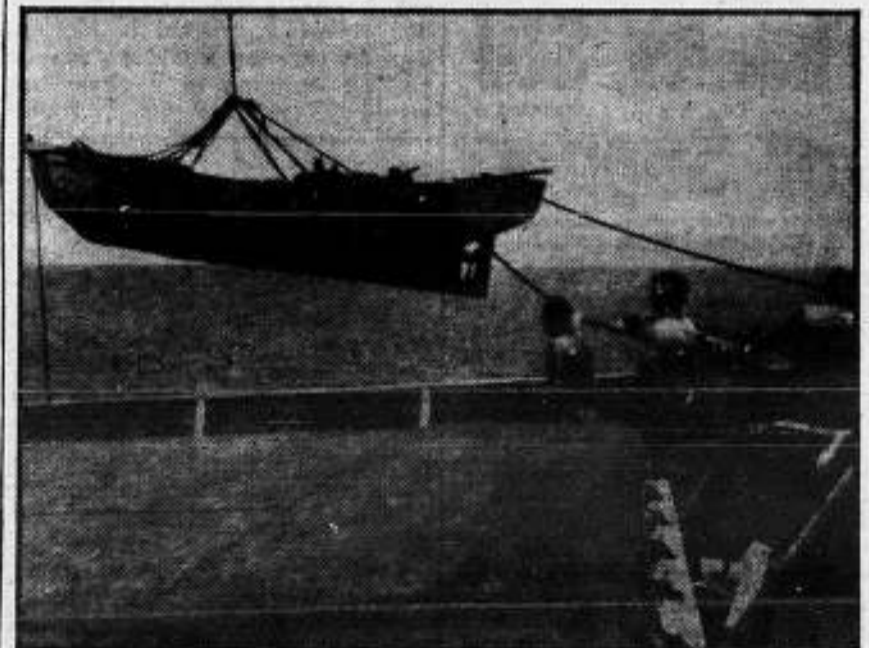
A Letter Talks Back

By James R. Porter

Before you sign me, let me say
That I don't feel so good today.
I'm not equipped to build good
will;
In fact, I'm positively ill!
My meaning isn't crystal clear;
The way I talk is insincere.
I'm cluttered up with phrases trite,
The kind of stuff they used to
write.
My paragraphs are much too long.
My ending's weak instead of
strong.

I'd rather not go in the mail
Because I do not want to fail.
To do my job efficiently
I need some life and energy.
Suppose you brush me up a bit;
Imbue me with some charm and
"it."
Forget the "I" and make it "you,"
And get my reader's point of
view.
Rewrite, delete, correct, revamp,
And make me worth my three-
cent stamp.

Polaris Crewmen Pick Up Fishermen Adrift At Sea



Crewmembers of the Polaris take aboard disabled fishing boat after rescuing three fishermen who had been adrift in it off the South American island of Trinidad.

Three fishermen who were on the verge of collapse were rescued off Trinidad by the crew of the Alcoa Polaris which was on its way to the island. The men had been adrift for 90 hours without water or

food and were about to give up when spotted by the crew.

The men had been fishing out of a small inboard motorboat, and their motor had broken down. When first spotted they were struggling to make some sort of headway with oars.

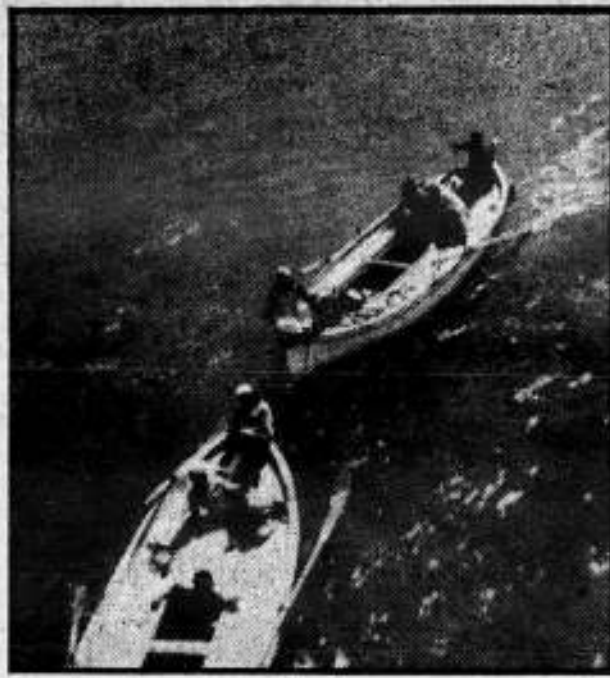
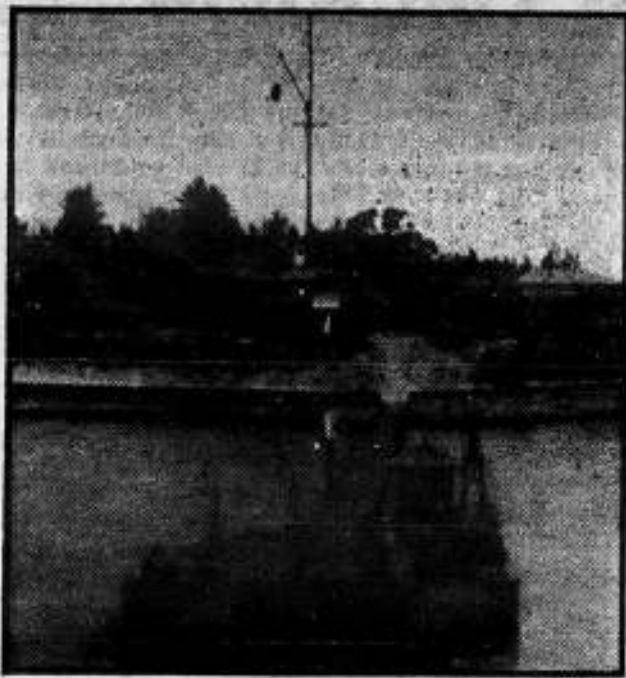
However, the men were pretty weak and weren't making any

progress against the running sea. When the men were taken aboard, Captain Mulley gave orders to the steward to give them food and clothing which they were badly in need of.

It was a well done job again by SIU seamen, with the bosan and chief mate handling things in fine style.

George Gill

Familiar Sights On Run Through Suez



The pilot station (left) and the ever-present native bumboats are well known to Seafarers in-transit through the canal. Photo by Walter R. Appelt of the Binghamton Victory.

Barber Ban Has Crew In Lather

Half a loaf may be better than none, but half a haircut certainly isn't, especially when it leaves you with only one sideburn. That was soon as they hit the States about the chief who were all set to beef to the patrolman ass the feeling of the crew of the Steel Advocate, mate's chasing a barber off the ship.

Victim of the trimming, as the ship's minutes put it, was an unnamed crew member. While the ship was in Cueta, Spanish Morocco, a local barber had come aboard and deftly shaped the curly locks of two of the ship's officers. He was working on the Seafarer as his third customer, when the chief mate broke up the clip session and ordered the barber to get off the ship, scissors and all.

The Seafarer protested that the mate was distinctly out of order and that it was not time for a motion to adjourn especially with one sideburn and forelock yet to be trimmed. The mate, however, was as adamant as the Rock of Gibraltar across the way. He said in so many words (but in a different kind of language) "We're discharging this unwanted cargo here and now, and it either walks ashore by itself or I'll uncradle a boom and dump it on the docks."

As often happens in such cases the mate won the argument and the barber went ashore, though not without a few last words shot in the direction of the mate. Fortunately for him, he was to windward and the mate didn't hear what he had to say.

That wasn't the end of the argument. The unfortunate Seafarer started suffering a slow burn especially when some of his less sensitive shipmates started making war whoops within his earshot.

Consequently at the next shipboard meeting, the Seafarer raised the issue charging that here was a clear cut case of discrimination in favor of the officers ranking with the two pot system as something that should no longer be permitted. No matter what the standing orders of the captain were in respect to peddlers and other characters coming aboard, the chief mate should have let the man finish his work before chasing him ashore.

The crew was swayed by this eloquence and especially the sight of the unbalanced sideburns. It was moved and passed unanimously to report this incident to the patrolman.

Motion Withdrawn

However, in a few days the other sideburn started growing back and cooler heads prevailed. At the next meeting it was agreed that the mate was right in chasing the man ashore and the motion was withdrawn accordingly.

Otherwise, the delegates reported all beefs settled with the exception of a few hours' overtime in the engine room, which engine delegate Charles Martinez will bring up at the payoff. Other delegates aboard the Advocate are Sven J. Nilsen, ship's delegate; Francesco Cornier, deck, and Clarence L. Graham, steward.

Discrimination Charged

Consequently at the next shipboard meeting, the Seafarer raised the issue charging that here was a clear cut case of discrimination in favor of the officers ranking with the two pot system as something that should no longer be permitted. No matter what the standing orders of the captain were in respect to peddlers and other characters coming aboard, the chief mate should have let the man finish his work before chasing him ashore.

Ship's Wiper From 'Bama Fails The Stars And Bars

I happen to be a Yankee on this Waterman scow, the City of Alma, with a Mobile crew. However I get along well with them. I try to be a good rebel and eat my grits and black-eyed peas without a word of disagreement. But the other day a little incident happened that was hard to take!

Recently the wipers finished painting the engine room and a fine job it was, trimmed in red, green and black. It looked like an artist's dream. Then it happened. The first assistant, who is from Baldwin County, did his bit of decorating and hung the rebel flag upon these untarnished bulkheads. We Yankees took this without blinking an eye.

But that's not all. A sign was placed under it reading, "Rebels, tip your hat when passing this flag. Yankees, take your damn hats clean off."

Well the old saying, "every dog has his day" is true. The other day a wiper (no names mentioned), walked up to make coffee, noticed the flag and asked innocently, "what country is that from?" He being from Alabama himself, he will be looking for another job soon as it was the first assistant he asked. Of course, the first walked away in deep disgust.

Just for the record, this is a fine ship and we all have a good time. But who couldn't, running to northern Europe in the summer-

time? We are looking forward to receiving our copies of the LOG when we get into Bremerhaven. C. J. Phalen

Shark Killers



Displaying their catch off Trinidad, are (L-R.): Peter Loik, AB; John Wilman, AB; Ken Stern, bosun; Joe Sanbornski, DM.

The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

Composition of photographs can be explained as the arrangement of subject matter as well as light and shade in a photograph. Good composition is something photographers strive for when they have the time and the ability to move lighting and subject matter around so as to achieve the best results. The amateur on shipboard may not care to spend so much time posing his subject, but he can follow certain principles that will avoid common pitfalls and make for a pleasing effect.

The thing to remember is that you want the eye to see certain things in the finished photograph. Therefore, it is common sense to place the most important object where it will be most readily noticed and try to avoid distracting and unimportant details that will confuse the eye and carry it away from the subject of the picture. Whatever else is in the picture should serve to give it balance and a pleasing pattern.

The trouble with composition for photographs is that it is usually hard for the eye to pick out what will appear on the finished print. Ordinarily it is too inconvenient or not possible for the photographer to examine his subject in the viewfinder from several angles before he shoots the picture. If some action is going on, he's liable to miss it altogether while studying the subject for the best angle.

Eye Overlooks Details

Getting decent composition then, means training the eye to pick out and block off one section of what he sees and photograph it accordingly. Too often, the eye tends to overlook minor details because the photographer is not thinking of them, but they show up just the same in the final print. All is not lost however. In enlarging, we can cut out portions of the print that distract from the subject matter of the photo.

One important point to remember is that a photograph is flat, whereas the eye sees in three dimensions. A mast that was several feet away from a brother Seafarer looks like it's growing out of his head if you line him up directly in front of it. Then there's the question of distracting background. A garbage dump to the rear is not a very flattering setting for the girlfriend—just try and convince her you didn't see it. If your pal is wearing a flowered shirt, don't shoot him standing up against a wallpaper pattern. If you pose somebody so that the tree they are leaning against takes up half the negative, nobody is going to notice much about the other half.

Pick a Good Angle

When you find a subject, the first thing to do is pick an angle that presents it favorably. If you can move the subject around to suit yourself, so much the better. In planning his photo the experienced photographer has little difficulty in noticing and blocking out unnecessary detail. Some rely on gadgets to help them out. They carry frames that restrict the view to the area that will actually appear on the photograph. A friend carries a reducing lens for that purpose. Or you can frame the subject in a rough way with your thumb and forefinger at right angles and the tips of the thumbs together in a straight line.

Another simple method of eliminating unwanted subject matter is to get up as close as possible to the subject. The average camera fitted with its normal lens will cover a 6-foot man from head to toe at about 12 feet. So when photographing a Seafarer doing something on the ship, move in close. If you stand 75 feet off, what the man is doing will be lost and all you will gain is a view of a lot of foreground which takes the eye away from the subject. Further, by the time the LOG blows up the subject to usable size, it will get fuzzy.

Of course, plenty of experimentation will help along these lines. Change your position around, look at the subject from all sides, from high and low angles, with and against the light, and from any view that holds good possibilities, being careful not to wind up in the drink while striving for effect. After a while you will begin to get the feeling of decent composition and you will want to take the shot. Chances are that the results won't disappoint you.

Quiz Corner

- (1) A company offers its salesmen a choice of two salary plans. Both provide a base salary of \$1,000 a year, but one offers a raise of \$150 a year and the other \$50 every half-year. Which is the better deal?
 - (2) The US has rights to a strip of land for a canal which would shorten the water distance between New York and San Francisco 500 miles. Where is this site located?
 - (3) Water evaporates rapidly when the relative humidity of the air above it is (low), (about the same), (rising), (high)?
 - (4) The US gunboat sunk by Japanese planes, causing a serious international incident in 1937, was the (Robin Moor), (Kearny), (Panay), (Reuben James)?
 - (5) A filling station owner bought a tank of gas for \$60. After 50 gallons of gas were lost by leakage, he sold the remainder at four cents per gallon above cost. If he gained 20 percent on the deal, how many gallons did he buy?
 - (6) Where is the only place where a man could design a square house with each window having a view to the south?
 - (7) Is there any difference between twice twenty-five and twice five and twenty?
 - (8) Who was the first commissioner of baseball? (A native Ohioan, his name is the same as a mountain in Georgia which figured prominently in the Atlanta campaign by Gen. Sherman during the Civil War.)
 - (9) The weather behind a cold front is usually (foggy), (clear and colder), (fair and warmer), (warm and rainy)?
 - (10) A half, fourth and seventh of a number added to three are equal to the number. What is it?
- (Quiz Answers on Page 27)

LOG Welcomes Stories, Pics

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

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

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

Out Of The Family Album



Seafarer Julio Torres had this photo taken of his three children, 13 years ago. Julio, Jr. (L) was 5; George 3; and Jaime 4.

Wet Wash Fazes Ship

If some crewmembers on the Seatrain Louisiana have to hang their freshly-laundered T-shirts and jeans out on the radio mast to dry, it won't be the fault of the ship's bosun.

According to the minutes of the ship's meeting held on June 15, some eager beaver swiped the clothesline in an emergency and used it for lashings. While the old line is now serving a worthy cause, the bosun emphasized that he had only one more length of rope of the proper kind to replace it.

If it happens again, the Louisiana might have to sail into port with her flags—and the crew's underwear—flying from the superstructure. Could be confusing to other navigators. So far, no one has suggested a machine clothes drier as the solution to this particular laundry problem.

It's either that or an emergency requisition of one of those big backyard portable driers complete with 150 feet of rubberized line and a set of clothespins to match.

The SPORTS LINE

By Mike Marlin

Along about the end of June the clubowners start getting the shakes and don't stop shivering until the evening of July 8. For on that day their most valuable hunks of property will be going on exhibition in the All-Star game.

The causes of these attacks of ague derive from fear of injury to their most precious ballplayers. It was in an All-Star game that a line drive smashed Dizzy Dean's toe and started him to his downfall. It was another such contest that saw Ted Williams splinter his left elbow going back against the wall for a fly ball.

Actually the clubowners' upset has a pretty illogical base. The same players they are so concerned about are risked every day in meaningless exhibition games in March and four or five times during the summer.

Do It For Dough

The difference boils down to the fact that the owners collect at the gate in all contests except the All-Star game whose proceeds go to the players' own pension and assistance fund. There lies the real cause of their worries. If a player's going to wreck himself, they don't want him doing it for charity.

Another beef raised by the baseball bosses is that the three innings their ace pitchers might hurl in these contests cause them to lose a turn which could have a bearing on a tight pennant race. In most cases this argument is as transparently phony as domestic Swiss cheese. The only fellows

this would cover are a handful of tender-armed ancients like Preacher Roe who only go to the hill once a week.

Suspicious Cases

There have been a number of highly suspicious cases of players bobbing up with "sore arms" and "injuries" just before the All-star contest, only to heal miraculously once it was over. But no clubowner will dare the wrath of the public by openly holding out a player.

If they are tempted to do so, they only have to hark back to the sad case of Bob Feller who was held out of the 1948 All-Star contest. The next time Bob took a turn he was greeted by a thunderous chorus of boos from 70,000 fans, followed a few innings later by equally unpleasant sounds when he was relieved under fire.

Feller was ridden so hard around the League the next few weeks that his value to the ball club was considerably diluted.

As ball games, the "All-Star" contests are usually nothing to rave about. There have been some brilliant individual performances, but there has also been a goodly share of sloppy play. We are reminded of the year that the American League fielded a team including Gehrig, Gehring and Foxx, the latter playing third base. It was in that same game that Leo Durocher got four bases on a bunt and a couple of throwing errors.

It all proves that even the best ballplayers aren't much good to each other when they don't play together regularly.

Israel War Echo Rings In Egypt

Port Said, Egypt—As far as the rest of the world is concerned, the war between the Egyptians and Israelis ended three years ago. But you can't pass that story off on the crew of the Anniston City (Isthmian). The delegates reported in the ship's minutes that the Egyptians here refused to supply the vessel with fresh water and fresh vegetables because it had made a stop at Haifa, Israel, six months before on a previous trip.

At last word, the crew was going light on the showers despite the heat and the galley gang was hitting those cans of beans until such time as the ship could add to its stores at Basra.



Carlin

The oddest part of the whole incident is that the Anniston City, like practically all Isthmian ships on this run, is carrying vitally important supplies to Saudi Arabia. The Saudi Arabians were Egypt's allies, along with Iraq, Syria and Transjordan in the war against Israel in 1948 and 1949. Apparently this situation is nothing new to Isthmian ships, since the Egyptian government has been hard-timing these scows if they had anything to do with carrying supplies to and from Israel on any previous voyage.

While the ban on supplies was more annoying than serious, the delegates (John Kulas, ships delegate; Michael J. Carlin, deck; Joseph Legere, engine; and James Battle, steward) said that things took a critical turn when Egyptian authorities at first didn't want to let a crewmember go ashore for necessary medical attention.

Finally after a lot of jawing back and forth, they backed down and agreed that letting the man



Battle

get some medicine wouldn't damage their national interest.

Other than that, the delegates reported a smooth trip with no problems arising on board to speak of.

Crew Pulls Bosun From Water

The crew of the Del Mar had an opportunity to show off some of the good seamanship they had learned over the years, when they rescued their own bosun after he was thrown into the water by a misbehaving gangway.

The accident took place on the night of May 26 while the Del Mar was leaving St. Thomas, Virgin Islands, in the course of her regular cruise run. Bosun Paul T. Boudreaux was working on the gangway when it dropped suddenly, dumping him into the drink. Fortunately Boudreaux was pitched clear of the gangway and the ship's side so that he wasn't injured in any way by the accident.

Liferings Tossed Out

Bosun's mate Charles Nubor was right on the spot as he had been working there with several men of the deck gang. They immediately grabbed up all the available liferings in the vicinity and tossed them overboard. Boudreaux managed to latch on to one of them

and stay afloat until we got a boat over the side to pick him up.

Meanwhile the general alarm had been sounded. From the time we got the alarm until we got Boudreaux out of the water took just 20 minutes. This was pretty good considering that we didn't have much light to work by and the sea was choppy, which made it pretty difficult for the men in the boat to spot him in the water.

The boat crew hustled him back onto the ship where after a change of clothes our bosun was practically as good as new again.

Those passengers on the Mar who may have been watching what was going on got a few extra thrills to talk about when they got home and a good demonstration of the kind of job that Seafarers can do when an emergency comes up.

Joseph Collins

Seafarer Sam Says



Catching A Tan



Equipped with beach chair and book, the Lone Jack's chief cook suns himself on deck. Photo by Charles Burns.

One of the ways to make sure half the crew will go ashore to get "a good meal" the minute the ship hits port is to keep on serving the same uninspiring type of dish time and time again.

Often you can't blame them either, when they're held "captive" to hit or miss cookery for extended periods. "You can really get a kick seeing the boys demolish a dish you've taken a little extra trouble with," suggests Chief Steward Richard C. Ricketts, and he's got some 35 years of sea experience with which to back up his opinion. It isn't necessary to wait for a holiday to turn out a "holiday-type meal," he explained. Here's what you need: a 6-pound



Ricketts

duck, 2 oranges peeled and sliced, 3 cups hot water and butter for basting, 2 cups of bouillon or water, 1 glass red wine. Prepare the duck as you normally would for roasting, add the wine, stuff with the sliced orange, sprinkle with salt and pepper to taste and roast. (Feeds six. For 48, figure 8 ducks, 2 oranges each and about 6 glasses of wine.)

On the subject of something different, here's "South Sea Baked Kidney Beans" a la Ricketts. You need 4 no. 2 cans of red kidney beans, 1/2 pound bacon sauteed, 3 sliced dill pickles, 1 teaspoon salt, 1/2 teaspoon pepper, 1 tablespoon coconut. Place one cup of beans in the bottom of a casserole, add two slices of bacon, one sliced pickle, sprinkle coconut and seasoning. Repeat all ingredients in each layer, then bake for 30 minutes. (Serves 46.)

GALLEY CLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard use. Mail in your suggestions. Here's Chief Steward Richard C. Ricketts' recipe for roast duck with orange and wine sauce.

Phil Pron Thanks Ex-Shipmates

To the Editor:
I want to thank all my former shipmates who sailed with me in years past for understanding what the investigator was after with those phony letters and acting accordingly.



Pron

I hope my experience, as it was told in the May 31 LOG, will be a good example for other fellows in situations like these. The doctors are planning to operate on my right eye in the fall. After the operation is finished and I'm out of the hospital I hope to be shipping out again some day with all the fine friends I've made in the Union.

Phil Pron

Dispute Spike's Views On Boats

To the Editor:
This letter is addressed to the LOG's "sports columnist," one Spike Marlin, whose mother, apparently, was scared by a cabin cruiser shortly before Spike entered this world.

In a recent column, Spike vented his frustrations upon the small-boat owners who, he said, "rank in the same class with model airplane bugs and radio tinkers," and who, he said, "is just a frustrated shipyard worker."

I object. As the owner of a small boat—which I use far more than the "dozen times a year" that Spike mentioned—there are a few basic facts of life which Spike blithely sailed over.

Most small-boat owners do buy beat-up hulls and then spend a lot of time working on them. They usually enjoy, to some extent anyway, the work involved and get pleasure out of the finished product. It's a sort of pride of workmanship that even Spike—who can tell?—might feel when he looks over his finished column and softly chuckles as he reads some of the gems he previously committed to paper.

However, most small-boat fans, I know darned well I for one, would enjoy hopping aboard a shiny, trim new boat and taking off for a day of fishing and swimming. Unfortunately, I'm the kind of guy who works like the devil over a beat-up hull—but mainly just because of that filthy green stuff called money.

Sometime, Spike might price different small-boats, and then he'll get a better understanding of why so many people "enjoy" working on a battered old tub.

Allen Garber

Thanks Brothers For Aiding Wife

To the Editor:
Just a few lines to express my gratitude for the fine work being done on the West Coast by our agent, Harold Fischer, and his able assistant, Carl Lawson, in San Francisco, as well as Jeff Morrison at Seattle and Sam Cohen in Wilmington.

I paid off the Brightstar in Portland not many days ago to find my wife in the hospital in San Francisco, and let me say right here if it hadn't been for Brothers Fischer and Lawson and those brothers who gave their blood freely I would have no wife.

I don't know who they were but a million thanks to them all.

Also thanks to another guy named Nick Nickel (smallest change on the air) of radio station KROW in Oakland. He's a disk jockey on the 11:30 PM to 2 AM shift and he talked for almost an

hour for her, about seamen, about the Raphael Semmes and her crew and about New Orleans and Mobile where she came from.

Thanks a million, Nick. I'll be listening in as we approach the Golden Gate.

A. D. (Jimmie) Sistrunk

Wants End To PO Mess On Ships

To the Editor:
I'd like to get one beef off my chest, that's about the "petty officers" mess that they have on ships. Some of the men like bosuns, carpenters, electricians have their own mess and won't let the AB's and ordinaries eat there even when a man has to go on watch and there is no room in the other messhall for him.

These fellows seem to think that because they have a higher rating that they are entitled to special privileges. If a man wants to sit down and eat there because the other mess is too crowded, he's always told "You can't eat here, this is the PO messhall."

The Union should enforce a rule that there should be no discrimination in eating facilities, so that a man could eat wherever he pleased or where there's room for him. We're not in the Navy where they have distinctions. It has no place aboard our ships. I had a big fight about it on my last ship, so I'd appreciate it if you didn't print my name.

Name withheld

Water Rationing Hit By Crew

To the Editor:
We had a special meeting aboard the Fairisle (Waterman) to discuss the problem of water rationing. Several of the brothers stated that this same condition had been going on on this ship for the last two years. The crew feels that something should be done to remedy the condition.

At the present time, the water is too hot for use, which makes it bad for men working with paint or other materials when they try to clean up.

The men decided that when we get back to the Coast we stick together on this until we get some action from the company on the problem.

C. J. Quinnt

He Prefers Sea To Army Life

To the Editor:
I have been in the Army since March and still feel that sailing FOW takes more know-how than what I'm training for. With the need of rated men to sail, I feel that my place is aboard ship. I have been with the SIU from 1945 up until I went into service and sailed most of that time. I would like information about getting back aboard.

G. Morrison

(Ed. note: Right now the Army isn't discharging seamen although the situation could change later on.)

Can't Use Photos From Newspapers

Occasionally Seafarers have sent in photos and clippings from local newspapers about themselves and their families asking us to reproduce them in the LOG.

Unfortunately there's no way by which the LOG can reproduce photos from a newspaper page. We would have to get the photographs themselves for that purpose.

LETTERS

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 25, 1952, and are subject to change without notice.

England, New Zealand, South Africa: \$2.80 per pound sterling.
Australia: \$2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 250 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 22.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

Agrees Stewards Rate Adjustments

To the Editor:
In recent letters to the LOG I have read various instances where the steward's department men feel that they are at present underpaid compared with the other departments and that they should be remembered when the new contract comes up this summer.

We on the Cantigny second that motion and trust that our fine negotiating committee will do their best to satisfy everyone as they have in the past.

All in all, I think we have the finest contract in the maritime field—top wages, fine working conditions, vacation pay, hospital benefits, the \$2,500 death benefit, tops in representation and the best of officials who have made all this possible. What more could one ask for?

By the way, I think that the idea to accommodate the members while ashore in NY is a great idea. It's not only a good investment for the Welfare Plan, but most of all a good commodity for the membership as a whole. A good example of Union benefits can be seen in the cafeteria and bar in the new hall which have proven to be a success.

Let's hear some more from the membership on this.

Antonio Goncalves

Portmar Lacking Cylinders, Chow

To the Editor:
Since you received my last communication from Frisco and so ably published an account of it in the LOG, May 30, I now am giving you some unusual information on the Portmar, a Calmar Steamship Company wagon.

Since this ship sailed from Long Beach, California, to San Francisco and points north and south there have been ten stops at sea on account of engine trouble. Two bearings had to be replaced at different times and two piston rings broke on two other occasions.

Cylinder Head Cracked
While in San Pedro, Cal., taking on water, fuel and cargo, they put in the second ring and we sailed. When we were within 230 miles of the Panama Canal the piston ring on the same piston broke. Pieces of it got on top of the piston, and as the upward stroke was made it broke the cylinder head in two or three pieces.

From Friday afternoon June 13 until about 1:30 AM Monday, June 16, we were in tow until we reached Balboa. We left there for Port Newark on the 19th, limping along on two cylinders.

When we were in Vancouver, Washington (our last loading port),

we weren't receiving the proper supply of food stores because of the company agent in Portland. I had to call Jeff Morrison in Seattle and then we got a few more stores but still not enough.

Food Requisitions Cut

The steward had to give up ten bags of Irish potatoes in order to get three fresh salmon. They cut his fresh bread and milk order in half. As a result, the boses were so bare when we got to Panama City you could hold a dance in them. We got stores at that port which must take us to New York.

This company has been shoving us around long enough. Their ships should have to come under the same agreement as Bull, South Atlantic, Waterman or anyone else. No extra stores aboard a ship at sea is bad. Anything can happen at any time to delay a ship. We must get this phony outfit squared away.

Arthur Fricks
Ship's delegate

LOG Typical Of SIU Leadership

To the Editor:
It's funny we don't see stories by some of the SIU oldtimers in the LOG anymore. What about it? Have guys like Percy Boyer and Frenchy Michelet lost their nimble touch with the pen?

Considered overall, the LOG is a paper every Seafarer can be proud of, and you can be sure a lot of the members will back me up when I say that. Some of these other union papers don't come within miles of our paper, and we all know the reason why.

Just as in everything else, the SIU is running way ahead of the pack in securing benefits for the membership, and a good-looking, entertaining and informative newspaper is part of that same type of top-notch deal that Seafarers have always enjoyed.

Jerry Thomas

(Ed. note: You'll find a story by Brother Michelet in this issue.)

Bluestar Crew Not Getting Mail

To the Editor:
We've been out of the states for over two months so far on the Bluestar and are now loading salt in Aden for Japan. We have not been getting our mail and also have received only one issue of LOGs. We would appreciate it if you would jack the company up as to sending all LOGs and mail.

Jack V. Anderson
Ship's delegate

(Ed. note: The LOG wants to hear from any ships that have not been getting the newspaper and other mail so that steps can be taken to correct this condition.)

Baby Sitter



Veteran Seafarer J. M. Spreitzer has both hands busy feeding grandchild Martin Viti while brother George plays with hose.

Bucks New Halls For Outports

To the Editor:
It may be a little late to talk up, but I hope that most of the men voted the way I did on the \$20 assessment. I've spoken to quite a few shipmates about it and they all agreed it was the best and quickest way of getting the halls we need in the outports.

I'm pretty sure that anybody who has been to the New York hall will agree that it is worth every penny that was put into it and more. I ship from New York myself most of the time, but I feel that if the rest of the membership chipped in to make things comfortable for me, I should do the same for them.

Good Investment

Nobody likes to part with a \$20 bill, but in this case we're investing the dough for ourselves, nobody else. There's many a sailor whose thought nothing of blowing a 20 spot or more on a night out, so why not sink the dough into something substantial like these new halls the outports need?

I sure hope that the assessment got a nice big vote so that the Union can go ahead with this thing and get the best union halls in the country built in all the ports that need them.

Jess Allison

Crew Hails New Birth Benefit

To the Editor:
We were having our regular shipboard meeting aboard the Antinous when the crew was told by the chairman that the Union had established new benefits for child-birth under the Welfare Fund.

There was a mad hurrah from all the prospective daddies aboard the ship. The men agreed that this was a very fine step the Union had taken and will be welcomed by all.

H. Killstrom
Ship's delegate

Welcomes Info On Meeting Rules

To the Editor:
Thanks for publishing that spread in the June 13 LOG about how to conduct a Union meeting. It will sure come in handy on shipboard where a lot of the men are a little confused on how you go about these things.

With so many new men sailing with the Union in the last year, I'm sure that information like this is brand new to most of them. Let's have some more of the same on different topics of importance in future issues of the LOG.

Al Devlin

He's Convinced SIU Is The Best

To the Editor:
Would it be possible for me to receive the LOG? Not being a member of the SIU I was wondering if this would be permissible. I have been getting the LOG in turn after one of the members and being a seaman have become an ardent reader, and in all sincerity an ardent believer in the SIU.

The LOG has many articles which as a seaman are of great interest to me. After reading the LOG one may understand and appreciate the many wonderful things that the SIU has done and is doing every day for its members. In my estimation, this is the only kind of Union to belong to.

Calvin C. Oxenholm
(Ed. note: Your name's on the mailing list.)

Thanks Crew For Help To Widow

To the Editor: I would like to express my deepest thanks to the shipmates of my late husband, Antonio Bertty, on the Steel Maker. Their generous donation in my time of need was very much appreciated.

Mrs. Inez Bertty (Ed. note: Brother Bertty's shipmates collected \$245 for his wife, after his unfortunate death at sea.)

Army Man Greets Old Shipmates

To the Editor: If you can squeeze this into the LOG in some fashion, I would like to say hello to the finest bunch of guys I know.

Whenever I get a chance, I go down to the docks to look for SIU ships. The receptions I have received are really heartwarming. I have even run into some of my old shipmates.



Christopher

One of the few pleasures I have is reading the LOG. I don't know what I'd do without it.

Unfortunately, I have to close now, so I'll say so long for now, but not for long.

Pvt. Roy Alonzo Christopher US 21715033 23rd Ord. Maint. Co. APO 209 c/o Postmaster New York, NY

LOG Made Army Life Pleasanter

To the Editor: After ten enjoyable months of LOG reading in Korea, I'm up for the big payoff in a week. Therefore I would like my copy sent back to my home at 101 Walnut Street, Wilmington, Del.

I can only say after my stay here that she was a good ship and only minor beefs.

Congratulations on the pay raises and vacation pay. It's a job well done. Be looking for a birth around March, 1953.

Sgt. T. Drzewicki

Bum Crew Fouls Ship For Others

To the Editor: On May 15 this vessel, the Margaret Brown, called for a full crew from the New Orleans hall. There were many happy Seafarers as the shipping cards flew to crew up this scow but immediately after boarding her the smiles faded. We could almost smell the foz'sles from the gangway. The bosun's room was worse than Fibber McGee's closet. The other quarters were just as bad.

The steward stated that the bosun evidently didn't change linen for five whole weeks inasmuch as he picked up five complete sets of sheets and spreads that had never been used. The accumulation of filth in all compartments was unbelievable. This isn't the worst part. The ship's stores were in just as bad condition.

Supplies a Mess We are not company stiffs, as one ship or company looks the same as any other, but I do believe it is up to the bosun and crew to take care of the ship's supplies. It took six men hours to straighten out a small paint locker and we were not sitting around either. When seven cans of red lead and four cans of boot-topping have been opened with less than a gallon of paint taken out of each, it creates a problem to stow properly.

Every lick of work done by the last crew on deck has to be done over. The damage to fittings on

deck that were scaled but never primed, is going to cost someone plenty. The last gang didn't work any hardship on the mate or company but they did throw a heavy load on our backs. The company "wheels" have all this marked down for the next negotiating committee. Our crew is having the bad time this trip and the SIU will have it bad when contract time comes up again.

The patrolman can't be blamed for not staggering through this mess. All the deck department were pulled off. We of this crew just hope that those brothers who made the last trip will be scattered among crews of bookmen and learn what this Union is so proud of.

V. A. Engel For the Crew

Skipper Doesn't Know OT Score

To the Editor: We have a peculiar situation on the Trinity (Carras) where the mate and the old man don't believe in paying overtime for watches on weekends in the deck department. That would allow the company to hold out \$120 a month by refusing such pay.

Also the mate said that all hands were to be called at 3:45 PM on Saturday, and then didn't turn the men to. Then he wanted to refuse payment of this time.

It seems the mate and the old man are fouling up the overtime. The old man thinks that an OT watch doesn't take the usual three men, but on regular time days he wants them there. The old man and the mate also give contradictory orders.

Consequently the crew has been cautioned not to pay off until all this disputed OT is settled.

Edward E. Kunchlich Ship's delegate

Retired Member Keeps In Touch

To the Editor: I'm a retired bookmember and receive every issue of the LOG. I appreciate it very much as it helps me keep up on what's going on. I see some of my old shipmate's names and pictures in it and it brings back the days I spent at sea with some good SIU crews.

I would appreciate it if you would send me a copy of the book "Seafarers In World War II." Tell all of my shipmates hello, especially in Mobile. I'm in the used car business now.

Don Oberlin (Ed. note: The book is on its way.)

Seafarer Enters Hotel Business

To the Editor: Just a few lines to say hello to all my friends and wish them the best of health.

I thought I would let the fellows know that I am now associated with Paul Marty in the Blackstone and Harbor Hotels in San Francisco and will be anchored there from now on it.

Chick Fisher

Asks More Pay For Stewards

To the Editor: After reading several articles in the LOG about the increase in steward's pay I heartily agree with what brother Leo E. Movall has to say. I certainly could add lots more to that, but as space doesn't permit so long a letter, I must say that the steward is really the forgotten man.



Seeberger

If anything goes wrong, no matter what, the poor steward is on the spot and he has plenty of responsibility to contend with. Yes I think the chief steward's pay should be on an equal base with the 3rd mate. I earnestly hope that at the next negotiations the chief steward will not be forgotten.

And now I must add that I was in the new hall recently, and believe me it is out of this world. My most hearty congratulations to the finest maritime union in the country. I am very proud of our Union and always have been.

Last but not least, I will say that words cannot describe the beautiful new books this Union is issuing to the membership. In conclusion I give my vote of thanks to the officials and the negotiating committee for a swell job well done.

Here's to a bigger and better Union.

George H. Seeberger

New Skipper No Prize On Omega

To the Editor: In contrast to the praise of the captain and pleasant trip enjoyed by the last crew aboard the Omega, the Captain we now have is just the opposite. He puts out draws like he was giving away his own money and is generally giving the crew a bad time.

We had one sick man who he

ignored altogether the first day of his illness. He complained when I woke him up at night in reference to the sick man and refused to recognize me as a delegate when I asked him why he refused to get fresh milk for the crew. Eventually the sick man had to be taken off the ship and placed in a hospital.

How the trip will go from this point on is anybody's guess, though the crew agreed at a special meeting that the only thing to do is make the best of it in the hope that everything will be straightened out at the payoff.

R. M. Guild Ship's delegate

Warns Of Tactics Used In Lawsuits

To the Editor: I read with keen interest the story in the May 30 issue of the LOG on the Pron case. This story recalls to my memory a case in which I am involved.

You brothers would be astounded to realize what the unscrupulous parasites employed by the company or the insurance outfits will stoop to in order to destroy your case. To me it is no surprise because I am aware of many instances during strikes, for example, when we were in court cases and had to fight for vindication against opposition of the lowest type. These characters masquerading as lawyers, insurance agents, claim agents, etc., are in many cases working for the large company interests and out to make a name for themselves.

Fake Witnesses

In order to do so, they throw principle and ethics to the wind. Before the case comes to a hearing you frequently find fake witnesses in court to perjure themselves. As an instance I look forward in the near future to exposing another case where the company lawyer bribed outsiders and even paid their taxi fare to court to testify for the company.

The unfortunate position of the Seafarer is that in most instances he cannot provide witnesses. So that if he has an injury in some way he has a hard time trying to convince other people as to the cause and time of the accident. The defendants usually go into your whole genealogy to find loopholes to crucify you.

There are hundreds of cases of seamen that have gotten a raw deal because of the fact that they were not aware of what to do in times of stress. They become victims of economic conditions especially when the company refuses you subsistence as an outpatient so as to starve you into submission. You are at their mercy unless you have a little money saved for such emergencies.

I trust brothers that the lesson of Brother Pron remains in your memory and makes you sure you get proper advice when in these legal difficulties.

Paddy Farrell

Quitting Ship? Notify Union

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

Approves Night Relief Proposal

To the Editor: I am writing in regards to Brother Marumoto's letter which appeared in the May 30 issue of the SEAFARERS LOG. He suggested that the companies provide relief firemen in American ports in the same manner as they supply night engineers.



Fedesovich

I think that it's a very good idea. The last few ships that I've been on I've heard this subject brought up and discussed quite frequently among black gang men. Everybody seemed to be very much in favor of it. Such a move would enable men on the beach to pick up a few day's pay while waiting for a regular berth.

Also, as the brother pointed out, it would enable the ship's regular firemen to spend nights at home with their families.

That other suggestion about additional pay for work performed in excess of eight hours was a very good one, too.

John "Zero" Fedesovich

Applauds Story On 'Private Eye'

To the Editor: I just read the article on Brother Pron in the LOG. I think it is a good exposure of that rat Schmahl and the depths to which the ship-owners will sink to beat a man out of his due. But you can expect this from the bosses and their stooges.

The USPHS, which likes to pose as the seaman's friend, is I believe no better. In my case I caught a couple of rats red-handed in a shady deal which beat my case. And the sad part of it is I can't sue them because they are the "Government."

I would advise Brother Pron to check on these USPHS guys, as they might have a hand in trying to foul him up. Some of them are not above this sort of caper.

Name withheld

Wife Writes But Mail's Not Sent

To the Editor: I have just finished reading the LOG and I would like to tell you what a help it is to the brides of the SIU members. The LOG has helped me understand a great deal about my husband's job.

I have only been married a short time and I don't understand how these companies work. My problem is mail. My husband left for South America and then went to Iceland. He is with the Orion ship, the Seabeaver.

I have tried to talk to the company, but they tell me all mail is delivered. I have written 52 letters to my husband since May 27, and as yet he has received none. Can you please tell me why this is? I think that the company should see that the mail is delivered.

We have no other address except the company on Broad Street, NY. Can anything be done to insure delivery of the mail? It stands to reason that at least one of 52 letters should be delivered. I am sure there are many wives and mothers with the same problem. How can our husbands know we are writing if the mail isn't delivered?

I am certain that the many women who have this problem will join me in thanking you for any help you can give us.

Mrs. A. Fitzgerald (Ed. note: The Union will get in touch with the company on this complaint.)

Time Out For Refreshments



Part of the deck gang on the Del Rio takes advantage of coffee time to quaff some ice cold brew under the hot sun. Photo was taken by W. Van Dyne, steward on the ship.

LETTERS

Crew, Steward Tops On Sea Gale

To the Editor: I am on the Sea Gale, and we have a pretty good gang. No arguments, no performers, in fact a solid SIU crew. The chief steward, Egbert Goulding, is doing his very best as far as the table is concerned and when it comes to baking French bread, he is tops. He surprises us pretty often with the fresh-made bread hot from the oven.

Most of the crew stayed on here for the last few trips. The food is good and our rooms were painted last trip out. I'll soon have six months aboard.

I feel happy that the good old summer is coming along. I have plans to drop in at headquarters, collect my vacation money and take off for the summer with my wife and three children.

Also I want to take time off to renew my book for the new one, something to be proud of.

Evaristo Rosa

Baby Benefit Is Organizing Boon

To the Editor: Now don't get me wrong, because I'm single and happy that way. But these new maternity benefits are reason enough why a lot of these non-union guys who have been reaping benefits from our gains without pitching in when the beefs come around should savvy up and bring their ships into a Union.

The married seaman with a family is always at the mercy of the shipowner and the officers when he doesn't have a union and a contract in black and white to back him up. The SIU, though, has always stood four square behind the members in all beefs, big or small, and that's the way it should be.

Now with these new benefits, 200 bucks for each new baby to help out on the expenses, these guys ought to be running our way to take advantage of this set-up. It's a real selling point when you approach guys on non-union ships and I bet it pays off in real dividends eventually.

Joe J. Bren

Sees Steel Strike Everybody's Fight

To the Editor: I notice quite a few of the Ore ships lying idle out at Sparrows Point. It seems the steel strike hits a lot of us, not just the workers in the mills but seamen who ride the ore boats also.

This business of the steel corporations holding out for their own type of deal at the expense of the CIO steel union and the country

Foul-ups Warned: Keep Out

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

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

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

Feminine Touch



Sister Edna Johanson, Del Norte stewardess, totes tray of dirty dishes from passenger cabin. Photo by Leroy Rinker.

as a whole is a rotten set-up. Every time you come into port you see another big page "ad" in the newspapers telling how nice the companies are to their people and why should they be striking against us just for a "union power grab."

It's about time they got the idea that the union shop is a going thing, not just the brainstorm of a few guys with whiskers and bombs under their chairs like the companies would have everybody believe.

The only thing "un-American" about the union shop is when a guy in the mill who doesn't belong to the union rakes off all the benefits the union member fought for down through the years. That's the part that really hurts.

Bob Miller

LOG A Hit With Other Unions Too

To the Editor: Just wanted to let you know that the LOG is really making the rounds these days. It's getting so that when a couple of ships, some of them SIU and some not, come into port, we sometimes have a tough time getting them before NMU or non-union guys grab onto them.

It seems the LOG really makes an impression on members of other unions, as well as the poor non-union seamen, because they run for it as soon as they see it on the counter of some of these clubs and gin-mills where we spend time in port.

I haven't been sailing too long so I can't speak with too much authority on maritime unions, but from what I see the LOG is one swell publication, ranking high among all the labor papers, trade journals and a good many dailies you see around.

It's no wonder these guys run for them right off. Otherwise they'd never get any news at all.

Charles Martin

SEAFARERS CASH BENEFITS

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

TOTAL \$101,602.94

Vacation Plan, June 9-June 20 Welfare Plan, June 1-June 14

VACATION

REPORT NO. 10

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report—June 9-June 20

Table with 2 columns: Description and Amount. Includes Cash on Hand, Estimated Accounts Receivable, Vacation Benefits Paid in Period, and Vacation Benefits Paid Since February 11, 1952.

As the figures show, our Vacation Plan is new approaching the million dollar mark in payments. We've come up to this figure in just about five months with nary a hitch of any kind in the running of the Plan. By now, practically everybody in the Union has collected at least once with the exception of those few men who might be out on a long tanker trip.

I'm sure that all the men will agree that the Union has done a good job of handling this Plan, in view of the fact that it was the first of its kind. We haven't had a single complaint to speak of and everybody appears to be well satisfied. That's not surprising considering that for the great majority of the men it was the first time any of them had collected vacation pay.

Large table listing names of seafarers and their corresponding vacation benefit amounts. Includes names like Sprurgeon Woodruff, Andre Carvalho, Thomas Walecki, etc.

Arthur M. Alsbrooks, steward dept.: The Union certainly came up with something good with this vacation plan, and it is easy as pie to collect the money you pile up.



Continuation of the vacation benefits table, listing names and amounts for seafarers like Alfredo Velasco, Elijah Johnson, Harold Harmon, etc.

Table listing names and amounts for vacation benefits, including Thomas Rainey, To Cash Vac. Checks, George Landry, etc.

William Lister, messman: You can't go wrong when you get off a ship and the Union hands you a stack of dough for vacation pay. It's like found money the way I see it.



Table listing names and amounts for vacation benefits, including Neil Moore, Robert Ballard, Michael Melis, etc.

Edgar Vaber, carpenter: We all know that the sailing man never got a nickel's worth of vacation pay unless he stuck with one ship for a whole year. This is a much better system.



Table listing names and amounts for vacation benefits, including J. Hatty, James Lambert, Harry Bell, etc.

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$101,602.94
Vacation Plan June 9-June 20
Welfare Plan June 1-June 14

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

(Continued from page 23)

Table with 3 columns: Name, No., Amount. Lists names like Joseph Rentz, Wilbur Newman, Louis Rosenthal, etc.

Finlay Chisholm, steward: Thanks to the Union, we're enjoying better conditions today on ship than ever. Now with vacations and other things, shoreside conditions are improving, too.



Table with 3 columns: Name, No., Amount. Lists names like Void, Allen Ritchie, Allen McArthur, etc.

Table with 3 columns: Name, No., Amount. Lists names like Knud Larsen, Richard Sherrill, Shum Man, etc.

Table with 3 columns: Name, No., Amount. Lists names like Albert Kaminiski, Thomas Greaney, John Francis, etc.

B. W. Biggs, busun: When you think back to what things were just a few short years ago it's still a little hard to believe that we have all these benefits like vacations.



Table with 3 columns: Name, No., Amount. Lists names like Saul Wartelsky, Kenneth Boves, Winfred Kelley, etc.

Table with 3 columns: Name, No., Amount. Lists names like Spyridon Garnella, Arcangel Saavedra, Maxwell Longfellow, etc.

Arthur Wiessner, electrician: Somehow it seems every time I come back from a trip the Union has come up with an additional gain for the membership like the vacation pay.



Table with 3 columns: Name, No., Amount. Lists names like Birdie Biggs, William Liston, John Horn, etc.

Angel Suarez, messman: You work hard while you're on the ship, seven days a week, so you need to be able to take time off between trips. That's what makes vacation pay so good.



Table with 3 columns: Name, No., Amount. Lists names like James MacClein, Samuel Ogden, Konstant Benzelos, etc.

Table with 3 columns: Name, No., Amount. Lists names like Charles Ellsley, Ewing Rihn, Joseph Casca, etc.

Frank Martinez, steward dept.: When you're on the beach and want to take some time off, or something happens and you have to stay home awhile, this gives you the money you need.



Table with 3 columns: Name, No., Amount. Lists names like William Hartlove, Jeremiah Logan, Nicholas Peters, etc.

Table with 3 columns: Name, No., Amount. Lists names like Gasper Mesaros, Frank Vertkamp, John Krawson, etc.

Ramon Oliviera, FWT: This is the fastest I've ever collected any money. Not much fuss and bother. They tell me my check will be ready in just a couple of minutes.



Table with 3 columns: Name, No., Amount. Lists names like Everett Marsh, Wladyslaw Rogowski, Robert D'Errivat, etc.

(Continued on page 25)

SEAFARERS CASH BENEFITS



TOTAL

\$101,602.94

Vacation Plan June 9-June 20 Welfare Plan June 1-June 14

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

(Continued from page 24)

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

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

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

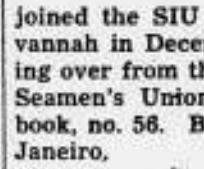
Table with columns: Name, No., Amount, Check. Lists names and their respective benefit amounts.

Table with columns: Name, Amount. Lists names and their respective benefit amounts.

FINAL DISPATCH

The deaths of the following Seafarers have been reported to the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

John Joseph Grams, 58: One of the earliest members of the SIU Grams, known to many in the Union as Johnny Grimes, died of a heart attack in the Santa Catarina Hospital, in Rio de Janeiro on June 10. Grams was taken ill aboard the Potrero Hills a Mar Trade tanker and was removed to the hospital. He had joined the SIU in the port of Savannah in December, 1938, switching over from the old International Seamen's Union and held a Gulf book, no. 56. Burial was in Rio de Janeiro.



Matthew Forrest, 53: A tumor of the lung caused the death of Brother Matthew Forrest on May 16 in the USPHS Hospital, Mobile, Ala. A native of Meriden, Miss., Forrest had been sailing SIU since December of last year and held FOW ratings in the engine department. He was buried in Union Line Cemetery, Union Line, Miss. His wife, Lula Forrest of Mobile, Ala., survives.

Antonio Bertly, 44: Brother Bertly was lost at sea on May 23 when he went overboard while on the Steel Maker. He had been with the SIU since July, 1941, sailing in the steward's department. Surviving is his wife, Inez Bertly, of 845 Stebbins Avenue, Bronx.

Walter G. Jirak: Brother Jirak was found dead while ashore in Moje, Japan. He is survived by his brother, John J. Jirak, of 100 Nehous Avenue, Little Ferry, N.J.

Louis J. A. Willis, 50: Tuberculosis of the lung complicated by an attack of thrombosis caused the death of Brother Willis on May 10 in the USPHS Hospital, New Orleans, La. Willis was born in Algiers, La., and joined the SIU in New Orleans in 1947. He sailed in the engine department. Burial was at St. Bartholomew Cemetery. He is survived by his sister Lillian Aucoin, and a brother, Stuart Willis of Algiers, La.

Michael John Lucas, 72: A veteran of 11 years with the SIU, Brother Lucas died of a pulmonary disorder on June 1 at the Deer's Head State Hospital, Salisbury, Md. Born in Brookens, Oregon, he came into the Union on May 15, 1941, and sailed as steward. In recent years he resided in San Francisco. Burial was in Parsons Cemetery, Salisbury, Md.

WELFARE

REPORT NO. 31

By Lloyd Gardner, Asst. Secretary-Treasurer Period Covered By This Report—June 1-June 14

Table with columns: Description, Amount. Lists financial items and their values.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

Table with columns: Name, Amount. Lists names and their respective amounts.

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.

Joseph A. Cave, Jr., born April 2, 1952, in New Orleans, La. Parents, Mr. and Mrs. Joseph A. Cave.

David Allen Hunt, born April 9, 1952, in Boston, Mass. Parents, Mr. and Mrs. John H. Hunt.

Felix Rivera, born April 18, 1952, in Brooklyn, NY. Parents, Mr. and Mrs. Alfonso Rivera.

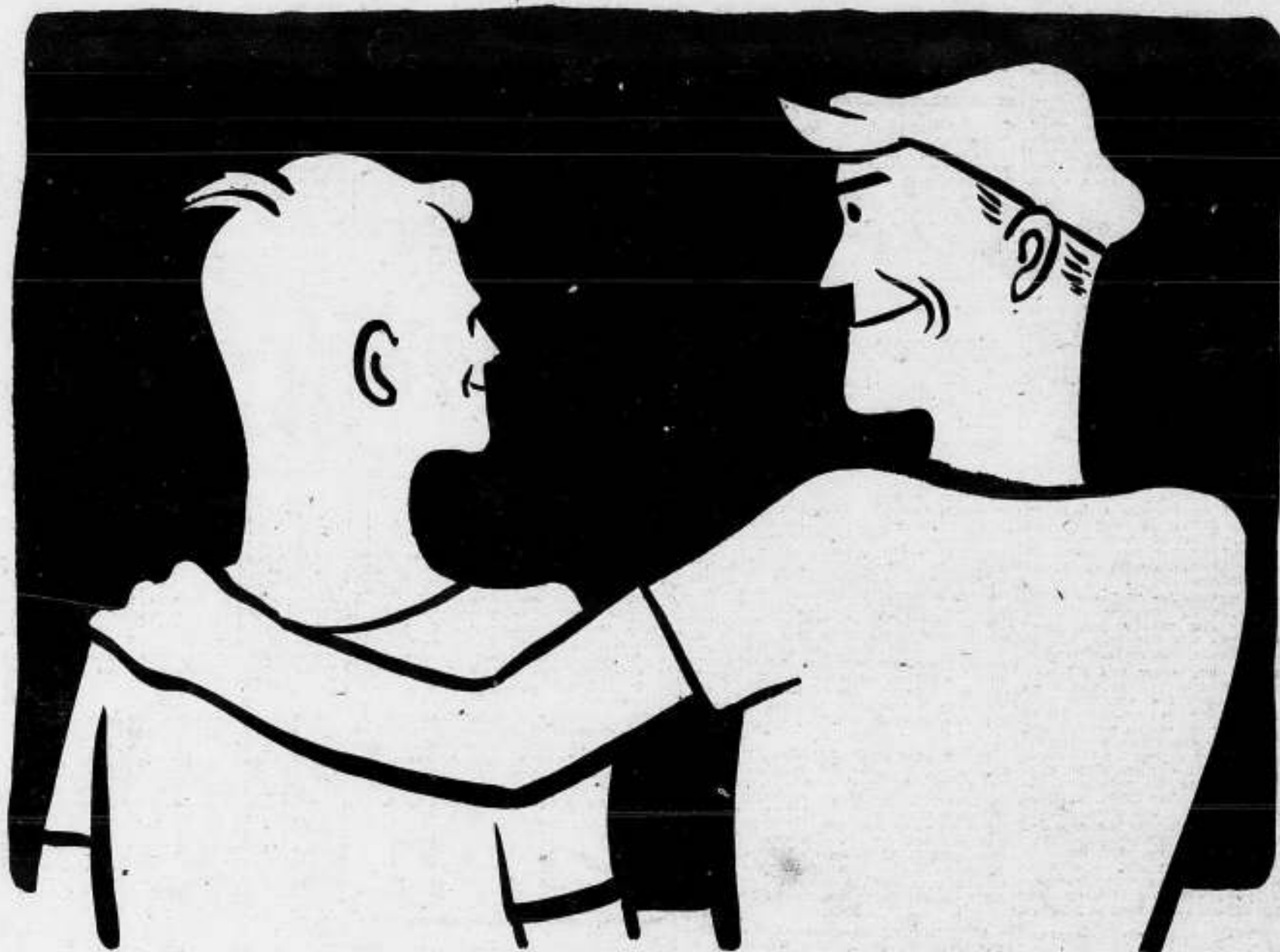
Georgianna Nielsen, born April 29, 1952, in Brooklyn, NY. Parents, Mr. and Mrs. Sigwart G. Nielsen.

Milagros Bonafont, born May 5, 1952, in Bellevue Hospital, New York. Parents, Mr. and Mrs. Felix Bonafont.

Gerard Rogers, born May 11, 1952, in Brooklyn, NY. Parents, Mr. and Mrs. Patrick J. Rogers.

Kenneth John Beckerich, born May 18, 1952, in Yonkers, NY. Parents, Mr. and Mrs. Kenneth E. Beckerich.

“Well Done, Brother”



A hearty “well done” to the hundreds of newcomers who entered the ranks of the SIU during the recent boom in shipping.

Oldtimers and youngsters alike you’ve proved yourselves to be worthy SIU men.

Your participation in the Union’s affairs on ship and ashore have helped to make the SIU stronger. Your continued support will aid the SIU in its never-ending program of bettering life for all seamen.



SEAFARERS INTERNATIONAL UNION