



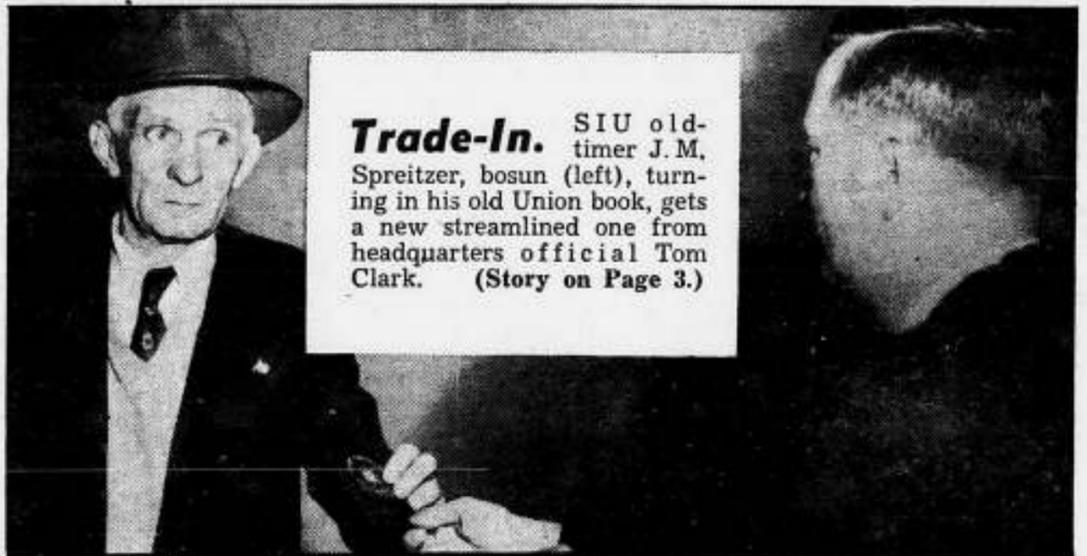
• OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION • ATLANTIC AND GULF DISTRICT • AFL •

SHIP BILL HEARING SET; LAY-UPS RISE

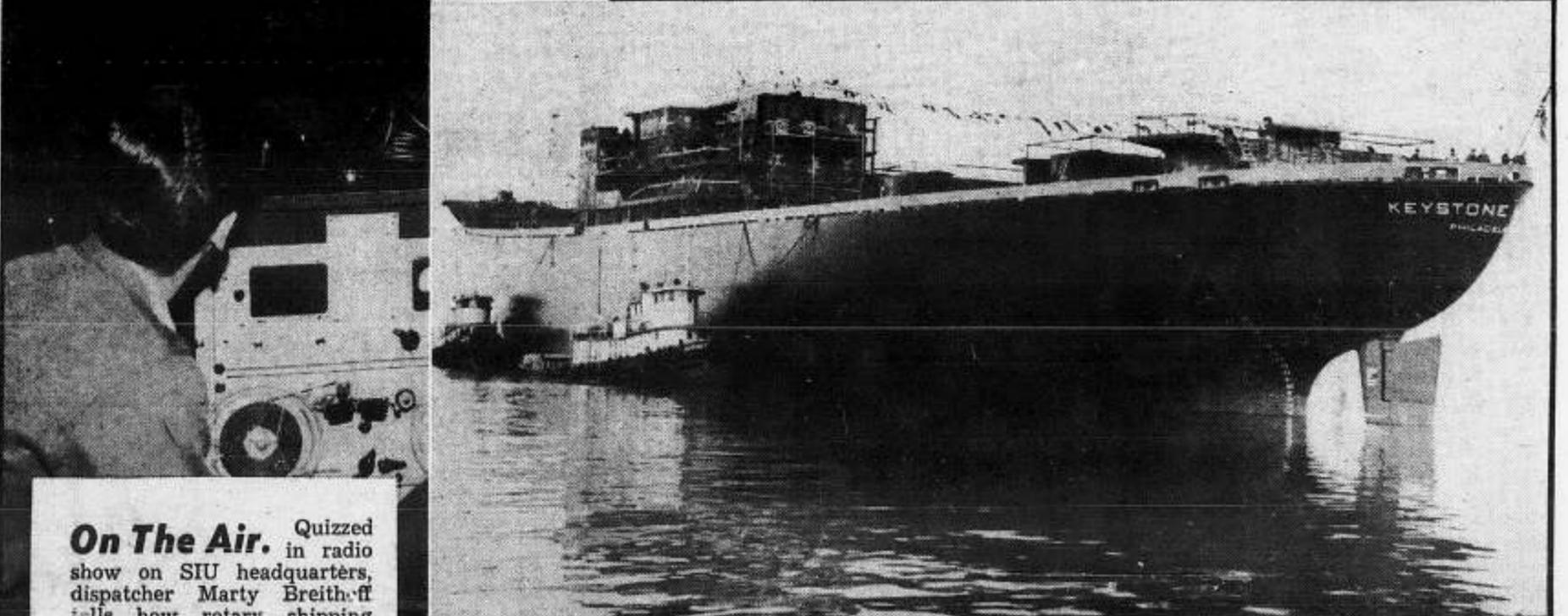
Story on Page 3

USPHS Curbs 'Case-Chasers'

Story on Page 2



Trade-In. SIU old-timer J.M. Spreitzer, bosun (left), turning in his old Union book, gets a new streamlined one from headquarters official Tom Clark. (Story on Page 3.)



On The Air. Quizzed in radio show on SIU headquarters, dispatcher Marty Breithoff tells how rotary shipping board works to WFUV's Bob Mozer. (Story on Page 7.)

New Queen. Shown being nudged back to the yard in Chester, Pa., for finishing touches and installation of machinery, the Keystone Mariner, launched in February, is expected to be ready for service in June. First of 35 planned Mariner-type ships, the speedy vessel will probably be crewed by Seafarers for an SIU-contracted company when she makes her maiden run. (Story on Page 2.)

Union Endorses USPHS Crackdown On Case-Chasers

A crackdown on ambulance chasers has been instituted by the Staten Island USPHS Hospital. From now on, the hospital will take legal action against any lawyer found soliciting cases among seamen who are patients at the hospital.

Dr. Kenneth Nelson, medical officer in charge of the hospital, said that ambulance chasing has been a "vicious" problem at the Staten Island hospital and that drastic action is being taken as a result of complaints from patients and hospital employees.

An SIU headquarters spokesman said that the action met with full approval of the Union which has long been concerned with such abuses.

Protect Seamen's Rights

However, the spokesman emphasized that the new restrictions should not hinder seamen seeking legal assistance. He pointed out that seamen, unlike shoreside workers, face special problems in instituting lawsuits since it is often very difficult to locate witnesses and other parties to the case. He expressed the hope that their rights as citizens would be protected and not injured under the new regulations.

The crackdown by the Staten Island hospital followed after agreement was reached between the USPHS and the Justice Department for federal prosecution of offenders. The hospital has long been receiving a flood of protests from patients who say they are tired of having lawyers pester them for business.

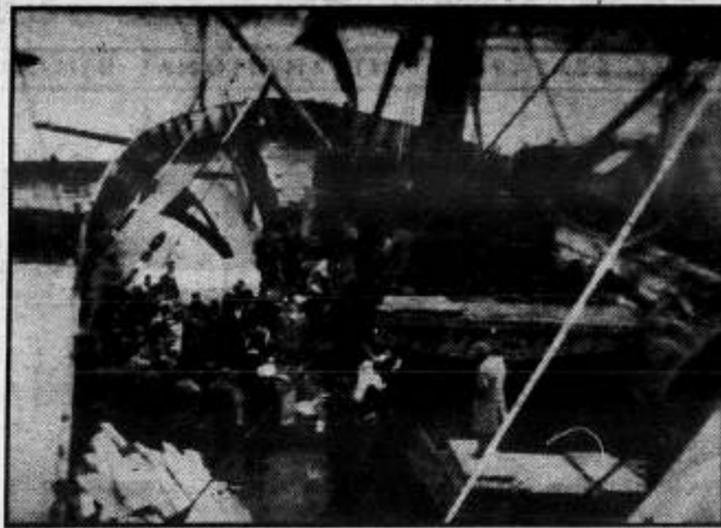
There have been occasions when lawyers have been caught in the act and their names turned over to the local bar association. But as far as the hospital knows, no lawyer has ever been punished for such action.

As Dr. Nelson explained it, an ambulance chaser obtains entry to the wards usually by posing as an ordinary visitor. He'll get hold of

a seaman who has suffered a ship-board injury and persuade him to sign a paper agreeing to split the award in a law suit. In many cases the injury is covered by compensation, but the lawyer will convince the seaman he can get more money through a lawsuit.

While this may be the case, by (Continued on page 17)

First Wheat to Transjordan



Ceremony at Beirut, Lebanon shows US Minister to Transjordan, Gerald M. Drew, blessing first load of wheat shipped to that country. SIU-manned Skystar was scene of ceremonies. A buffet was then given in honor of various Transjordanian dignitaries.

Union Studies New Pact Ideas

Work is going ahead in Union headquarters on classification of crew suggestions for contract improvements. The negotiating committee is at present concentrating on suggestions involving freight-ships, with tanker contract proposals next in line for thorough examination by the committee.

The suggestions came in from crews of SIU ships in response to a request by the Union that all SIU crews submit contract ideas to aid the Union negotiating committee in drafting of demands for a new contract.

Talks Start July 31

After the best of these suggestions have been selected and incorporated into the Union's list of demands, negotiations will be opened on July 31 when the operators will receive 60-day notice of intent to write a new agreement.

As far as is known the SIU is the only union, in or out of maritime, to provide for direct and widespread membership participation in drafting of a new contract.

Having broken down the suggestions into three broad groupings, one for each department on board ship, the committee is presently sorting out the proposals and tying them in with the specific clause or sub-section of the pres-

ent agreement to which they relate.

At the same time, the committee has set up comparison charts of all contracts in the maritime industry so that clauses relating to the same work classifications can readily be compared as to their wording and general provisions. In turn, these clauses will be matched against what Seafarers have sent in relating to these same questions.

Through this method of comparison, the negotiating commit-

tee will be able to select what it thinks is the best possible way of handling a particular provision.

Constructive Proposals

In its close examination of the hundreds of suggestions received, the committee is finding that the overwhelming majority of them are serious and constructive. In fact, not a single one could be characterized as a "screwball" idea. Further, the committee has found that through their proposals crewmembers have shown an ex-

(Continued on page 17)

Half Million Paid Out In Vac. Money

Rounding out the first two months of operation the SIU Vacation Plan has already paid out well over a half million dollars to seamen sailing SIU ships. With the first crush of applications over, the Vacation Office at headquarters has itself been able to take a bit of a breathing spell.

Reliable estimates hint that the original \$2.5 million expected to be paid out may be exceeded within the first year of operation. Applications at headquarters and in the outports, processed and paid out as soon as received, have revealed few kinks in the entire set-up.

The Plan, effective as of last June 1, requires an applicant to have a minimum 90 days worked on SIU ships since that date as shown on Coast Guard discharges. In this way, a Seafarer may apply as much as four times each year if he has the requisite time worked, or can let it pile up and collect a lump sum, whichever is more desirable.

Minimum amount possible under the Plan is \$34.99, representing 90 days, with the peak sum \$140. Average payments, based on the \$521,881.17 paid out so far to 7,661 Seafarers, run about \$68.

Wait for Checks

Headquarters and port agents in the outports have emphasized one important point in the whole operation. Although the process from form to finish at headquar-

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SIU May Crew 1st Mariner Ship

The first ship of a postwar government-built merchant fleet, the Keystone Mariner, is likely to be manned by Seafarers when she goes into service this June. Indications are at present that the new ship, one of 35 now under construction, will be chartered by the

chant fleet and the best of government-built vessels. The C-type ships were built by the old Maritime Commission before World War II.

Lots of Horsepower

Among other characteristics of the Mariner are her high pressure boilers. The Keystone Mariner's boilers will operate at 40 percent greater steam pressures and much higher temperatures than boilers on Victories. As a result, the Mariner's steam turbines will develop 17,500 hp out of the same number of boilers that produce 8,500 horsepower on a Victory ship. Her cargo handling facilities consist of seven holds serviced by ten-ton and five-ton booms.

The Mariners have also been designed for quick conversion to war service including the installation of the latest in anti-mine and anti-

submarine equipment in case of need. Like all modern vessels she is an all-welded ship.

Work on the Mariner program got under way in January 1951 when Congress appropriated \$350 million for such ships. While delays in steel delivery held up the program, all 35 are expected to be delivered by late 1953. Some of them will be assigned to the Military Sea Transportation Service undoubtedly replacing slow and outmoded Liberty ships now operating under MSTs. Others will be chartered to private steamship operators.

While the Mariner program is all that has been authorized thus far, the Maritime Administration is desirous of having a number of fast tankers and bulk carriers built to maintain American mercantile leadership in those fields.

Canadian District Signs Last Of Lakes Companies

A new agreement providing \$25 monthly wage increases and shorter hours has been won for all Canadian lakes seamen by the SIU's Canadian District.

Under the terms of the agreement, all lakes seamen are entitled to a day off when the ship docks and free time while aboard from 6 AM Saturday, until 6 AM Monday except for work necessary in navigation. Any other work done during that period is considered overtime to be paid for at overtime rates.

Other provisions of the agree-

ment call for a flat ten cents an hour increase in overtime rates for all ratings.

Approximately 6,000 Great Lakes seamen, members of the Canadian District, are covered by the new agreement which runs until January, 1953. With this contract under their belts, the Canadian District plans to go all out in an organizational drive to bring in unorganized companies.

Negotiations for another 2,000 seamen on deep sea ships are still going on.

Typical boost raises wheelman from \$206 to \$230.

Union to Seek Foul-Up Curbs

A considerable number of communications have been coming into SIU headquarters from crewmembers reporting instances wherein crewmen of Robin Line ships have been performing ashore. Not only are such performers bringing disrepute upon the Union's name and its members, their actions are harmful to the reputation of the American seamen everywhere.

The irresponsible actions of the few in question have directly resulted in restrictive regulations and ill-feeling in the ports involved.

As a result, headquarters will introduce at the next regular membership meeting a resolution calling for action against performing that is injurious to the reputations and well-being of its highly responsible membership.

The Union regrets having to inject itself into the personal conduct of crewmembers when they are ashore but it will not disregard any irresponsible action of a few that directly affects the welfare of the entire membership.

Full details will appear in the next issue of the SEAFARERS LOG.

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Seafarer Anthony Madore (left) admires oil painting being entered in the Seafarers Art Contest by Robert Niedermeyer. Contest deadline is May 10 in the first competition of its kind ever conducted for men of the SIU. One will be held annually.

Rap 'Boom-Bust' As Lay-Ups Rise; Ship Hearing Set

The sudden downward turn taken by American shipping, after several months of boom activity, was scored this week by the SIU as being typical of its "feast or famine" pattern. US shipping dropped off suddenly in the past few weeks with the recall of a good part of the government-owned fleet. Further decline is in prospect as the Maritime Administration calls in the remainder of that fleet in coming weeks, except for 250 vessels chartered to the Military Sea Transport Service.

The latest drop in shipping comes at a time when the House Merchant Marine Committee, after months of delay has finally scheduled hearings on the Long Range Shipping

Bill to begin April 22. The need for the bill is emphasized by the current situation which once again points up the serious instability of the American maritime industry.

Boom on Recently

Up until about eight weeks ago, great concern was being expressed in Washington and in the industry over the availability of skilled seamen to man ships and keep vital cargoes moving. Coast Guard requirements on manning, licenses and ratings had been reduced to the minimum and an intensive campaign was on to recruit seamen and secure their release from the armed forces.

There was even serious discus-

sion of proposals to reopen government training schools for unlicensed seamen as in World War II. Now with startling suddenness, the slackoff of coal exports has led to mass lay-ups of ships and the scarcity of seamen threatens to become a surplus.

The prevailing attitude just two months ago is typified by a story on the SIU which appeared in the publication "Business Week" under the scary heading of "Maritime Unions Must Staff Ships . . . or Else." The article stated at that time that Unions are "worried over the shortage of seamen on the beach" and that the government

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Art Entries Rise — Deadline Nears

Just three weeks are left for ambitious Seafarers to get their entries in under the wire for the Union's first annual art contest. May 10 is the deadline for entries in all classes — oil paintings, drawings, watercolors and miscellaneous.

Although a sizable number of entries have come in, there's still time for a late comer to come along and walk off with the prizes. This is particularly true of the miscellaneous category, which includes handicrafts, as entries have run lighter in this group than in any of the others.

Talented Amateurs

It should be emphasized that the entries in the Art Contest have come from amateurs who draw, paint or do other art work as a

hobby. Any Seafarer with a flair for art along these lines can file an entry with assurance that he will be able to hold his own with the other contestants, none of whom follow art as a full-time profession.

Nor do they have to be concerned about mounting or framing their work. Much of the work that has come on has been done on plain paper, cardboard, or any other material that might have been handy aboard ship. Wherever possible, these have all been mounted in the same manner so as

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Members' Job Ratio Still Tops

Despite the recent shipping slump occasioned by the lay-up of government-owned ships, SIU members have no cause for alarm. The Union was well aware that the recent boom could not continue indefinitely. Accordingly it persisted in its long-established policy of maintaining a healthy ratio of jobs to books, basing its estimates on the jobs available on privately-owned ships under contract to the Union.

As always the Union is making every effort to increase the number of available jobs through organization and the signing of new companies.

Two Port Groups Get MTD Charter

The big task of translating plans for the reorganized Maritime Trades Department into a working organization is now well under way. Charters for two new port councils have been issued, and Executive Secretary Lloyd A. Gardner's office is currently putting into effect other aspects of the program drawn up at the Chicago meeting March 24 and 25 at which the new department was set up.

Revision of the MTD setup calling for the establishment of permanent machinery was agreed on at that meeting by delegates representing 200,000 workers from several AFL maritime unions, including the SIU. Objectives called for were coordinated and centralized action on maritime problems in New York and elsewhere, as well as greater organizational work and a more vigorous fight on Harry

Bridges' influence on West Coast labor.

Empowered to Direct

SIU Assistant Secretary-Treasurer Gardner was chosen for the key post of executive secretary at this meeting and empowered to direct the MTD program.

First objective tackled by MTD headquarters is the creation of an effective system of port councils. A survey has been conducted to determine the activity of existing port councils and to find out where new councils are needed. The two new charters issued thus far are for the ports of Norfolk and Boston. Other results achieved thus far are

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Union Book Swap Tees Off

Rounding out the first two weeks of a giant book-swapping operation, SIU headquarters reports about 100 new union books a week have passed over the counters in a new book for old exchange.

The pace, a bit slower than anticipated, is brought about by the individual attention that must be given to each book as Union membership data and a photo of the individual Seafarer is inserted, and the moroccan leather cover and first page is gold-stamped with the individual applicant's name and new book number.

Use of the special machines was

slow at the start, particularly due to the time-consuming process of hand-setting the type for the gold leafing. It is hoped that as the book swap moves into gear, the operation will be speeded up.

Officials handling the preparation of the new book—which is free to each member—note that the forms to be filled out to get the book are part of a brand-new

membership records system which will facilitate bookkeeping.

Application Form

One kink in the process is the lengthy form that must be completely filled out, with one item a particular trouble-maker. This is the space asking the Seafarer's first date of Union membership, which is computed from the date when an initiation fee was first paid to the Union. This date, easily enough, appears right in the old

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The New Membership Book

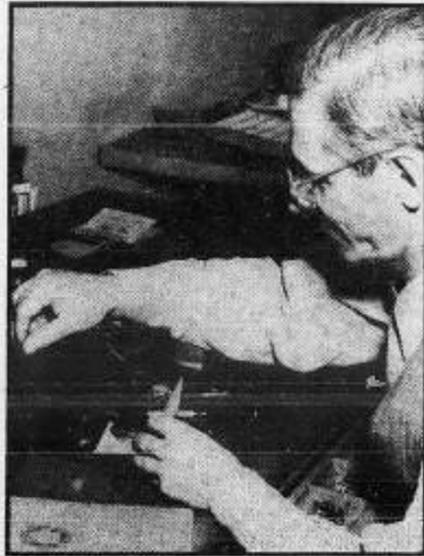
New Ones For Old



Bosun John M. Spreitzer lists date on application for entry on identification page of the snappy new book.



An SIU headquarters employee engraves member's name in gold leaf on book's outside and inside front cover.



Patrolman Louis Goffin inscribes official Union Seal over face of man's photo on identification page of book.



His new book all complete, Seafarer William J. Westcott, oiler, signs his "John Hancock" as the final touch.

USPHS Plans To Use TB 'Miracle' Drugs



Directing new TB research program in USPHS hospitals will be Dr. Robert Anderson (2nd left) Chief of USPHS Chronic Disease Division. Dr. Anderson is shown on an earlier visit to SIU headquarters, flanked by Dr. D. Ottenberg, TB consultant, Region 2 (left); and Dr. R. Kusselbach, Chief, Office of Med. Programs, Region 2. At right is SIU Int'l Representative Al Bernstein.

Seafarers who are victims of TB will be among the first beneficiaries of treatment with the new "wonder" drugs, under an experimental program being planned by the US Public Health Service at several of its hospitals around the country.

Pending the start of this national program, the Manhattan Beach Hospital in Brooklyn has undertaken this week to treat selected groups of patients with the two new drugs, rimifin and marsilid.

As explained by Dr. Robert Anderson, Chief of the Division of Chronic Diseases, the purpose of the study will be to compare those patients treated with these drugs with others receiving streptomycin and PAS, hitherto standard TB medication. This program will get underway sometime around the end of the year.

What the doctors will try to find out is the actual effect of the new drugs on the TB infection, and how long their effects will last after treatment is discontinued. The study will probably run for about two years before any definite conclusions are reached.

\$200,000 Asked

To finance the project, the USPHS is asking for a \$200,000 appropriation. This monetary request is now pending in a subcommittee of the Senate Committee on Labor and Public Welfare.

The Manhattan Beach project already underway is somewhat different. A staff physician said that the national project will be limited to new admissions, those

who have never received any TB treatment of any kind before. The local project at Manhattan Beach is utilizing three groups of patients: those who are resistant to streptomycin and get unpleasant after-effects from it; those who do not show any progress under streptomycin or are getting worse, and those who are so seriously ill that the new drugs are being tried as a last resort.

As a consequence of these two programs, Seafarers will be among the first to receive the benefits, if any, of the new drugs which have shown great promise in early experiments.

Prior to this the drugs have been utilized on an experimental basis only in ten hospitals, two of them New York City institutions and the other eight VA hospitals. Those who have received treatment have shown marked improvement in weight, strength and general well being. The question to be determined over the long haul is whether the treatment will go beyond this and actually heal the TB lesions.

All experts in the field are unanimous in cautioning the public that it is too early to tell whether the compounds have lasting value.

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.

Waterman To Operate From New NJ Piers

Plans for construction of new terminal facilities in Port Newark, including three additional cargo piers for the Waterman Steamship Corporation, have been announced by the Port of New York Authority. The \$12,000,000 project will provide some of the modern loading facilities that are so badly needed in the New York area.

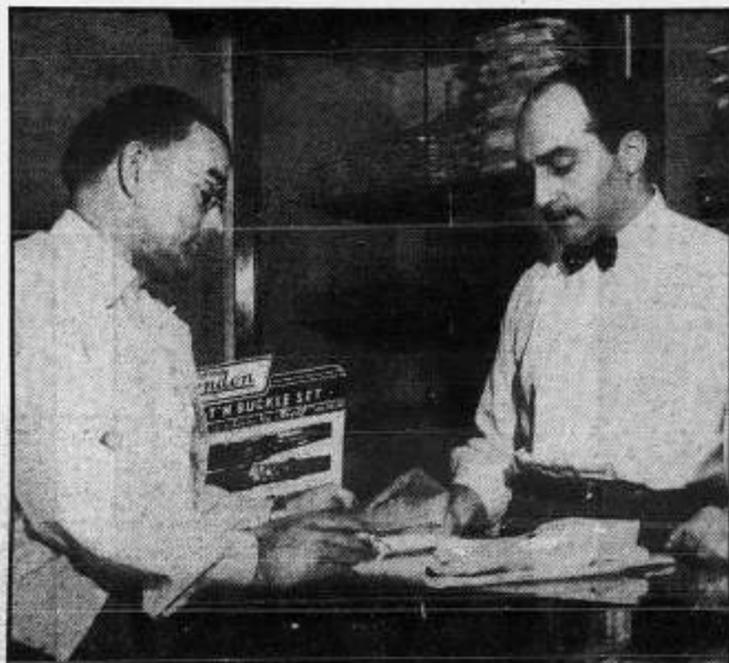
In all the program calls for five cargo terminals to be added to existing modernized facilities, which include rebuilt wharves and dredging of channels, as well as additional trackage, roadways and storage space. Waterman is taking three of the five piers in addition to its pier space in Brooklyn so as to provide easier and more rapid handling of cargo originating west of the Hudson, or being discharged for delivery in that area.

Use of the Newark facilities would avoid lighterage as every major railroad, with the exception of the New Haven, has entry to Port Newark.

New Design

The new piers will be quite different in design from the traditional New York City pier in that they will have an apron at least 50 feet wide upon which three side tracks will run up to the side of the berthed ship. This will permit loading directly from freight car to vessel and vice versa. In addition, the pier will have a huge delivery area for trucks which will ease congestion considerably by providing adequate space for entry and exit of truck and trailer rigs, something which does not exist in Brooklyn.

A Sea Chest 'Man of Distinction'



Up from the southland on his first visit to headquarters, SIU Savannah Agent Ernest B. Tilley (left) examines some of the extensive stock in the Sea Chest. Clerk Sid Selzer reports a sale for a couple of snazzy sport shirts that will soon be dazzling Seafarers in Savannah.

SIU NEWSLETTER from WASHINGTON

The American merchant marine has been enjoying an extremely prosperous period, working in an economy created by war, reconversion, and the emergencies growing out of political tensions. But, the peak has passed, with hundreds of Government-owned vessels being returned to the boneyard.

Even during this transition period from peak prosperity back to a state more nearly normal, American ships should do all right in their participation in world trade, that is, up to the time when the various rehabilitation programs end.

The real pinch will then be felt, and those who will feel it most keenly in the beginning will be the unsubsidized lines.

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There are occasions in peacetime, as well as in war periods, when bravery of a very high order or extraordinary skill is shown by merchant seamen in their struggle against the perils of the sea. The government is finally coming around to recognizing that in these days when our merchant marine is so essential to the national defense and security, it is important that everything should be done to publicize the deeds of the American seamen which deserve the esteem of the people.

Therefore, the US Department of Commerce, through the Maritime Administration, is supporting legislation in Congress to provide medals for distinguished conduct or service in the merchant marine. Commerce also is recommending the award of a service ribbon bar for seamen, to be issued in wartime or other dangerous periods. Under the proposal citations and plaques also would be awarded to ships for participation in gallant action in marine disasters to save life or property.

Although such medals were issued during World War II, the authority to make such awards terminated back in 1947. Without such legislation, the heroic efforts of American seamen do not receive appropriate recognition by our Government.

The passage of such a bill would highlight the traditions and heritage of the men who man our merchant fleet.

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Recently, American steamship lines, together with some government agencies, appeared before the Magnuson merchant marine subcommittee, of the Senate Interstate and Foreign Commerce Committee, to set forth discriminatory practices of certain foreign governments which adversely affect the operations of our own ships in foreign trades. These discriminations take various forms, but, in general, fall within the following two broad categories:

(A.) Those practices which take the form of controls over the use of national currencies in the import-export trades, or in restrictions which tend to make more difficult the convertibility of local currencies into dollars, and (B.) the board grouping of discriminatory practices which arise as a result of decrees or regulations giving preferential treatment to national shipping with regard to berthing, particularly in congested foreign ports.

Although it has been possible in a number of cases, through the efforts of the American maritime industry and US government agencies, to have some of these practices corrected, in too many cases foreign governments are flatly refusing to do away with these discriminatory practices.

There appears to be nothing that can be done by US legislation, because this would be inviting retaliation by foreign maritime nations. Therefore, Senator Magnuson, Democrat, Washington, is hoping to put the spotlight on the subject so as to cause the establishment of an international conference, aimed at setting international port rules application to all shipping alike.

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The powerful railroad lobby is sponsoring a series of bills in Congress which would constitute an economic blow to coastwise and intercoastal steamship lines, a blow which the water lines may be unable to stand. Before passage of any such measures, the Congress should seriously consider the prime importance of the domestic merchant marine in our national transportation system.

One of these rail-sponsored bills (S. 2745) would remove the protection which the water carriers now have in establishing and maintaining rates which are lower than those of the transcontinental rails. Practically since the beginning of regulation of carrier rates, the Congress has recognized the need on the part of coastwise-intercoastal water carriers for rates differentially lower than those of their land competitors. This recognition stems from the disabilities inherent in water transportation as compared with the much faster transcontinental rail transportation.

Enactment of S. 2745 would be a fatal, or near fatal, blow to the domestic water lines in their efforts to establish and maintain a profitable level of operations. Passage of the measure would render the government powerless to foster sound economic conditions in transportation and among the several types of carriers, as now required by the national transportation policy.

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Special to those who preach against American shipping and particularly hark on the idea of keeping so many vessels in the Government's reserve fleets: The reserve fleet, in the past eight years, has supplied our own shipping lines and many foreigners with tonnage to meet the high level of demand in the post-war years. It is the fleet which supplied the added ships to meet our present military and economic aid demands; and it is the fleet which must bear any added future burden if the call comes before new ships in substantial numbers are built.

Certainly, it is hard to get around the proposition that a key factor in any defense plan is the reserve strength immediately at hand. From these reserve fleet anchorages have come the additional merchantmen that helped to turn-the tide.

Your S.I.U. Washington Reporter

New 'Coastal Run Is Bumpy For Antinous

New Orleans—Fog and poor visibility combined to make the final moments of an inaugural run by the Antinous (Waterman) on a new Atlantic-Gulf coast wise service an even more memorable occasion.

Proceeding upriver to this port, she collided with a Danish cargo ship, the Argentina, causing it to be beached. Minor damage was suffered by the Antinous, which proceeded the remaining 15 miles under her own power, while reports indicated the Argentina was flooded in holds number one and two. There were no injuries to the former's SIU crew.

Maritime Administration Officials View Rotary Shipping



SIU representative Bob Matthews, (right), explains the SIU rotary shipping system to Charles McGuire, (left), Director of the National Shipping Authority, and Captain Martin I. Goodman, Chief, Office of Ship Operations, NSA, during the course of a tour of the SIU headquarters in Brooklyn.

Straps Ordered For All T-2's

Some 40 T-2 tankers operated by companies under contract to the SIU are expected to receive additional strengthening by the time winter sets in when an industry-wide safety program gets underway in earnest for all tankers.

The strengthening measures were urged following a disastrous sea mishap in February when two T-2s split up in an Atlantic storm off Cape Cod and brought death to 14 crewmembers.

Although the overall program has been formulated, most tanker companies, like Cities Service whose 15 T-2s are manned by Seafarers, are still awaiting word from the American Bureau of Shipping, the shipowners' regulating group, on the exact technical nature of the improvements.

The general plan calls for each tanker to be outfitted with eight riveted crack arrestors, double the four now required, in addition to having the bilge keel attached to the shell by riveting instead of welding as before.

It is believed that application of these measures will bar repetition of the accident in February which maritime observers credit to the worst possible conditions which ships of this type could have encountered.

Since the danger of split-ups is met principally under conditions of low temperatures in heavy seas, as in winter seasons, the strengthening program will probably be spread over the milder spring, summer and fall months.

Also in the aftermath of the same tanker disaster, Lloyd's of London has reiterated its endorsement of the welding process in marine construction, which, along with loading and ballasting practices, has been under question since the Fort Mercer and Pendleton cracked in two.

Lloyd's, which originated marine insurance almost 300 years ago and remains the principal insurer against shipping losses, echoed a recent conclusion of the British Admiralty's Ship Welding Committee that "given good design, good workmanship and tough steel, the reliability of welded ships is beyond question."

Lessons learned during the early

part of World War II when the production line construction of welded Liberty ships and tankers was started have since been applied in shipbuilding, it noted.

The Coast Guard has indicated its approval of the steps being taken to strengthen T-2s and is reported to be preparing a manual of instructions to assist owners and masters in loading and ballasting tankers properly to further reinforce the ships against another Mercer-Pendleton disaster.

Canada Ready To Arm Ships Against Mines

Looking ahead to the possibility of a war emergency, the Canadian government has appropriated \$500,000 for equipment to protect merchant shipping against mines and subs.

The appropriation will be spent to equip Canadian shipping with degaussing gear, and also to fit them with gun platforms. Degaussing gear consists of wire cables which are fitted around the ship's hull's inside the rails. This equipment is designed to protect ships against magnetic mines. Several types of these mines were developed in World War II and it is known that they have been further refined and improved since then.

Repel Mines

In the degaussing apparatus, an electrical current is sent through the cable in a direction opposite to the ship's magnetic field, thus repelling rather than attracting the magnetic mine.

Preparations for gun platforms on merchant ships of 1,000 tons or more will consist of equipping ships with heavier plates on the upper decks near stern and other buttressing arrangements.

Thus far the US government has not announced any plans for similar protective devices on American merchant ships.

Pact Saves Jobs Of SIU Oystermen

Mobile, Ala.—An agreement to transplant an estimated 50,000 barrels of oysters to non-polluted waters in Mobile Bay has ended the fight of 3,000 SIU oystermen to save their jobs from extinction.

The Mobile Bay Sea Food Workers Union, an SIU affiliate headed by Urban Bosarge, reached this settlement with the Alabama State Health Department. It was duly signed by union representatives



Bosarge

and Governor Gordon Persons of Alabama. The agreement will have no effect on this year's oystering, however, as the season will end on April 30, before any large-scale transplanting can take

place under the new agreement.

Despite this settlement, the long-range problem of pollution in Mobile Bay remains to be solved. The Mobile City Commission and union and industry representatives have agreed to pool their efforts to obtain funds for sewage disposal plants.

Shutdown Ordered

The controversy began when the State Health Department suddenly closed down one-third of the oyster reefs because of pollution caused by untreated sewage discharged into the bay. The reefs closed were the most productive ones, with the result that 3,000 sea food workers were threatened with permanent loss of their livelihood. Only 40 of the 200 oyster boats were able to continue work under the shutdown.

Consequently the Sea Food Workers Union took up the fight, aided by the SIU Mobile agent, Cal Tanner, resulting in the settlement with the state that will keep the industry alive.

Strained Facilities

A joint statement by the Mobile City Commission and industry representatives declared that part of the problem arose from the location of a major Air Force base, Brookley Field, near the city. As a result, additional thousands of military and civilian personnel and their families live in Mobile, overstraining the city's sewage disposal system and adding to the pollution problem.

Both state and federal agencies were called on to assist in securing funds for sewage treatment. It is estimated that as a result of the closing of the reefs \$250,000 in

cannery payrolls will be lost this season, while failure to solve the problem will mean an annual payroll loss of \$3½ millions.

Heavy Coal Shipments Seen Ended

Mild weather last winter and an expected increase in European coal output spell out the end of the coal shipping boom next year. Both American and European coal experts agree that the winter of 1952-53 will see a considerable drop in coal shipments from the US to Western Europe. After that, barring unforeseen developments, Europe should be reasonably self-sufficient in coal production.

During 1951 Europe imported a total of almost 25 million tons of American coal. The greater part of this tonnage was carried on government-owned Libertys that were broken out of the boneyard for this purpose.

For 1952 the estimated need is between 17 and 19 million tons tops. Already 8½ million tons have been dumped in European ports in the first part of this year. Demand has already dried up with the coming of spring, but there is expected to be a temporary pickup this fall and winter. In 1953 coal imports by Europe will not run more than five million tons.

Mild Winter

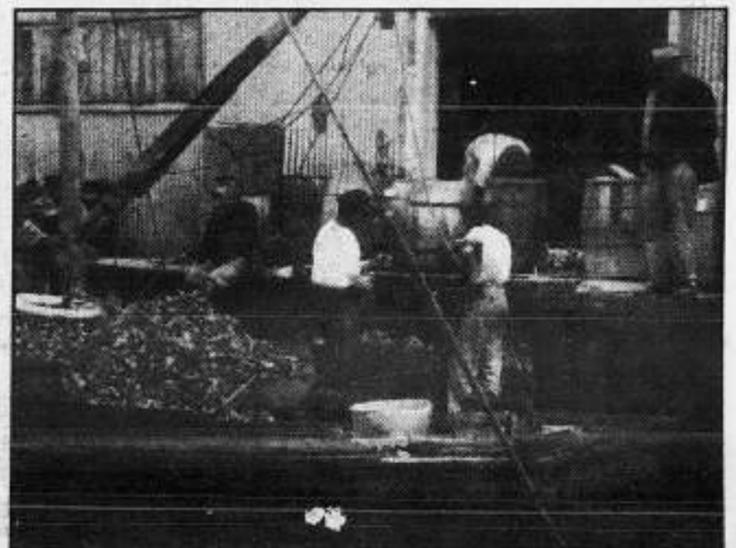
The mildness of the winter enabled Europe to build up coal stockpiles to normal levels. Heavy rainfall has boosted the output of hydroelectric plants, taking further strain off coal supplies. British and German coal mines expect to increase their output a minimum of ten million tons as a result of increased work forces in the mines. All this will tend to reduce coal imports even though industrial demands for coal keep growing.

Helicopter Sea Rescue



Seriously injured in an oil stove explosion, Edward Lundkvist, chief steward of the Vestria, is taken off a Coast Guard helicopter for transfer to a hospital in Norfolk. The helicopter picked him up from the ship 70 miles off the Virginia Coast after receiving a radio call for aid and emergency medical treatment.

There's Always a Kibitzer Around



Skeptically watching over the proceedings, an oldtimer looks on as oyster fishermen unload their catch into barrels after arriving back in Galveston. (See story on Mobile oystermen above.)

All GAA Ships To Lay Up

All government-owned ships under GAA charter will be laid up by the end of June, 1952, a Maritime Administration spokesman announced. Completion of delivery of coal and grain aid cargoes to Europe is responsible for return of these ships to reserve status.

Tempering the gloomy picture a bit, the Maritime Administration said that 112 ships now under bareboat charter to private operators will be transferred to GAA charter. They will then be assigned to the Military Sea Transport Service. When these switchovers are completed, MSTs will have a fleet of 250 ships carrying cargo for US armed forces in Korea and other overseas stations. Included among the 250 MSTs vessels will be a small number of Cape-type ships, about ten in all.

More Voyages Pending

While the lay-up orders have gone out to the government-owned fleet and a considerable number of ships have gone into reserve status, it will be another ten weeks to three months before the entire movement is completed.

The spokesman explained that voyages for which commitments have already been made will be completed, with the June 30 date serving as a rough estimate as to when all ships will have wound

up their business and returned to the US. At its peak this past winter, the GAA fleet amounted to 530 vessels, the great majority of them being wartime Libertys.

Not all the ships laid up are going back to the boneyards. Some of them are being kept at docks on stand-by status with skeleton crews. It is expected that in the fall, a limited number of such ships will be pressed into duty upon resumption of European de-

mand for US coal. Military cargoes shipped under the North Atlantic Treaty agreement will also contribute to their recall.

The 112 ships now under bareboat charter are those that were chartered to private operators in the months following the outbreak of the Korean war in June 1950. When the National Shipping Authority was formed in March 1951 the General Agency Agreement, or GAA charter, was drafted.

Freight Small Part Of Paris Coal Price

Complaints that freight charges boost the price of coal exports beyond reason are thoroughly debunked by an analysis made of all factors entering into the per ton retail cost in France.

The figures show that freight costs of a ton of anthracite are only \$11 out of a total of \$53.30 that a resident of Paris pays. The rest consists of the original cost plus a variety of taxes, commissions, customs, and middleman's and dealers take.

When the coal arrives at Hampton Roads or Baltimore for delivery, it only costs \$19 a ton. By the time it reaches France, the \$11 shipping charge makes it \$30.

Commissions, Taxes

A \$2.20 charge is imposed for losses on route. Then the French coal syndicate, which is actually government owned, takes a "commission" of \$2.60, plus 43 cents for clerical charges. French customs slaps on a \$1.80 duty. The port of Rouen gets in the act with a six cent toll charge and \$1.08 in wholesale sales taxes.

The wholesaler charges two percent, or 67 cents a ton, while transport to the coal yard from the ship adds on another 12 cents.

Then the coal has to be sent to Paris, which runs \$3.68 per ton for a 60 mile journey, over one-third the price of transporting the same tonnage 3,000 miles from the US to France. The retailer takes his bite to the tune of \$8.00 a ton and various retail sales taxes, both city and national, add on \$2.66.

In other words, French taxes,

"commissions" duties, and transport charges alone add up to \$13.10, or more than the cost of freight across the ocean.

PI Consider Outlawing Ship Conference

A proposal now pending before the legislature of the Phillipine Islands is causing considerable concern among shipping interests.

A provision of a suggested maritime code similar to the US Shipping act of 1916 would outlaw steamship conferences if passed in its present form.

Steamship conferences are recognized by all other nations in the world as freight rate making bodies. The US 1916 act accordingly exempts the conferences from the anti-trust laws.

Supporters of the pending Phillipine legislation claim that the effect of the conferences is to set freight rates higher than they should be with detrimental consequences to commerce.

Top of the News

JUDGMENT DAY'S A'COMIN—With the hot wrath of the taxpayer, (and voter) blowing down their necks, members of Congress have gone wild in a budget slashing orgy. Elections coming up in November no doubt have tempered Congressional zeal for expenditures. First to feel the ax have been the armed forces which have been under fire recently for waste and extravagance. The House chopped 5 billions off the 51 billion dollars requested in the budget. Aid to Europe and domestic agencies are next in line on the chopping block.

TAFT MAKES A COMEBACK—After taking a trouncing in New Hampshire and Minnesota, Senator Robert A. Taft made a strong comeback in his presidential primary campaign in Wisconsin, Nebraska and Illinois. While generally conceded to have strong support in these states, the Senator put on an impressive show of vote getting, piling up 750,000 tallies in the Illinois primary. This was a six to one majority over Harold Stassen, his only ballot competitor, and a similar edge over General Eisenhower who had to depend on write-ins exclusively. Eisenhower took some of the steam out of this comeback by administering a sound trouncing to Taft in the New Jersey primaries. The GOP race is rapidly narrowing down to a two man affair, with the General expected to take an active part following his resignation from his present post in Europe effective June 1.

COMBUSTIBLE CLEANUP FLUID—President Truman's administration cleanup campaign special was derailed by an explosion when Attorney General Howard McGrath fired his own appointee, special investigator Newbold Morris. In turn McGrath was bounced by the President. The ex-attorney general gave as his reason for the firing that a questionnaire sent by Morris to all top government officials was an invasion of their personal privacy. The questionnaire demanded information about official's income, investments, cars, bank accounts, etc. In turn, Morris claimed the reason he was fired was because he was serious about the job, and was beginning to turn up information that would be damaging to Washington politicians in both parties.

MISSOURI GOES ON RAMPAGE—Swollen by Spring thaws after heavy Winter snows, the Missouri River and several of its tributaries is flooding towns in four states. Hardest hit were Pierre, South Dakota, and Sioux City, Iowa, with cities lower down the river like Omaha and Council Bluffs getting their share of flood waters. Kansas City down river, victim of last year's flood, is next in line. Flood conditions are also menacing central California due to very heavy snows in the Sierra Nevada mountains.

SCORE ANOTHER FOR KEFAUVER—As an aftermath of Senate Crime Committee hearings in New York last year, Frank Costello, reputed big-wig of the "crime syndicate" now faces 18 months in jail. Costello was sentenced and fined \$5,000 for contempt of Senate because of his refusal to answer questions on the grounds that he was supposedly incapacitated by a sore throat. Conviction came at a second trial after the first one ended in hung jury. An appeal is being taken to the United States Court of Appeals with the expectation being that the case will eventually be argued before the Supreme Court.

NUMBER 5 OF A SERIES—A new billion dollar atomic energy center will be constructed by the Atomic Energy Commission within the next three or four years provided Congress approves plans. The plant is part of an atomic expansion program that will cost about five billion dollars in all. It will be located somewhere in the Ohio River Valley and will occupy 5,000 to 6,000 acres of land. Purpose of the new plant is to add to production of U-235, the raw material for the atom bomb and for any other atomic energy projects such as the atom-powered submarine now under construction. Approximately 34,000 construction workers will be employed at the peak of the new plant's construction program.

TV, TV EVERYWHERE—The Federal Communications Commission has lifted a 3½-year-old ban on construction of new television stations, providing for the opening of 2,053 stations in the Ultra High Frequency (UHF) band. This will permit addition of stations in many cities and towns which heretofore have had little or no TV facilities. Present stations operate on the Very High Frequency (VHF) band, which is 162 megacycles in width overall. Opening of the UHF band with a range of 420 megacycles makes it possible for many more stations to operate without interference. In contrast to the 12 channels now available, the UHF band can accommodate 242 additional channels. About half of them will be reserved for educational purposes.

MASS EVICTIONS IN RUMANIA—Following hard on the heels of the eviction of thousands of families from Budapest, Hungary, the Rumanian government is planning to dispossess 200,000 people from Bucharest. This is about 20 percent of the population of the capital. The evictees are people who are supposedly "unproductive." If the evictions follow the Hungarian pattern, they will mean that people too old to work, storekeepers, teachers and others who can't fit in the "new order" will be sent to labor camps. With whole city blocks cleared, the Soviet army and civilian agencies of the Rumanian government will take over the added space.

AMERICAN GUERRILLA LEADER CAUGHT—The Phillipine Islands government forces have captured the American leader of Communist-led rebels and will try him in Manila on murder charges. Former US Army Sergeant William Pomeroy was caught in the Sierra Madre Mountains on the interior of Luzon Island, after a three-year search. Pomeroy had been a student at the University of the Phillipines when he left Manila in 1949 and joined the Hukbalahap revolutionary movement. There he was in charge of Communist propaganda and taught at the Huk's "Stalin University."

SIU Pamphlet Now in School Library Index

Requests for the SIU-published pamphlet "Strikes and Strike Strategy" have been pouring in from libraries all over the country and Canada as a result of the listing of the pamphlet in the Vertical File Service Catalog. This is the first time an SIU booklet has been included in the index.

This is an index of publications which is sent to thousands of public libraries as well as colleges and schools across the nation.

Included among those requesting copies are such far-flung institutions as the Hamilton Public Library of Hamilton, Canada; Baylor University Library, Waco, Texas; University of Chicago Library; East Tennessee State College, Johnson City, Tenn.; Boys High School, Anderson, S. C.; Universities of Santa Clara and Illinois and many others.

... From the Crew of the SS Gulfwater



Stephen Dari, AB (left), ship's delegate on behalf of Gulfwater crew, presents butterfly-wing tray to LOG managing editor, Ray Denison. The tray was made for the crew in Santos, Brazil, and contains an estimated 3,000 butterfly wings. Donald Gilbo, oiler and engine delegate on the Gulfwater, assisted Dari in handling details.

Brazil Halts Pier Priority To Own Ships

Washington—Announcement that Brazil has once again suspended priorities on berthing and other harbor facilities to state-owned ships followed in the wake of disclosures of flag discrimination by several European and Latin American nations.

Action by the Rio government followed closely on testimony offered by representatives of American-flag shippers at Congressional hearings that continued bias in favor of its own ships would necessitate retaliatory steps by the US to protect the American shipping industry.

Particularly flagrant discrimination by Brazil and Argentina were cited by officials of the SIU-contracted Mississippi Steamship Company, whose Delta Line ships operate regular runs to Rio, Santos and nearby Latin American ports. Delays in these ports of up to 20-30 days were reported, causing needless expense as well as abbreviated shore leave for crewmembers, if any at all.

Speculation has been aroused whether the Rio de Janeiro government's suspension of priorities for Brazilian-flag ships stems from current adverse publicity regarding preferential practices or an outgrowth of a slump in shipping which eased port congestion there.

Imports Affected

The flag discrimination in shipping has produced situations where foreign governments prescribed restrictions in import licenses stipulating goods must be loaded on ships belonging to that country, except in cases where space on ships of that nationality are not available. Similar priorities in berthing and wharfing privileges were likewise attacked in Congressional hearings.

Shipping circles had recently grown increasingly worried over the upward trend in flag discrimination with consequent increases in vessel turnaround time in ports where normal unloading should take a fraction of the time now expended.

Observers have been quick to point out in regard to the lifting of the Brazilian priority regulation that this has been done several times previously, only to be reinstated time and time again.

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3. WATER COLORS
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Radio 'Tapes' SIU Hq For Labor Broadcast

The SIU, first in the development of many recent innovations in maritime labor, will be in the foreground in a radio presentation of "Unions In Action" offered in a new series on Fordham University's own radio hookup, WFUV.

Material for an experimental half-hour show May 2 was gathered at A&G headquarters in Brooklyn on tape recording, as station newsmen compiled on the spot recordings of activities throughout the three-story extent of the headquarters building.

Among the features visited in turn as the announcer toured the site from the ground up were the cafeteria, Port O'Call Bar, the Sea Chest, the broad recreational facilities on the shipping deck as well as an actual job call from the shipping board, and the unrehearsed reactions of rank-and-file Seafarers interviewed as they applied for vacation pay, welfare benefits and the like.

Seafarers' Sacrifices

Summing up the visit as he trekked through the building, WFUV announcer Robert J. Mozer made special note of the memorial plaque on the second deck dedicated to the 1,200 Seafarers who lost their lives due to enemy action in World War II, calling attention to a percentage of casualties unequalled in any industry during wartime or peacetime.

One Seafarer who had been a

victim of torpedoing in the Indian Ocean off Mozambique recalled his experiences for the radio audience, reviving vivid memories of the dangers seamen faced in keeping up the flow of war supplies.

Other universities and labor-management groups have indicated interest in visiting headquarters to get a first-hand glimpse of how the Union's operations function. Similar presentations are scheduled for future release.

SUP Raps Co's For Violating Pact Features

Ducking their contractual obligations, several Pacific Coast shipowners have been permitting Harry Bridges' Longshoremen to load stores instead of SUP members. As a result of this violation the SUP has made the shipowners pay for this loss of work and notified all operators that the work belongs to the SUP under the terms of its contract with the Pacific Maritime Association signed back in 1949.

The odd part of the latest contract violations is that shipowners always insisted that sailors load the stores. However, when the SUP compelled them to pay extra for handling stores, and to hire additional sailors when needed for this purpose, the owners' attitude changed. At least three companies in recent months, the Pacific Far East Lines, Grace, and Matson Navigation had longshoremen loading stores, although ship's delegates notified the mates of the contract provision.

Appease Bridges?

The Pacific Maritime Association, in subsequent meetings, agreed that the SUP was correct in claiming jurisdiction over loading of ship's stores. Since the shipowners admit that the SUP has this right, their assignment of such work to longshoremen smacks of appeasement of Bridges' union.

SUP Plans New Coast Hall

Wilmington, Calif.—Plans are in the works for a brand new SUP hall in this city, which could be the forerunner of first-time SUP membership-owned facilities in the northwest ports of Seattle and Portland as well.

As outlined and approved by the members at a San Francisco headquarters meeting, plans call for construction to get underway shortly on a lot located on Marine Avenue for a big, comfortable building to replace the outmoded, inadequate facilities at the present branch site.

A meeting hall accommodating 600 members in comfort, as well as recreation, baggage and possibly restaurant areas are contemplated. The present structure overflows when 200 attend meetings and city ordinances pretty well ruled out expanding the building because of its size and the limits of the lot

around it. The new lot was secured for \$21,250, despite an original asking price of \$28,000.

The problem presented by building restrictions and tight supplies of many construction materials has brought the possibility of utilizing stucco to the fore, according to Building Corporation Trustees Tom Hookey, Charles Brenner, Harry Johnson and SUP President Harry Lundeberg.

In all, it is felt the major necessity is to get the construction started as soon as possible so that the membership in the Los Angeles area will have a proper place in which to meet.

Monroe Sinks Sailing Ship In San Juan

The Bull Line freighter Monroe had a minor accident in the Port of San Juan last week, when it "collided" with a 29-ton sailing schooner, the Patria.

The accident took place while the Monroe was shifting from one pier to another. The Patria was also moored at the dock when the Monroe crushed it while passing by. The one man aboard got off in plenty of time to avoid injury.

The Patria, which was engaged in the inter-island trade, was a total loss. No damage was done to the 8,900-ton Monroe with the exception of a few paint scratches.

Cartoon History Of The SIU

The Rumbings Begin

No. 9



By 1931 things were so bad that many desperate crews took to job action. The Union began to attract more men, many of them in the ranks of newcomers. The Communist Marine Workers Industrial Union grew rapidly, but was ineffective because it used its membership as ideological pawns.



Rumbings grew as job actions spread. Alarmed shipowners campaigned to regiment seamen via the vicious "continuous discharge book" they tried to force all men to carry. Sponsored by Senator Royal S. Copeland, the book had space for "character description" and other means of blacklisting.



By 1934 real Union organization existed again. Halls functioned in most ports and Union action won improvements and wage gains. All that was needed was a spark to unite all seamen in one fighting force. It came on March 5 when AFL West Coast Longshoremen demanded a pay increase.

PORT REPORTS

Baltimore:

State's Vote Campaign Promises to Be Corker

Business continues to be slow here, with registration a lot heavier than shipping. Since the last regular meeting, we have had 16 ships payoff, 13 sign-on and nine ships in-transit. Beefs have been very few and there are no beefs pending.

After a pretty tough winter, spring is perking up all hands. With the exception of a couple of showers, we have had some darn nice weather around here. A few of the bucks under 40 and even some over that have been getting that gleam in their eyes, as attested by the local J.P.

A knock-down, drag-out fight is shaping up in the coming elections. We have two Democrats running

for a seat in the Senate: Mahoney, beaten by Republican McKel-din in the recent gubernatorial race, and Sasser, presently serving in the House. Since the 4th District boss has thrown his

support to Sasser, we expect he will get the nod for the Democrats. The GOP aspirants are too numerous to mention.

In the presidential race, the Republicans are beating the drums for an Eisenhower write-in in the coming primaries. A lot of politicians don't think he can make it here, but we'll wait and see.

We also have brother Floyd Fritz, around town these days. He has been an SIU member for six years and sailed with us for two years previously. Floyd sailed as volunteer organizer on the Peter V. Daniel during the Isthmian organizing drive and subsequently served as picket captain in Baltimore during the Isthmian strike.

He states that many of the gains the union has made are "almost unbelievable."

All our conditions go to make the most happy, experienced and satisfied membership and the most militant and progressive union in maritime, he notes, "and I ought to know. I was once drafted into the NMU, though I changed my affiliations fast." He added, "I'm one guy who sure is glad he chose the SIU, brothers."

Earl Sheppard
Baltimore Port Agent

New York:

Aliens Make Real Dough When US Crew Piles Off

Everything has been running smooth for the headquarters branch during the past period although the activity was not as great as it was in the previous two weeks.

We paid off a total of 24 ships and signed five on foreign articles, compared to 36 payoffs and 11 sign-ons in the prior report.

The port handled the following payoffs: Cornelius Ford, Charles Carroll, Frances, Puerto Rico, Elizabeth, Kathryn (Bull); Chiwawa, Bradford Island, Salem Maritime, French Creek, Fort Hoskins (Cities Service); Louisiana, Savannah, New Jersey, Texas (Seatrains); Steel Maker (Isthmian); J. B. Richardson (Alcoa); Potrero Hills, Gulfwater (Mar Trade); War Hawk, Wild Ranger, Gateway City (Waterman); Sea Pearl (Orion), William Sturgis (Robin).

Signing-on were the Sea Vigil

(Orion); Robin Goodfellow (Robin); Coe Victory (Victory Carriers), and Wild Ranger and Choctaw.

All of the ships were paid off with a minimum of beefs, most of the delegates having done a good job in keeping everything up in SIU fashion.

One of them, the Sea Pearl, had been out for 11 months and had about 15 allens on her that had been picked up as replacements in various ports.

Those guys really like it when the American crews pile off over there and let them secure our good wages and conditions, especially since they don't have to pay any tax on that money.

We have had one major beef sent in from Boston. The Tagalam (Mar-trade) went out of Philadelphia supposedly to make a 28-day run to England and back. They ended up by making two shuttles from England to South America before returning to Portland, Maine, for pay off. All of the boys got back short a few pounds in weight, due to the fact that they ran out of stores of all types and were completely out of meats of all kinds for eight days.

The crew has put in for subsistence for 23 meals, and this will be taken up with the owners as soon as we receive all of the data from Boston. We will report the results as soon as this is settled.

Claude Simmons
Asst. Sec'y-Treas.

Seattle:

Activity Still At Low As Slump Holds Fast

The weather continues the finest and shipping the worst in the Northwest. We have had no waterfront activity to speak of with three ships in-transit making up our entire shipping load these past two weeks. These were the Republic (Trafalgar), and two Calmar ships, the Pennmar and Alamar.

Things being as slow as they are here, we have a few oldtimers accumulating on the beach. One of them is L. E. Meyers, known far and wide as Luigi the grunt and groaner. His pal Joe Touart is trying to keep up with Luigi but not too successfully.

Others around include T. W. Hinson, W. N. Laddner, H. R. Kirkwood, W. J. Benish, R. Stough, J. Adams, and W. A. Delappe. We hope we'll be able to stir up some ships for them pretty soon, but meanwhile all hands are basking in the spring sunshine.

Jeff Morrison
Seattle Port Agent

Mobile:

Business Is Good, But Lay-ups Cloud Picture

This port has been doing very well of late on the shipping end, although we do not know how long this will last. Quite a few of the ships that have come in or are due in the next couple of weeks are going back in the lay-up fleet which is sure to affect our shipping figures.

We paid off five Alcoa ships, the Cavalier, Clipper, Patriot, Pen-nant and Polaris as well as eight for Waterman, the Morning Light, William Harper, Hastings, Noon-day, Monarch of the Sea, Afound-ria, David Starr Jordan, William T Page and George Gipp.

Our sign-ons totaled six in all, the Patriot, Polaris and the Cape Saunders for Alcoa, and the Alawai, Fairhope and Citrus Packer for Waterman. We also had the Sea Comet (Seatraders) stopping by here.

Oyster Agreement

Our affiliate here, the Seafood Workers Union, has finally reached an agreement with the State that has saved the local oyster industry. The agreement calls for transfer of oysters to sections of the bay that are not affected by the Health Department's closing order. In the meanwhile the city will try to do something about pollution in the bay.

One of the veteran Seafarers in this port at the moment is Edison Walker who sails as steward. He just paid off the Nathaniel Silsbee, a South Atlantic scow that is going back into the boneyard.

Walker has been with the SIU since 1938. When he came up to the hall for his vacation pay he said it was the first time in all his years of sailing that he ever received a vacation check, being that he had never put in the necessary year with one company. The SIU Plan though assures vacation no matter how many companies you work for.

More To Come

"There have been many gains for the members due to the untiring efforts of our officials and negotiating committee," he said, "and I am quite sure there will be many more in the days to come."

The sun is warming things up considerably here, and it won't be long before a lot of the brothers

will be sporting a beautiful tan. Let's hope that they don't overdue it and wind up looking like broiled lobsters.

Cal Tanner
Mobile Port Agent

Galveston:

Baggage Room Thief Made a Mess of Things

Shipping is only fair right now, but from the look of things it may turn pretty good in the next two weeks.

Out of the ships in for payoff the Margaret Brown (Bloomfield) and Albion (Dry Trans), signed-on again. The Nathaniel Silsbee, William H. Aspenwall (South Atlantic) and Rudolph Kauffman (Alcoa) paid off and went into layup.

In-transit to the port, we had the following: Julesburg, W. E. Downing, The Cabins (Mathiasen); Trinity (Carras); Chiwawa (Cities Service); Seatrains New York, Louisiana, Georgia, New Jersey, Texas (Seatrains); City of Alma, Fairhope (Waterman); Amberstar (Triton); Sea Tiger (Orion); Steel Chemist (Isthmian), plus the Frank Morgan, Ampac California, Salavo and J. Laromie.

Our hall, or at least part of it, was given a little spring cleaning by some one who broke into the baggage room and spread the gear left there all over the place. These helpful individuals, whoever they are, made a real mess of things.



Galveston hall baggage room looks a little worse for wear after it had some nocturnal visitors. Open window (upper right) and door hanging on hinges were used to enter.

Because of the situation, it would be a good idea for everyone who checked gear at this hall to claim it as soon as possible, so that we can clean the place out properly and restore a little order to things.

Kelth Alsop
Galveston Port Agent

San Francisco:

Top Crews, Delegates Bringing Ships In Clean

Shipping in the port has kept up at a steady pace, although prospects for the immediate future don't look too promising. The six ships slated to payoff on the west coast are all going into Wilmington; however, we will have the usual number of replacements on the in-transit and intercoastal jobs.

Three ships that paid off here, Greeley Victory (South Atlantic), Young America (Waterman) and St. Augustine Victory (Mississippi), were in extremely good shape with nothing but a couple of minor beefs. The Young America signed-on again, headed for Puerto Rico and the Gulf for payoff, and the Greeley went back on the far east run.

In-transit we had the Kyska, Beinville, Topa, Topa and Jeff Davis (Waterman) and the Alamar (Calmar), with all beefs on them settled before sailing. The Alamar was in particularly good shape, about the cleanest Liberty to hit this port in some time. Credit belongs to the heads-up crew on her from Baltimore and the east coast. Ditto for the St. Augustine, back from a four-month trip with not one hour of disputed OT and no beefs, thanks to fine delegates.

This ship took a full crew but when the cargo didn't arrive, the company laid them off. It seems now there is a lack of Army cargo in Frisco, which explains why most of the ships are paying off down south. All of the Waterman ships are loading ore out of San Pedro for the far east and for the next couple of months will be paying off there.

One of the number one topics of conversation around these parts now is the deluxe SIU Union books that are soon going to be distributed. A lot of the boys are asking if they are going to be able to keep their old books for souvenirs. I imagine that this will be the case as headquarters usually puts a void stamp in them and sends them back to the individual member.

Labor Active

The labor scene is pretty active around here, with the bus, telegraph and telephone strikes, as well as a walkout by the AFL Carpenters. At first the Carpenters did not set up picket lines, enabling the other crafts to stay on the jobs, but a week of futile negotiating set the need for picket lines and they have been 100 percent effective.

Southern Pacific, owner of Pacific Greyhound which is on strike, seems to have overplayed its hand in trying to starve the bus drivers out. The men got jobs driving municipal buses at almost the same wages and instead of being in bad shape after five weeks, are as strong as ever and intend to stick to their demands.

On the maritime front, our brothers in the SUP are going out strongly in an organizational drive among the MC&S. As yet the labor board has not set a definite date for an election to determine who shall represent the rank and file marine cooks but it looks like the SUP has a big lead. Brother Ed Turner, at the head of the SUP campaign, is really going out after those members who want representation by a bona fide anti-communist union. We are standing behind Turner all the way and are ready to assist him in any way possible.

H. J. Fischer
West Coast Representative

A & G SHIPPING RECORD

Shipping from March 27 to April 9

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.	REG.	DECK	ENG.	STEW.	SHIPPED
Boston	32	30	27	89	30	17	17	64
New York	147	133	104	384	103	110	72	285
Philadelphia	58	44	48	150	52	97	45	194
Baltimore	132	132	94	358	74	67	61	202
Norfolk	123	64	71	258	34	27	20	81
Savannah	30	22	21	73	26	22	13	61
Tampa	8	4	11	23	7	12	9	28
Mobile	73	61	74	208	84	79	84	247
New Orleans	103	90	64	257	99	82	82	263
Galveston	49	16	28	93	63	61	45	169
West Coast	57	37	42	136	63	54	51	168
TOTALS	812	633	584	2029	635	628	499	1762

PORT REPORTS

New Orleans:

Gashounds Cropping Up Find No Easy Time Here

The business affairs of the port are really in good shape. We had only the usual run of beefs on the ships coming in.

There were five payoff ships in port: Alcoa Runner, Alcoa Pegasus (Alcoa), and Cape Romain, Del Norte, Del Campo (Mississippi). Signing on were the James Caldwell, Alcoa Runner, Alcoa Pegasus (Alcoa), and Del Rio, Del Valle, Del Viento, Del Norte and Cape Romain (Mississippi).

Quite a few in-transit ships, including: Alcoa Corsair, Alcoa Cavalier, Alcoa Polaris, Alcoa Clipper, Alcoa Patriot, Cape Saunders (Alcoa); Steel Chemist (Isthmian); Del Viento, Del Sol, Cape Romain (Mississippi); Seatrains Louisiana, New Jersey, Georgia (Seatrains); Maiden Creek, De Soto, Morning Light, Alawal, City of Alma, Lafayette, Monarch of the Seas (Waterman); Amberstar (Triton); Evelyn (Bull); Strathbay (Strathmore); Council Grove (Cities Service) and Southern Counties (Southern Trading).

We had an unusual number of gashounds in the last few days. This was one beef that this port has not had for quite some time. The SIU does not go for performing, and our membership is on record to bring up charges against all foul-ups. These guys had better get wise to the fact that they will find it rough going when they place the Union in jeopardy with their performing.

It looks like the only one not on strike in this area are the seamen. From the last count on strikes here, it looked like more outfits were on strike than were working. The state labor situation is well in hand, as reported by the State Federation of Labor at its annual convention last week in Baton Rouge. Your agent attended the proceedings as SIU representative.

Crackdown on Bisso
Anti-labor Bisso in this port has run afoul of the law. A complaint filed by the government in federal district court charges they worked various people in 1950 and 1951 for more than 40 hours a week and did not give them time and a half overtime. It will be remembered that this tug outfit is the same one that SIU previously tried to straighten out. William A. "Captain Billy" Bisso is well known for his anti-union attitude and for the rotten conditions on board his tugs here.

Recently in to see us, with a grin like a mule eating briars, was brother Milton "Frenchy" Mouton. He had a big reason to grin, due to the vacation check for \$114.35 that "Frenchy" had picked up that morning. Regularly sailing out of New Orleans and making his home here, Mouton is proud of the benefits he receives via the SIU.

A Seafarer since 1940, he has sailed practically every run under contract to the Union, and the top benefits, conditions and wages he's received have enabled him to raise a family with three children, one boy and two girls. At present, he is resting awhile, waiting for another Alcoa passenger ship. He just came off the Alcoa Clipper after 11 months, and really does a swell job in the stewards department.

The brothers are probably aware that the SS Antinous started off the Pan-Atlantic run, paying off in

New Orleans. Since these Pan-Atlantic ships will pay off in this port, this should mean a few more jobs weekly. (The Chickasaw and De Soto are also on the run.) The Antinous started off the new run with a bang; as a matter of fact, she nearly sank a Danish ship coming up the river.

Lindsey J. Williams
New Orleans Port Agent

Lake Charles:

Machinists Campaign To Cut Garage Hours

The weather is really nice down this way. The fish are still biting, and even the mosquitoes are beginning to pibble a bit. Shipping slowed down a week ago, but picked up and really broke loose last week.

We cleaned out all of the rated men here and had to send out an SOS, only to find a bunch of rated men flocking in from out of nowhere. Now we can be sure to fill all the jobs.

It must be the ships that are laying up, 'cause a lot of the boys are showing up. Of course, it may not be the shipping that has dropped in other ports as much as it's the pretty gals around here.

Ships that we had in to call during the period included: Salem Maritime, French Creek, Lone Jack, Fort Hoskins and Winter Hill, all of the Cities Service fleet. Over in Texas we had the Sea Comet (Zenith) and our good old standby, the Federal (Trafalgar), of shuttle fame. All of the above took quite a few non-rated men as well, so all had a crack at shipping.

Walkout Waited
All is quiet on the local labor front, except that, as of this writing, the Western Union and telephone workers are waiting word from their head offices whether or not to walk out. On the state labor situation, the annual state AFL convention was in session at Baton Rouge, and all reports show a lot of progress made there.

The AFL Machinists are still hard at work on the local garages and, as of now, most of the garage employees have joined up. It looks like the era of long hours for the mechanics will be ended before long.

During the coming weeks we don't expect too many ships to call. So far there are only three scheduled to arrive, but as this is mainly a tanker port, one can never tell who will drop in. We always look for anything to happen, and it usually does.

Leroy Clarke
Lake Charles Port Agent

Boston:

Food Major Beef Again On Tankers Hitting Port

There's little change in the shipping situation around here, as things continue at a quiet pace.

We did have a couple of payoffs in the port, including: Julesburg, The Cabins (Mathiasen); Cantigny, Lone Jack, Bents Fort (Cities Service); Ann Marie (Bull), and Tagalam (Seatrade). The Julesburg, Tagalam and The Cabins signed-on for another trip.

Food was the beef on several of the ships coming in. Plenty of beefs on the Tagalam, which were all settled on board except some questions on meals which are still pending due to a week-end payoff. The ship had a heads-up crew and is a very good ship.

The Ann Marie also had a grub beef, but the company put on all new stores and the shipyard is going to tear out the iceboxes on her return trip.

In town, the Western Union strike is on, but we have no dope on it yet. If they need us though, we'll be on hand.

On the civic labor front, a \$26,000 fund has been set up by the International Ladies Garment Workers Union, AFL. The money, voluntary contributions by 5,000



On a sort of busman's holiday, Earl, third cook (left), and Steward Hank, both off the Ann Marie, stand outside a local eatery in Puerto Rico.

members of the Boston Joint Board, will be used for donations to local charities. To date, donations from the fund have exceeded \$17,000.

Final Dispatch
Charlie Dwyer, Brother Hubbard and myself acted as honorary pallbearers for our late brother Walter Bezanson, whose passing was reported in the last issue of the LOG. Another such sad bit of news for the membership is the loss of another brother, William Waddington,

who had just gotten off the Robin Locksley. He generally sailed in the engine department.

Some of the members on the beach with us these days include: John Lane, W. Willridge, T. Bonvie, J. Hanson, D. Riley, L. Ruggiero, W. Prince, Shorty Melanson, Joe and Bob Murphy, E. Olson, Don Oman, Joe Cash, V. Muffucci, H. Jaynes, Bill Hardy, Bob Bennett, M. Sweet, E. Grose, S. Greenridge, A. Buzzelle, G. Lothrop, Charlie Dwyer, Joe McPherson and A. Parsons. And in the local marine hospital, we have brothers G. Vourloumis, A. Leva, Dick Bowman, Lincoln Smith, H. V. Keane and Benedict Klackowicz.

James Sheehan
Boston Port Agent

Philadelphia:

SIU Shows Phone Girls Some Real 'Operating'

Things have been perking in the City of Brotherly Love, with nine ships in for payoff in the past week. Rated men were hard to find and we had to send to New York for rates in all departments.

The list of payoffs and sign-ons during the period includes the following ships: Logans Fort, Winter Hill, Council Grove, Chiwawa, Cantigny (Cities Service); Arlyn (Bull); Lewis Emery Jr., Coeur d'Alene Victory (Victory Carriers); Alexandra (Carras); Mary Adams (Bloomfield); Barbara Freitchie (Liberty Nav), and Wanda (Epiphany).

Our local boys are busy in the local eateries on Ranstead Street playing host to the striking telephone operators and, after looking over the girls' picketlines, it is no small wonder that Seafarers don't want to do any sailing at the present time.

The women are so plentiful that "Reds" Healey even latched on to one, and was seen in a booth until the wee hours of the morning telling the girl sea stories. Well, even if we do not give the telephone workers any other support in their strike, we can count on our men to give them plenty of moral support.

But, we got to get back to the waterfront a moment. We held our monthly Maritime Trades Council meeting in Chester, Pa., and it was one of the best meetings we have had since the local body was formed. The session was attended by delegates from all the affiliated unions, with considerable detail work accomplished.

A. S. Cardullo
Philadelphia Port Agent

Wilmington:

In-Transits Swell Local Ship Activity

Shipping has been running very well out here in Southern California. We had a big load of in-transits taking quite a few men in addition to two payoffs and one sign-on.

Payoff were the Jeff Davis and Topa Topa (Waterman), while the Jeff Davis signed on out of this port. Our in-transits included the usual run of Calmar ships, the Pennmar, Yorkmar, Calmar and Alamar; the Fairport, Bienville and Young America (Waterman); the Republic (Trafalgar), which stopped in twice; Ocean "C" (Ocean Trans), Shamons Victory (Bull); and Robert Lowry and Nathaniel Crosby (Bloomfield).

Recovers Health

We're happy to say that Brother Thomas G. Lyons, who was on the critical list a few weeks back, is on his feet again, thanks to blood donations by his Union brothers. Brother Lyons, who has been with the SIU for ten years, sails in the deck department and has been on all war lanes, including the Murmansk run. Tommy has traveled everywhere, but likes Spain best for its wine and women.



Lyons

He says that "It's easy to see why we have the best conditions and best wages because we show the companies that we mean business and back up our end of the contracts."

Tommy wants to thank all the men who gave blood to save his life. He said that several local residents are still waiting necessary operations for lack of blood while his Union brothers gave all they could for him. He is especially impressed by the vacation plan as his first check is keeping him going on the beach until he is fit for duty.

Talking about vacation pay, the men who have received their checks here exclaim about the quick service. They invariably add that it's the first vacation pay they ever received from going to sea.

Meat Beef Settled

The only beef of any consequence was on the Ocean "C". We straightened out the meat situation on this ship about which the crew had complained and saw to it that additional meat was put aboard.

One of these ships, we won't mention names, came in with complaints against crewmembers for cheating at poker. We removed the offending parties pronto. All we can say is watch who you play with. If you can't trust them, don't play. There are many cases of jawbone games where some guy runs in the hole for his payoff and then skips. There is nothing the Union can do except fine the man for missing the payoff.

In addition, we ran into a situation where a member of the stewards department put in for overtime for serving a sick brother. This is a common courtesy and any brother should be glad to pitch in and help out without trying to make money out of it.

We are still having trouble with a few men who insist on getting gassed up and missing ships. Perhaps we should apply stronger measures than used up to now so that our contracts aren't endangered by these performers.

Sam Cohen
Wilmington Port Agent

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Cargo Of Woe Ends Dream Of Seafarer — Shipowners

With visions of profits dancing in their heads, three Seafarers from New Orleans went into the shipping business one day last year. But a broken down engine and a mean old storm blew them right out again, several thousand dollars poorer but certainly the wiser.

Sole remainder of the ill-fated shipping venture is the converted sub-chaser, Sea Swan, lying forlornly in Miami harbor waiting for somebody to buy her.

The venture began in June, 1951, when Brothers Tom Payn, James Bright and another SIU man, Bermudez, pooled their money and made a down payment on the MV Pomander. She was a 79-tonner, 85 feet long with two 165 hp diesel engines. A far cry from a Liberty, but a ship nevertheless. For three months the men worked 10 to 16 hours daily to whip her into shape. When they got her ready there was no business to be had anywhere. Brother Bermudez, evidently foreseeing the outcome, dropped out, while the other two sat around until November looking for work.

Banana Deal

Their original plan had been to carry fruit from Cuba to Florida, but they couldn't make connections. Finally in November they made arrangements with a Covington, La., man who planned to run bananas from Blue Fields, Nicaragua, with his own boat. They turned the Pomander over to him leaving him to pay the balance on her \$7,500 purchase price and went into business again with his ship, the MV Sea Swan. This was an ex-sub-chaser of 130 gross tons with much more power in her engine room, two 1200 hp, 16 cylinder pancake engines.

She too needed overhauling. Brother Leo Stephenson joined Payn and Bright in partnership and the three went merrily to work, for they now had assurance of cargoes—loads and loads of nice bananas that would bring a neat profit with each voyage.

Ready To Sail

Finally, on February 20, 1952, after eight months of work without OT payments plus an investment of \$6,000 in cash, they were ready to set sail. The five-man crew con-

Senate Okays Korea Ribbon For Seamen

Washington.—Prompt House action is being sought on two bills adopted unanimously by the Senate authorizing medals for heroism to merchant seamen and a special service ribbon for service in a Korean combat area.

The special ribbon for service in a combat area during the Korean war was proposed as means of honoring seamen shuttling the cargoes which feed the battle troops with food and supplies from Japan and US west coast ports.

Introduced by Senator Warren G. Magnuson, Democrat of Washington, the twin measures would also revive the government's authority to issue Merchant Marine Distinguished Service Medals, which lapsed after the war in 1947.

The Maritime Administration found itself embarrassed after the Flying Enterprise incident earlier this year when it lacked the power to confer a maritime DSM on the master of the ill-fated vessel, Captain Henrik Carlsen. Special legislation empowering the MA to present a medal to Carlsen had already been passed by the House and was sent to the White House where the President signed it.



Seafarers Payn, Bright and Bermudez catch a breather in the shade of the Pomander's hull during the overhauling job.

sisted of Payn as skipper, Bright as 1st assistant, Stephenson as chief engineer, Joe Carter, a first-tripper, who was the stewards department all rolled in one, and a Danish 2nd mate.

They left New Orleans on that day for Blue Fields expecting to pick up bananas and discharge in Gulfport, Miss. They estimated a 15-day run, and with 1,800 stems of bananas to be carried, it would mean a net of \$4,500 per trip.

The Sea Swan passed through the passes and out into the Gulf without trouble. The first day went by uneventfully, but 24 hours past the sea buoy the first engine conked out. Ten minutes later the second engine followed suit. All hands, including the cook, decided to turn in until daylight and then turn too in the engine room.

Next Stop Havana

Captain Payn took a sight in the morning and decided they were 265 miles WNW of Havana. Stephenson cranked up one engine, tied the throttle down with a piece of marlin to hold her, and ordered the skipper to head for Havana, as she might blow up any minute.

Two days later they arrived in Havana in time for a solid two-day blow. After being buffeted at anchor for 48 hours, they decided to bring her alongside, come what may. Under some fine piloting by Payn, they made it to the Havana garbage docks on the 26th.

They remained in Havana until March 7 trying to get cargo and repairs. Estimates were that several machinists and six helpers would be needed to renew gaskets and washers, so they decided to risk returning with the compressor out of order and the throttle tied down with marlin.

Finally, on the 7th, they heard of 2,000 cases of pineapple at Mariel, Cuba, waiting to be picked up. When the pilot didn't show, Payn headed the Sea Swan for Mariel. They still had to pay the pilot fees, as well as cargo costs, customs and other charges amounting to around \$4,000. The Sea Swan then headed for Miami with \$6,000 worth of pineapple at the going market price.

Four hours out, they ran into a 50-knot gale with 20 foot seas. Green water was coming over the pilot house, and the ex-sub chaser began to look more like a submarine. She started leaking like a basket, and oil skins were rigged up to keep foc'sles, wheel house and engine room reasonably dry. There was no sailing as there was

no way to cook, and no sleeping as she pitched and thrashed around. One engine went dead during the storm, but the other held on doggedly and she made it to Miami on Sunday night, March 9, with no food left but one cracked egg in the ice box.

With no one coming out to meet her, Payn brought her into the dock at midnight and waited for daylight. Customs came aboard in the morning and started raising Cain for not radioing in. "I'm sorry," Payn said, "but we have no radio." Why didn't he anchor out by the buoy shown on the chart? "I'm sorry, we have no

chart." What do you have? "Pineapples for cargo and one cracked egg left for stores."

Prices Go Down

Checking the price of pineapples it was found that the market had dropped and the voyage was worth \$1,000 less. They sold 350 cases locally and the rest was shipped to Chicago.

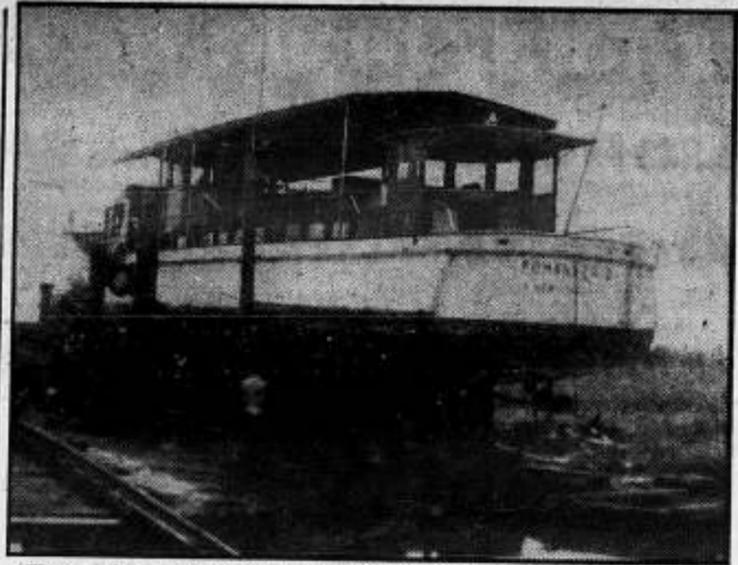
That was the end of the Sea Swan as the crew classed her as a poor feeder with plenty of OT and no OT pay. The bananas are still in Blue Fields, but the men want no part of them. Payn is waiting to ship out, but it will have to be a river ferry or at the least a 10,000-ton scow. Stephenson and Bright just took a job on the Patapsco, a Terry Smith tug that was to be delivered in Baltimore. But lo and behold, she broke down and the crew was paid off in Charleston.

Summing it all up, Brother Payn says that if it wasn't for good SIU seamanship, they would have never made it back home. "We

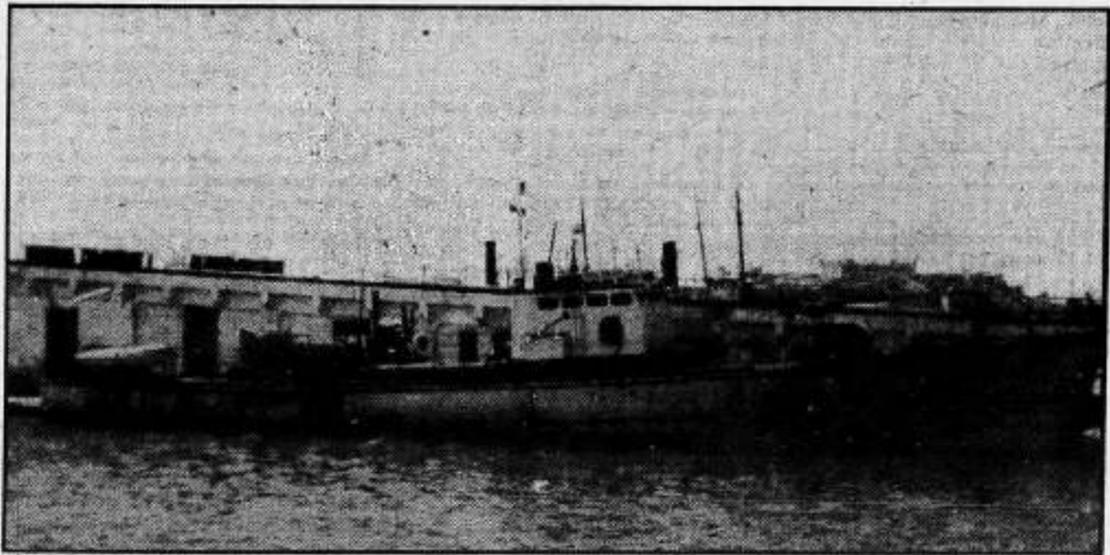
had quite a few beefs," he added, "but no one to go to for settlement. Next trip out, we'll be where we can call on a patrolman to take care of our problems."

Olde Photos Wanted by LOG

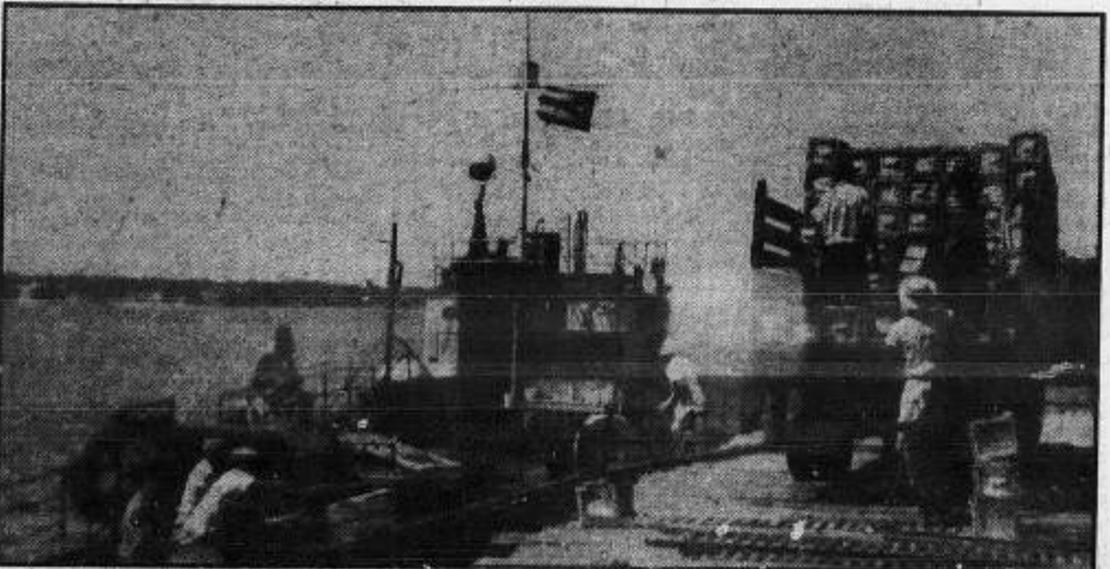
The LOG is interested in collecting and printing photographs showing what seagoing was like in the old days. All you oldtimers who have any old mementos, photographs of shipboard life, pictures of ships or anything that would show how seamen lived, ate and worked in the days gone by, send them in to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



The original boat owned by the SIU team, the Pomander, shown in drydock where she was worked on by the owners.



The MV Sea Swan in a calmer moment rests quietly at dockside. She was the second vessel owned by the three-man shipping firm.



The Sea Swan takes on her first cargo, 2,000 cases of Cuban pineapples for transport to Miami. There's no sailing as there was no chart. No overtime for longshore work either.

The Freak Ships, Concrete Boats And Whalebacks

Many unusual ships have sailed the seas—ships of queer shapes, novel designs and freak rigs. Most unique of them all, perhaps, was a vessel built around its cargo!

This strange craft was called the Cleopatra and the reason for its existence was to carry to London from the banks of the Nile a huge obelisk that slaves had quarried out of solid rock for one of the fabulous Pharaohs about 1500 BC.

After the battle of Alexandria in 1801, the victorious British army decided that this half-buried remnant of an ancient civilization would make a fitting souvenir of the campaign, and the troops themselves raised money to have it transported to England. But no ship could be found equipped to lift the 300 ton shaft or haul it safely at sea, so the obelisk was forgotten for many years.

In 1876 some patriotic Englishmen revived the idea and raised a fund from their own fortunes to bring the monument home as a war relic.

Built Around Cargo

An engineer by the name of John Dixon figured out the idea of building a ship around the obelisk and then sailing it home to London at the end of a towrope. To do this, sand was excavated from around the needle-like column and an iron casing 15 feet in diameter was built around it, after which a ditch was dug and the contraption was floated to the nearby Nile.

Almost 1900 years before, the Romans had tried to ship the obelisk off when the beautiful siren Cleopatra had given it to the Emperor Augustus as a token of her affection. Engineering problems stumped the Romans, however, and the gift never went to the Emperor.

After being floated, the unusual craft was towed to a shipyard in Alexandria to be fitted with rudder, bilge keels, a deck, small cabins and a mast.

It was hard to get a crew for this sea-bound rig, but Capt. Henry Carter finally lured seven Maltese aboard of her at a substantial wage of 20 pounds for the voyage and the Cleopatra started off in tow of the steamer Olga. Eleven days later, after much pitching and tossing, they reached Algiers, where the hard-working Olga had to put in for more coal.

Every day during the trip the intrepid skipper crawled down into the tank-like hull and through the numerous bulkheads and wedges to inspect for leaks.

Pitched And Rolled

Finally the Olga cleared Gibraltar, with the Cleopatra and her 3300-year-old cargo yawing and rolling crazily at the end of the towing cable. Bad as the Mediterranean had been, the Bay of Biscay was much worse, with waves breaking all over the tow and making it almost impossible for the Cleopatra's men to stay at the wheel, much less steer the unwieldy hulk. The sail had long since proved of no avail.

When a full gale hit the two vessels, laying the Cleopatra over on her side, the Olga decided it was time to call it quits, and dispatched a boat to rescue Captain Carter and his Maltese crew. But a huge wave hit the lifeboat and a moment later it was swamped and smashed with all of its men. Another rescue attempt was made the next day and the crew was safely removed to the Olga, which cut the towing cable and left the

Cleopatra drift away as an abandoned derelict.

For a while it was believed that the ancient obelisk, pride of King Thutmese III and of the seductive Cleopatra, had gone to the bottom, far from the hot sands where it had lain so many centuries. But the British troops of 1801 were not to be cheated of the symbol of their hard-won victory, and the Scotch steamer Fitzmaurice came across the hulk, secured a line aboard, and towed it into a French port, claiming salvage.

Although the salvage claim was high, the Englishmen who had already invested a huge amount in the relic as a gesture of patriotism, paid the claim and the barnacled Cleopatra—probably the strangest ship ever to cross the seas—finally arrived in London 122 days out of Alexandria!

A One-Tripper

Cleopatra won another unique claim to fame in shipping annals when she was broken up so that the strange, ancient cargo could be taken out of her. She was indeed a one-trip ship!

The obelisk which had defied the skill of Roman engineers was conquered by mechanical ingenuity and a band of dauntless seafarers and was erected on the banks of the Thames in 1878.

Also in the category of novel ships—somewhat akin in shape to the odd Cleopatra—were the whaleback freighters that traveled the Great Lakes until a few years ago.

Looking more like a submarine than a conventional freighter, the whaleback was the invention of Capt. Alexander McDougall, a Scotch-Canadian who, like most other inventors, went boldly ahead with his pet project despite the prediction of scoffers that it would never work.

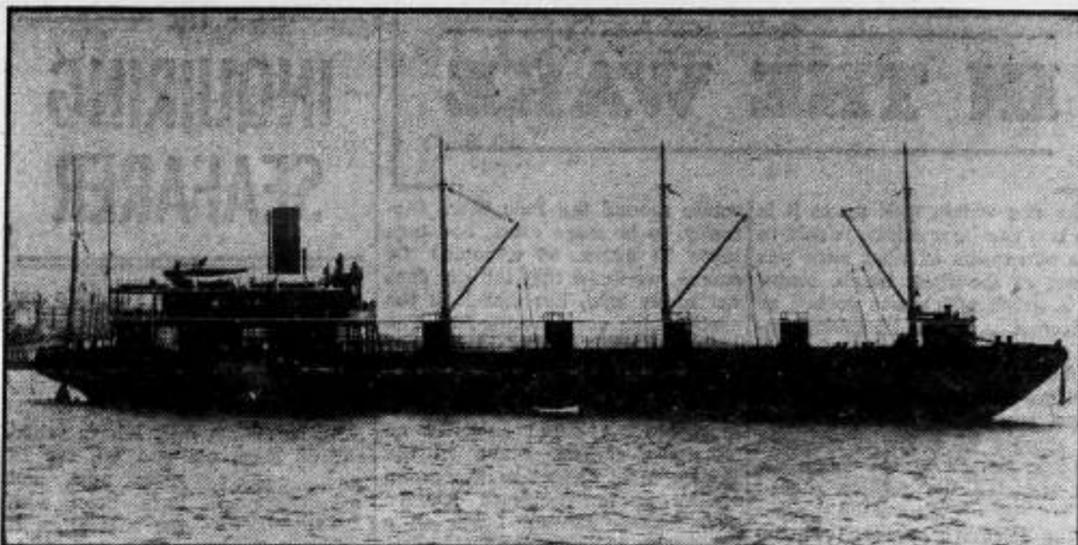
His first whaleback was a barge with the unromantic title of Number 101, which he launched at Duluth in 1888. This was followed by others which proved their carrying capacity and seaworthy abilities in freighting ore and wheat.

Captain McDougall's first self-propelled whaleback was the steamer Colgate Hoyt, launched at Duluth in 1890. She proved economical to operate, rode the heaviest seas quite easily, and surprised everyone with the fact that she was self-trimming due to the curvature of her holds.

So confident was the inventor of the whaleback's ability to go anywhere that he took the big, 3,000-ton whaleback steamer C. W. Wetmore down the rapids of the St. Lawrence to the Atlantic in 1891, loaded her with wheat and took the cargo to Liverpool, where the ship amazed the skeptical English and created a sensation in shipping circles.

Rode Out Hurricane

The Wetmore returned to New York, where she loaded a general cargo which was safely delivered 'round the Horn to Everett, Washington. As a result of this trip, some West Coast interests built a whaleback called the City of Everett—first American ship to go through the Suez canal. This whaleback later rode safely through the great hurricane and tidal wave which wrecked many ships at Galveston, Texas.



(Photo—Peabody Museum, Salem, Mass.)
The whaleback steamer Joseph L. Colby, built at Superior, Wisconsin, in 1890. Most whalebacks did not have the tank-like structures along the deck which, as visible here, supported the fore and aft catwalk. This ship had about 12 hatches and had the pilot house aft.

Most celebrated of these queer ships was the SS Christopher Columbus, only passenger-carrying whaleback ever built—another McDougall creation. She was built especially for the Chicago Worlds Fair in 1893, during which she carried 1,700,000 passengers on excursions. After the fair, she ran successfully for many years for the Goodrich Line on the Chicago-Milwaukee run, being a familiar sight on the Lakes for 44 years.

Concrete Ships

Also worth a place in the story of unusual ships were the concrete barges and freighters turned out for emergency use in World War I and World War II.

The history of concrete ships goes back to 1849, when the French built one that was used for many years. Later the Dutch and Norwegians experimented with them, and in 1912 a firm at Mobile, Ala.,

turned out a successful concrete cargo barge.

Convinced that the concrete ship would save on scarce materials and labor, the US Shipping Board authorized construction of 58 of them in World War I at a cost of about \$42,250,000, but only 12 were eventually completed.

Three of these "stone" ships were big, 7,500 ton tankers—the Palo Alto, Selma, and Latham. There were also several good sized, three-island type, coal burning dry cargo freighters: the Atlantus, Polias, Cape Fear and Saponia. They proved themselves to be good sea boats, with a slower roll than steel or wooden ships.

The concrete was reinforced with steel rods and triangular wire mesh.

Concrete ships got a bad name later on when the SS Cape Fear "crumbled to pieces," according to accounts, and sank with the loss

of 17 of her crew after a collision with the SS City of Atlanta in 1920.

During World War II, the advocates of concrete ships pressured the Maritime Commission, over the objections of Admiral Land, into appropriating \$151,000,000 for ships and barges, plus some \$16,000,000 for the facilities to build them.

It all turned out to be a waste of time and money, for of the 24 concrete, steam freighters built at Tampa, many never made a voyage under their own power. Seventeen of them were converted into warehouses, five were used briefly by the Army Transportation Service for training purposes, and two were sunk to help make the breakwater at the Normandy beachhead.

A Liberty ship cost \$1,800,000. Cost of a concrete barge was \$1,326,000!

Living's Snug On A Shrimper

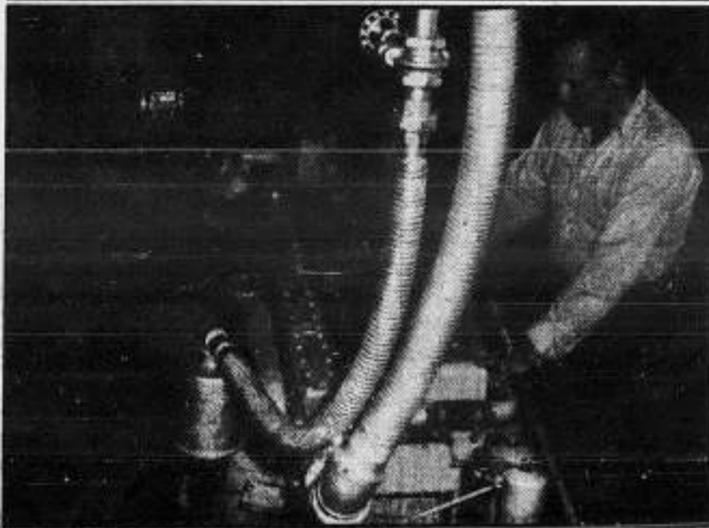
Biloxi, Miss.—Bus and subway strap-hangers in the city who bristle at being packed in like "sardines" have nothing on the Seafarers who man the Gulf Coast shrimping fleet. Their accommodations are far different than what the deep-sea sailor is accustomed to seeing.



The larger variety of shrimp boat is a 40-footer, has diesel propulsion, two-way radio and all the other fittings for a normal span of a week at sea. Every accessible foot not used as storage space in the lone forward hold, which is capable of taking in 400 barrels, is a slim deck area needed for working the nets.

A generous estimate of the wheelhouse, which doubles as sleeping quarters for two men, is eight square feet of space. Included here as well are the radio, charts and emergency gear. Below in the engine room, where all the working gear is also stored, is a tiny galley.

(Above): Space is at a premium. Wheel (not shown) can almost be steered while sitting on bunk. (Below): It's steady as she goes navigating rim of engine pit. It's easy to wind up in galley (right, not shown) or gear locker (left).



When underway, one man takes care of the wheel while the other cooks, sleeps, handles the nets or works below. In all, the men must live a close, integrated existence. Quite often then, you find the "crew" is two brothers or father and son. Whole families have been working the shrimp fleet for generations and they wouldn't trade it for anything.

IN THE WAKE

The dog watch, split up as it is into two two-hour stints, is said to be a corruption of what once was known as the dock watch, meaning a watch which was docked or shortened . . . A launching introduced the ten-gallon hat to the shipbuilding state of Maine when Gov. Brooks of Wyoming presented a real cow-puncher's sombrero to the skipper of a big five-masted schooner named in his honor. It was reported the captain caused quite a stir when he wore the hat on the streets of the little Down East port of Bath on the Kennebec River.

The free nations usually refer to Communist-dominated lands as the countries behind the "Iron Curtain," but the ideological differences aren't as sharp in reference to the Iron Gate (see map). This is a gorge cut by the Danube River through the Carpathian Mountains, between Yugoslavia and southwest Rumania. It is about two miles long.

Noted for his powers of flight, the albatross is a variety of seabird commonly seen in the Pacific and southern waters. The name, originally Algotross, may have changed by association with alba, Latin for white, the bird's color. . . Fathom as a unit of sea-measure stems from the Anglo-Saxon feathm, meaning "an embrace." Before linear measurements were standardized and when most of them were derived from the human body, a fathom was the rough measure of the distance from finger tips to finger tips of a man's outstretched arms. The outstretched arms are the underlying thought of the term.

The navigational star Polaris is the only star which keeps its place in the sky. All the other stars and constellations wander around the pole once daily, counter-clockwise, as though they were fixed to the inside of a vast globe. In other words, we see the whole sky slowly

rotate around the Pole Star. (Actually, to be more exact, one turn takes 23 hours, 56 minutes.) Of course, we know that the sky does not really turn, but that it is the earth which does the turning. The effect, however, is the same.

Many seamen have seen a remarkable natural curiosity on Dominica, largest island in the British West Indies in the group known as the Leeward Islands. The famous Boiling Lake, on a mountainside some 2,300 feet above sea level, has sheer banks, and the water is 300 feet deep near the margin. The seething waters of the lake are sometimes forced two or three feet above the normal level by the pressure of escaping gases. The fumes arising from it are also somewhat poisonous.

A lighthouse is often called a pharos from the ancient light tower that stood on the island of Pharos in the harbor of Alexandria, Egypt. Its construction was begun by Ptolemy I, a general under Alexander the Great, and completed during the later reign of his son. Rated as one of "the seven wonders of the ancient world," the white marble structure housed a beacon fire which historians say could be seen over the water for a distance of about 34 miles. What was once Pharos Island is now part of the mainland, the water that separated the two having silted up over the centuries. The lighthouse was completely destroyed by earthquakes in the 14th century.

Tierra del Fuego, the islands below Magellan Strait at the southernmost tip of South America, was, to the early Spaniards who explored it, a land of deep mystery. During their stay there, the Spaniards never caught sight of a single native, but in the daytime they could see smoke arising, apparently from native campfires, and in the night they saw flickering fires in the distance. Accordingly, they called the region Tierra del Fuego, for "Land of Fire."

THE INQUIRING SEAFARER

Question: Why do you ship out of Mobile?

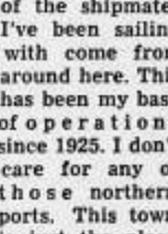
(Photos taken in Mobile branch hall).

Luther Wing, DM: I have sailed out of here, off and on, for 14 years now, and have been with the SIU since it got started. This city has one of the best SIU halls to operate from. In addition my home and friends are here. I know a great many people in this city and I like it.



people in this city and I like it.

George Romano, steward: My family lives in this city and most of the shipmates I've been sailing with come from around here. This has been my base of operations since 1925. I don't care for any of those northern ports. This town is just the place for me! You couldn't get me away from here.



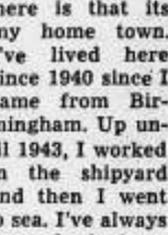
from here.

C. J. Beck, electrician: In my opinion this is the best port in the SIU. The officials are tops too. My home is here, as a matter of fact I've lived here all my life. I've shipped out of New Orleans and Galveston, but always came back to Mobile for my ships when I'm ready to head out.



ships when I'm ready to head out.

V. T. McKleroy, electrician: My biggest reason for shipping out here is that it's my home town. I've lived here since 1940 since I came from Birmingham. Up until 1943, I worked in the shipyard and then I went to sea. I've always come back here to get a ship out.



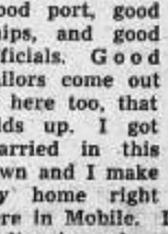
to get a ship out.

Joseph Walters, deck engineer: I've been going to sea since 1920 and used to ship out of Philly. I came here in 1937 and liked it. I've been shipping out of here ever since. The city is not too big and there is a better chance of getting out. The officials are good too.



The officials are good too.

Sherwood Piner, bosun: I've been sailing for a long time, ever since 1920 and all I can say is—good port, good ships, and good officials. Good sailors come out of here too, that adds up. I got married in this town and I make my home right here in Mobile. It's a good place to live in and work out of.



It's a good place to live in and work out of.

MEET THE SEAFARER



GLENN O. DEMOUY, FWT

They may talk a lot about farm boys going to sea but it seems most Seafarers come right out of the ports from which they sail. Mobile is no exception to the rule, for like all seaside towns it has quite a few of its native sons engaged in the business. Glenn O. DeMouy is one of the many natives of that city who have made seafaring their life's work and found it pleasant and rewarding.

DeMouy had just gotten off the Alcoa Runner in Mobile when the LOG reporter found him at the Mobile branch hall, planning to go home and spend several days with his wife and baby. The 33-year-old Seafarer who has been with the SIU ever since the Union's founding is all for the Seafarer's life. As he put it, "Sailing was the first job I ever liked, and it is the only job where a man can make a decent wage, thanks to the SIU."

Although he started out as a deck hand, DeMouy decided he liked working with machinery better, after putting in six months as a cadet on Waterman ships. He took a crack at the engine room the next time out and has been at it ever since.

Wartime Collisions

DeMouy admits that the life of a Seafarer is not without risks and dangers. During World War II, he saw quite a lot of action but ironically enough all of the damage his ships suffered was caused by collisions with other merchant vessels. He was on the Antinous when she rammed another ship off Philadelphia, and in turn, he was on the Benjamin Conte, when she was on the receiving end of a British tanker's bow in Liverpool. This was in 1942, and as a result, the Conte was laid up in the English port for two months in midwinter.

Life in Liverpool in wartime was cold and dreary with little to eat and the ever-present danger of raids. Sitting around and waiting for his ship to be patched up proved a thoroughly unpleasant experience.

"However, I wouldn't take \$10,000 for the time," he said.

Although Liverpool in 1942 was uncomfortable, it wasn't as rough as Korea in 1950—especially in the course of the Inchon invasion and the evacuation of Hungnam. De Mouy was in on both events as a member of the Citrus Packer crew which spent 5½ months in the Japan-Korea shuttle.

It was at the Inchon invasion that two crewmembers of the Citrus Packer, George J. Miller and Lewis W. High, were killed by North Korean snipers when they went ashore.

Subsequently, when the Chinese armies invaded Korea and the tide of war turned, the Citrus Packer went to Hungnam at Christmas time and took 5,600 Koreans who didn't relish staying under Communist rule to the port of Pusan. DeMouy found the action here greater than any during World War II. "Mines were everywhere," he said. "We had a lot of close calls and were lucky to get out of there in one piece."

Family Life Possible

DeMouy still makes his home in Mobile, having married two years ago. His one child is a four months old boy. Like many a Seafarer now sailing with the SIU he finds that benefits, wages and conditions for SIU men today make it possible and desirable for a man to have a family. Actually he feels that the handicap of having to be away from home while working is not as great as it used to be. Today, thanks to present earnings, the seaman can afford to spend time home with his family between trips.

The Seafarer has an advantage in this respect, he pointed out, over men on the beach who are seldom with their families more than a day or two at a time. "Seagoing is a fine life, and the end of every trip is a 2nd honeymoon."

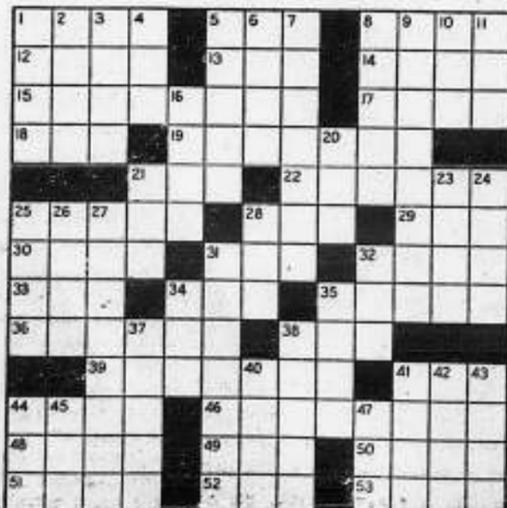
It wasn't always like that in years gone by, but today he is certain he couldn't do as well ashore. "Conditions have improved 500 percent since I started sailing," he concluded, "and I intend to keep right at it."

The Seafarers Puzzle

- DOWN**
- Owner of the Ann Marie
 - Jim Thorpe's tribe
 - Kind of duck
 - Sector
 - Cargo of the Benit Fort
 - Nostril
 - It's measured in degrees
 - Miss Baxter, actress
 - Labor group founded by League of Nations
 - He tends to passengers
 - A cheer
 - Bermuda, or Ball
 - Engine-room job
 - Navy hospitalmen: Abbr.
 - Put oneself in specified position
 - Export from Amsterdam
 - Moran "cruiser"
 - The high sea
 - Weight of India
 - "— Cruel Sea"
 - Fashion
 - Formosan port
 - Fronson
 - Channel off NY
 - "Uncle" in a lull hat
 - 12th largest lake
 - Anxiety
 - Island N. of Isle de Pinos
 - Port on S. Honshu
 - Ship pests
 - Seaweed
 - Call, in poker
 - Port on Opolu

- ACROSS**
- Island near Java
 - River into Caspian
 - Mother of Apollo
 - Tribe of Burma
 - Georgia
 - Helper
 - Hauling sail up mast
 - Tangle
 - Town on the Irrawaddy
 - Sea bird
 - Tiny
 - Ford Frick, of baseball
 - Beast of burden
 - Man's nickname
 - Fasten
 - Unit of force
 - Bearing of Baker from Jarvis
 - Sudden thought
 - Port in Brazil
 - Port in Indo-China
 - Needs a drink
 - Mountains: Abbr.
 - Old ship
 - Insert mast in socket
 - Attack on the Union
 - Result
 - River flowing into the Wash
 - break
 - Town in Italy
 - Flat tableland
 - Aid-to-Europe plan
 - Floor cover
 - Long time

(Puzzle Answer on Page 27)



TEN YEARS AGO

US forces on Bataan surrendered as Japanese invaders overwhelmed haggard defenders . . . SIU issued plea to all sea-going unions to join against War Shipping Administration proposal directed at smashing maritime union conditions via a WSA manning board set-up . . . Four old-age destroyers tackled much larger enemy supply line in Macassar Straits, inflicting heavy toll . . . RAF blasted one-time Ford plant near Paris turning out trucks for Nazis.

Brazil began roundup of axis sympathizers, discovered U-boat fuel base 100 miles from Santos . . . Campaign to conserve vital metal called for consumers to bring in old tubes to get new toothpaste, shaving cream . . . NMU offered support to WSA program as SIU, other sea unions reaffirmed outrage at "union-busting" government plan . . . British commandos raided Nazi-held Norwegian port of Narvik . . . US sub sank Japanese cruiser, torpedoed six other ships.

Washington recognized De Gaulle-Free French administrative

control over Cameroons, French Equatorial Africa . . . Senate killed rider to war plants bill seeking to abolish overtime payments, closed shop and picketing by strikers . . . Beefs representing thousands of dollars in war bonus pay settled favorable to Seafarers on three Waterman ships . . . Japanese landed on Burma, close to Indian soil . . . Sale of new bicycles in US curbed, War workers given priority to buy them for travel to and from plants.

Russian drive to free Smolensk reported huge success, heavy German fatalities, loss of materiel . . . US planes hit Rangoon to ease pressure on British troops forced to withdraw . . . Seafarers surviving ship sinkings picked up after 54 hours adrift in lifeboat, week afloat on gangway in open sea . . . Army, Navy, Maritime Commission protests brought Senate reversal of committee okay on graduated profits curb for war contracts . . . Seeking shot at crown, heavyweight contender Bob Pastor beat Jimmy Bivins after being floored twice in first round of Cleveland bout.

SEAFARERS LOG

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Roller Coaster

As has happened all too often in the past, US shipping has suddenly plummeted downward after riding high, wide and handsome on the crest of a short-lived boom. Nobody in the industry, least of all the SIU, expected the boom to continue indefinitely. Still the sharp and jarring drop caused by the mass lay-up of government ships hit harder than anyone had foreseen.

These latest developments once again highlight the fundamentally unhealthy condition of the maritime industry. They emphasize the ever-present need for government action to stabilize the industry and soften the effects of these wide fluctuations in shipping. The long-range shipping bill, over which the House Merchant Marine sub-committee has been brooding these past eight months, is the only solution that has been offered up until now. Until somebody comes along with a better idea, the SIU will continue to support this legislation and urge its early passage.

What has happened now is far from being a major shipping depression. But it serves as a warning of far worse conditions which might come.

The importance of American flag-shiping to the nation has been demonstrated many times over in the past few years. Unless we want to see the United States relegated to the status of a non-maritime power, action should be taken on this legislation to preserve a merchant fleet proportionate to the industrial might and world leadership of the United States.

We're Got the Stuff

While on the subject of the industry's shipping, it is encouraging to note that Seafarers will in all likelihood crew up the first of the new Mariner class freighters. These vessels, 35 of which are being built in US yards by the government, have no peer when it comes to speed, power, and cargo-carrying capacity.

Of course one ship, or even 35 ships, does not make a merchant marine. But the many startling advances in design and engineering incorporated in them give an idea of the potential for a great merchant marine existing in this country if the industry is given the opportunity to expand. There is no question that the construction skill and the trained seamen are available for a first class merchant marine, if given the opportunity to build and man it.

MTD Warming Up

Although it is only a few weeks old, the newly-organized Maritime Trades Department is already showing its mettle. New port councils have been chartered in Norfolk and in New England and already existing port councils are being strengthened and revitalized to meet the tasks facing them.

Needless to say, the SIU is wholeheartedly behind this new setup and will do whatever it can to further the announced objectives of the MTD. The Union is confident that the future will bring important developments on the waterfront in which the MTD will play a leading role for the benefit of the 200,000 AFL members who earn their living in the maritime industry.

Art in the Foc'sle

Just as had been suspected, the Seafarers First Annual Art Contest has turned up a good deal of hidden talent in the ranks of working seamen. The volume of entries has been encouraging and quite a few have shown considerable skill and imagination.

One reason for conducting the Art Contest was to encourage Seafarers with a flair for art to go in for the hobby by rewarding their efforts and giving them recognition. The other was to find out if it was true that among working seamen could be found a wide variety of talents. On both counts the Art Contest has proven a success.

Incidentally, there's still time for late entries to beat that May 10 deadline. We'll be looking for them.

LETTER of the WEEK

Europe Easier To Reach Than NJ

To the Editor:

Before I get started on an account of this trip on the Robin Kirk, I'd like to go back a little to some items about my last one, the Lewis Emery Jr. The dispatcher gave me my shipping ticket and told me that the ship was loading at Caven Point. He added a few simple directions on how to get there, mentioning the Hudson Tubes and some bus lines and a cemetery which I promptly bollixed up in my mind.

Finally with a friendly assist from four bartenders, a Jersey City police lieutenant and a cabbie, I located her, hauled my gear up the ladder and sank into a well-earned sleep.

We had a very interesting trip to Bremerhaven and back, the only monotony being provided by four days of smooth seas. However, the other 33 days consumed in the two way crossing were as rough as anyone could desire.

"Never Were Nazis"

Bremerhaven was interesting, it being my first trip to that city and I was surprised to learn in the course of my interviews with representative German citizens of that city (cab-drivers, bartenders, storekeepers, etc.) that none of them had ever been members of the Nazi party. It certainly is remarkable what a man like Hitler can do for, and to, a country when none of the people liked him in the first place.

The steward on the Emery was a tall slim gent with a wild mop of curly hair and no razor blades.

At meal-time he'd flatfoot into the galley, taste the food, and murmur, "I'd like to see Michelet put out better chow than this." In this connection I recall a little verse attributed to Long-fellow:

"If you want to make Jake Shuler ill
And spoil his entire day,
Just praise the culinary skill
Of Frenchy Michelet."

Other eminent members of the crew were "Bubble-Belly" Jeff Davis, who paid off and returned to the Old Dominion, sub; Joe Barron, the poker tycoon from the grits and rice belt, at last word a patient in the Staten Island Hospital; Rex Rogers, "The Beard"; an assortment of good guys named "Ski"; and Sam Hardy, deck engineer from Danville, Va.

I'd say that anyone who ships on the Emery with its present complement of officers is lucky — a finer bunch I never saw assembled on one ship—and the guys in the foc'sle were a great gang too. Oscar Klippert, the bosun, is a darn good bosun, but he sure does overbid a pinochle hand.

Well I only intended to write a line or two about the Emery and then go into this voyage on the Kirk but it seems to me I've used all the space I can.

"Slim" III



Klippert

'Oil For Troubled Waters'



As I See It

by PAUL HALL



SOME WEEKS AGO MENTION

was made in the LOG of two new drugs that promise to relieve many an afflicted Seafarer of the miseries of tuberculosis. Now the latest word is that the US Public Health Service has plans for use of these new medicines in its hospitals. The USPHS contemplates a far-reaching program to study the effects of these drugs and determine whether they are as beneficial as first reports have it.

All of this is cheering news for Seafarers, particularly those who have spent long months or years in hospitals because of the ravages of TB. Your union is happy to learn that Seafarers, under this plan, will be among the first to receive the benefits of this brand new treatment, which is as yet largely untested.

The one remaining hitch is the question of funds. Congress has been asked to appropriate \$200,000 so that the USPHS can go ahead with this program. At present the program is under consideration in a sub-committee of the Senate Committee on Labor and Public Welfare.

Fortunately, the chairman of the labor committee is Senator James E. Murray of Montana, who has repeatedly shown his concern for the well-being of Seafarers and other working men. We trust that Congress will authorize this project which offers returns far beyond the value of the small sum requested.

§ § §

LONG BEFORE THE GENERAL

public in this country had become aware of the methods used by the Communists the SIU was only too familiar with the ruthlessness and brutality that was part and parcel of their operations. In past years, the average citizen, either through indifference or ignorance,

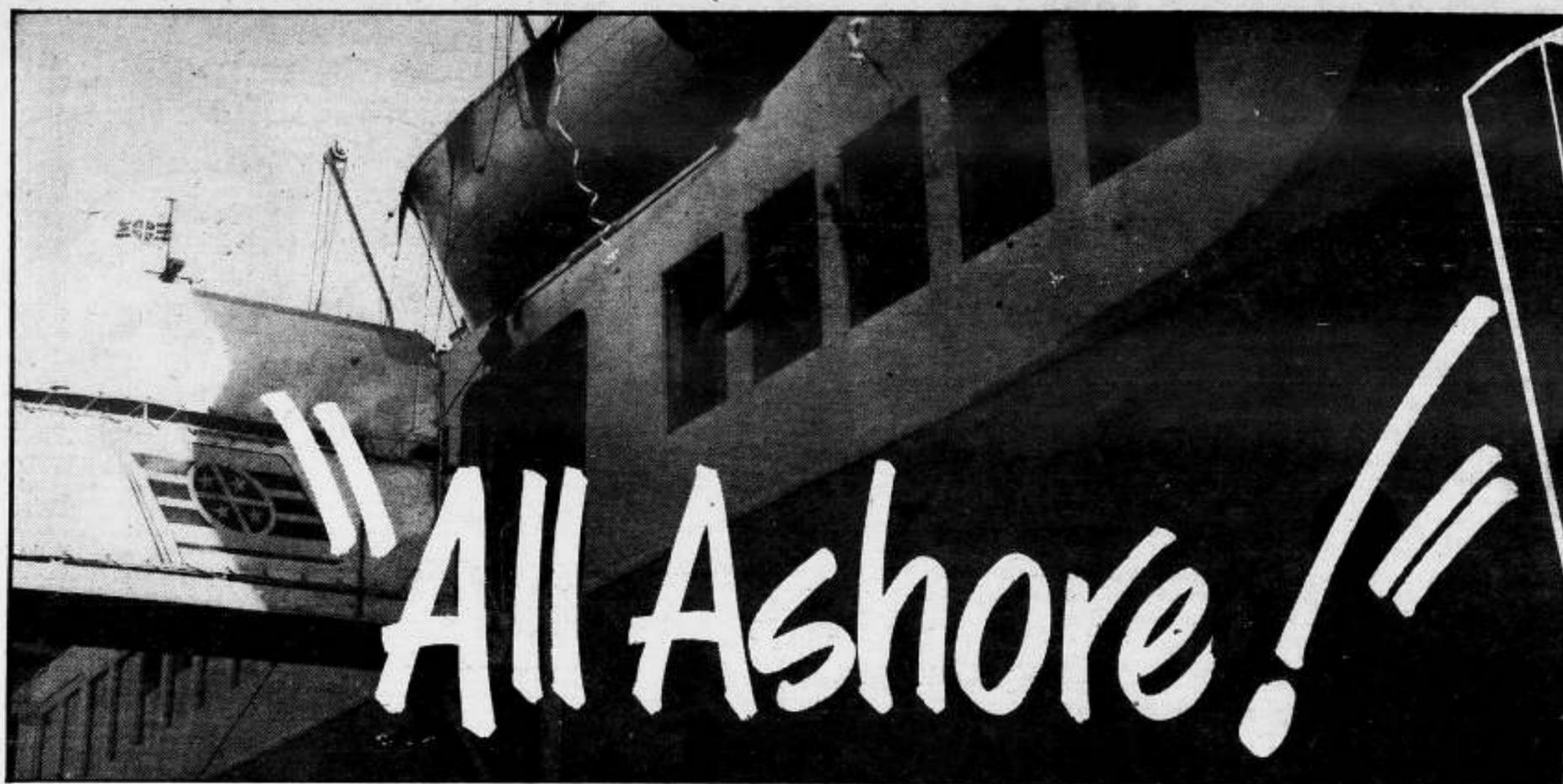
might have wondered why your Union was so concerned over Communist activities on the waterfront. There were many well-meaning but naive individuals in those days who argued that the Communists defended the rights of labor and were fighters against fascism, and therefore were beneficial to our democratic form of government.

More recently the American public has learned the truth about the operations of the Communists. A typical example of the way they do business is the news that the Communist government of Rumania is throwing 200,000 citizens of the capital city, Bucharest, out of their homes on 48 hours' notice. The only apparent reason for this inhuman program is that the government did not trust these people, most of them working men and women like ourselves, to toe the line without question.

There is not an iota of difference between the methods of the Communists and those of the Nazis in Germany who came so very close to wrecking civilization. Both philosophies regard the individual as an instrument to be maneuvered about at the will of the State. There are no such things as human dignity, rights or privileges in the Communist or Fascist schemes.

Nevertheless, a study of the Communist line in this country and elsewhere shows that they are masters at putting out bait. They profess to be concerned about people's rights and freedoms. They holler hysterically that they are struggling to protect and defend these rights. But at the other end of the line where they are in power, as in Rumania, they display a contempt for human feelings that is almost unbelievable.

It boils down then to what your Union and other anti-Communist labor organizations have always contended — that the Commies stage phony demonstrations to win sympathy and financial support for their most rotten and brutal objectives. Against such an enemy, the fight must always be hard and relentless.



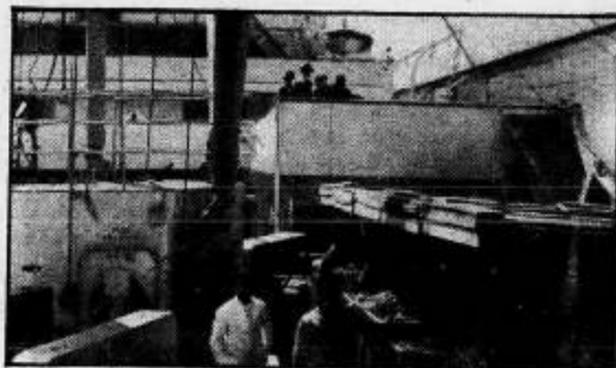
All Ashore!



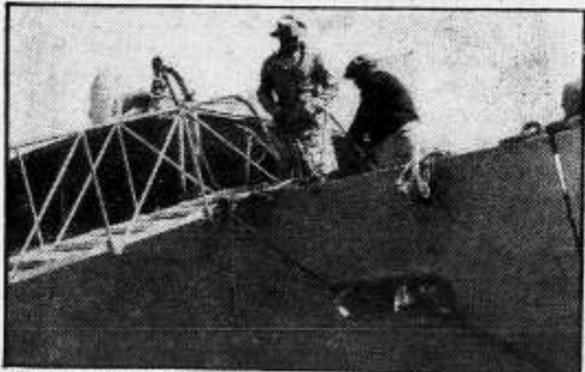
Festive spirit takes hold (above). Here, traditional bon voyage mementoes—fruit and flowers from well-wishers—come aboard.



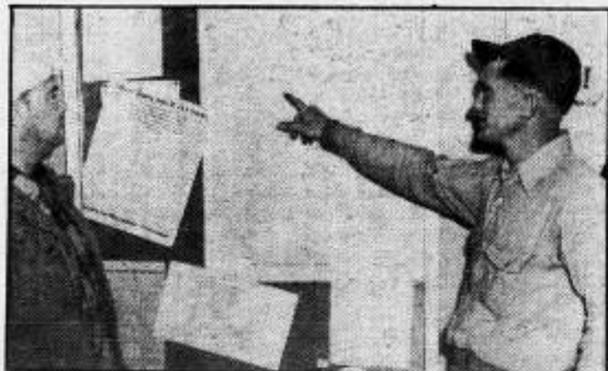
Standing by to assist passengers coming up gangway, Zeke Bonura, bellboy, greets last-minute arrival. Company guard looks on.



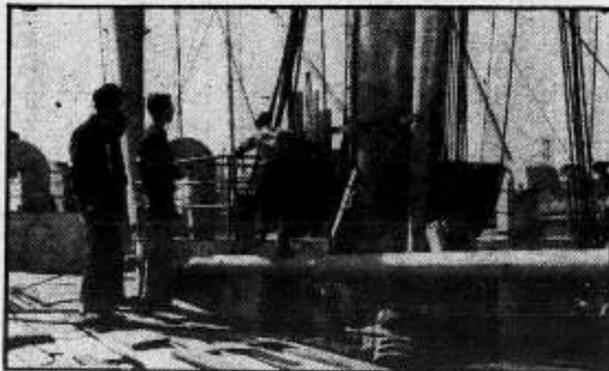
As sailing time nears, only a few crewmembers and passengers are on deck getting a last whiff of that stateside New Orleans air.



Crew gangway aft comes down first. Shore gang of AFL longshoremen loosen fittings on deck to ready gangway for dismantling.



In crew's messroom, Arlen Torp, deck delegate, points out Union rules, ship's meeting notes on bulletin board to Elmo Bailey, DM.



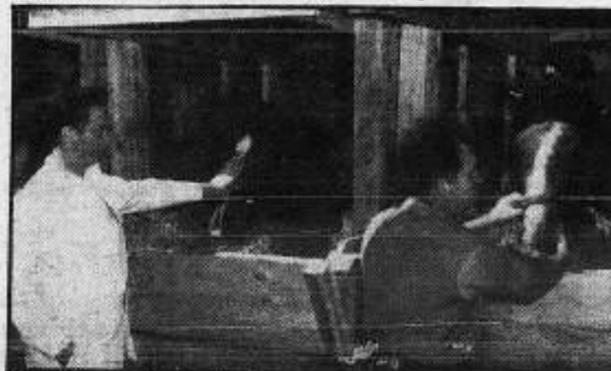
Man on boom signals winch operator as deck gang readies ship for sea. In foreground, deck cargo of lumber is already secured.



Handling lines from catwalk running along number three hatch forward, members of deck department make ready for getting underway.



Coffeetime finds (L-R) G. Murphy, OS; L. Wilish, fireman; G. Flood, MM; C. Hanowski, DM, and Ray Reed, AB, grabbing quick one.



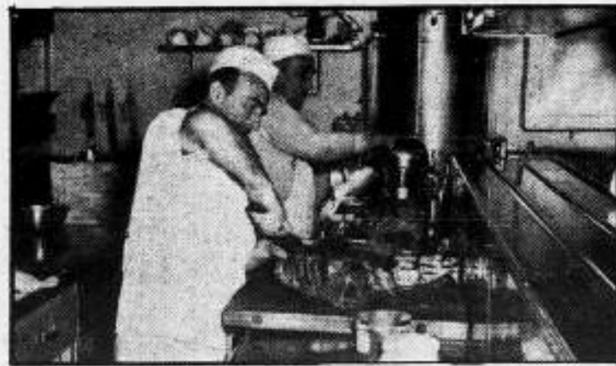
Stalls built on deck carry race horses on shipment to Caribbean. F. Sullivan, steward utility, and G. Flood give them the once-over.



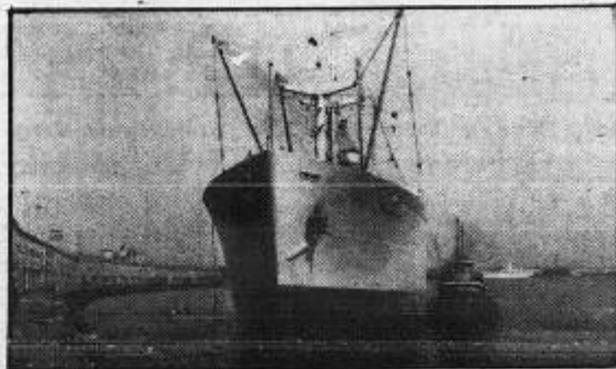
The feverish activity marking the sailing of a passenger cruise ship is nothing like the calm, businesslike manner with which the general cargo or tanker ship gets underway. Festivity is in the air as the holiday jaunt begins. Some of the enthusiasm seeps down to Seafarers who crew these ships, though many have made the voyage a dozen times or more.

One of the popular cruise runs to the colorful Caribbean country is operated by the SIU-contracted Alcoa Steamship Company on the sister ships Corsair, Cavalier and Clipper. The 17-day cruise begins at the foot of historic Bienville Street in New Orleans, then south to Kingston in the British West Indies; to Curacao, Netherlands West Indies; La Guaira, port for the Venezuelan capital of Caracas; to the by-ports of Guanta and Porto Cabello, also in Venezuela; to the island of Trinidad, whence, paradoxically, comes much of the asphalt for the city streets many are escaping, and back to Mobile, Alabama, this time.

The 4,588-ton Corsair, like her sister ships, carries 90 passengers plus a full SIU crew of 96. Specially constructed on hulls of war-built Victory ships, they boast a swimming pool, lounges, one-class deluxe accommodations and sparkling crew quarters as well. But what's going on in the minutes before sailing while the steward's gong rings out "All ashore that's going ashore . . . ?" Amid last-minute farewells, the work of the Seafarer crew begins in earnest.



Hacking through beef, Felix Jarocinski, chief pantryman, and H. Curry, 2nd pantryman (squeezing oranges), prepare crew's dinner.



Inching out now, Corsair is nudged away from dock by tug. It was an all-SIU operation as tug crew was from SIU affiliate.



Deck steward C. Compan arranges pillow as passenger on deck gets set for sea breezes.



Man with a message is Pete Garza, bellboy, paging passenger in lounge to call on phone.



Assisting passengers, Jenny Rizuto, stewardess, stands by waiting first crush in lounge.



With plenty of appetites to take care of, H. Curry and L. Tidwell, chief cook, take a quick look.

MARITIME

A port institution since 1688, ferry service on the Delaware between Philadelphia and New Jersey has passed into history. The first boats carried 12 passengers and a four-man crew—bowman, two oarsmen and a helmsman. In its peak year, 1926, when the Delaware Bridge supplanted it, the service handled almost 40 million passengers . . . Mexico may shortly have a merchant fleet of its own if agreement can be reached in talks underway between the government and private investors. Under the proposal, the government would own 51 percent of the stock. Of eight ships planned, four would be used in the Gulf and four in the Pacific.

The Senate has voted unanimously to renew for another year the authority of Canadian shippers to provide transportation coastwise between various Alaskan ports . . . Improvements in the Houston ship channel are estimated to cost about \$2,200,000. Bids on a dredging project for the four-and-a-half-mile channel have been opened . . . The B & O Railroad has installed mechanical trimmers that will increase the speed of loading grain from 3,000 to 11,000 bushels an hour at its two grain-loading piers in Baltimore. Use of the new devices make it possible to eliminate much of the hand-shoveling which has been the practice in trimming grain loads.

A freak oil explosion turned a Swedish tanker into ruins in the Red Sea area, reports from Suez reveal. The disaster on the 8,000-ton Trykon almost ripped her apart, started five blazing fires and killed three of the crew. Ignition of oil fumes by the sun was believed to be the cause. Fires in five holds went unchecked because the explosion blew away all fire-fighting equipment . . . The British collier Swan Valley had better luck, as it steamed 750 miles across the Indian Ocean to Australia with a cargo of burning coal. The vessel was allowed in port after a chemist had tested for poisonous gases with two canaries.

Traffic through the Panama Canal reached an all-time high during the last month, topping the record set in the boom year of 1929. A high proportion of tankers in the total of 613 commercial vessels was attributed to diversions from former oil trade routes as the result of the disturbances in Iran and the Suez Canal . . . The world's largest tanker, the World Unity, with a capacity of 31,745 deadweight tons, left on her maiden run from London the same week a British shipbuilder predicted development of tankers with twice that capacity, as well as eventual replacement of diesel engines with gas turbines in all merchant ships, a possible prelude to atomic propulsion.

The use of a simple wedge which enables the weight of a ship to be transferred from the building blocks to the launching ways just before the launching eliminates considerable work. In the generally-used method, shipwrights have to hack clear highly compressed lumber, much of which is expensive material destroyed beyond further use . . . Some 1,700 dockers in Brisbane, Australia, walked off their jobs when 184 workers were suspended for demanding reinstatement of a man fired for "causing delays" . . . Violent gales east of Greenland may have sent five Norwegian sealing ships and nearly 100 men to the bottom. They have not been heard from in a week.

Japan's flag is again flying on her ships reaching the US, the first time since the end of World War II her colors have been displayed in American ports. The return of the Rising Sun emblem marked ratification of the Japanese peace treaty. Prior to that time, ships calling here had flown the flag of the Supreme Command, Allied Forces in the Pacific . . . A new 17,000-ton British passenger liner has entered African service. The Kenya Castle has a capacity of 530 passengers, all carried in a single class. She will make her trip around Africa in 10 weeks, calling at 26 ports on the way.

Widely-reprinted charges by a Boston shipyard that the failure of the CIO Shipbuilding Workers to guarantee a no-strike clause beyond an April 29 strike deadline had cost the yard and the workers a \$1,000,000 ship overhaul job have been characterized as "unadulterated hogwash." Union officials pointed out that they had never been asked to make such a clause and that the yard had never even bid on the job. The CIO affiliate has been working without a contract since January 1 while talks drag on . . . Capt. Kurt Henrik Carlsen has taken command of the Flying Enterprise II, named after the freighter he skippered and lost in the North Atlantic in January after considerable effort to save her. The ship is the former Noonday (Waterman).

A New York truck driver drew 14 days in an English court for taking a free ride across the Atlantic on the Cunard liner Queen Mary. He explained he had boarded the ship while drunk and woke up sober when the ship was already at sea . . . The Coast Guard has granted a vessel loading waiver to Great Lakes shippers permitting deeper loading of bulk carriers and tankers during the 1952 navigation season. In the case of each ship, age, strength and other factors will be taken into account before permitting them to sail. The action makes possible greater iron ore, grain and oil movements on the Lakes.

THE LABOR ROUND-UP

After months of quiet the labor scene exploded last week on three fronts—steel, telephone and telegraph. In all three cases negotiations had dragged on for some months before the inevitable break came. Taking them as they come, this is how things stand:

Steel—Government seizure of the steel industry was ordered by President Truman on the very eve of a national steel strike by 650,000 members of the United Steelworkers of America (CIO). The walkout was scheduled April 8 after the industry refused to go along with Wage Stabilization Board recommendations calling for increases and benefits totaling 22½ cents hourly. The industry insisted on a sizeable price increase which the government would not grant. Industry lawyers are testing the legality of the seizure in the courts.

Telephone—Approximately 67,000 telephone workers in 43 states, members of the Communications Workers of America (CIO) went on strike April 6, against Western Electric Company, manufacturing subsidiary of AT&T. Another 10,000 union members ended a strike against Bell Telephone in New Jersey. Picketing of exchanges continued by striking Western Electric Workers. Negotiations are still on between the union and Bell Telephone in several other states.

Telegraph—The Commercial Telegraphers Union (AFL) called out 31,000 Western Union workers on April 3, all over the nation with the exception of New York City where they are represented by an independent union. The company has turned down union demands for 16 cent hourly increases on the grounds that it cannot afford them.

Odds 'n Ends—A labor committee has recommended a minimum wage of 75 cents an hour to farm workers in a report to the Labor Dept. . . . Governor Adlai Stevenson of Illinois is the favorite presidential candidate of 53 percent of 150 US union presidents polled by the Intl. Assn. of Machinists . . . A 25 year old company union of movie projectionists disbanded in Baltimore under NLRB agreement. The union's "business agent" immediately got a job as labor adviser to the movie owners association . . . The Intl. Confederation of Free Trade Unions has opened a school in France to train labor organizers there . . . Minneapolis dockworkers protested against televising of their activities because there's a strike at the local TV station.

On the Job

In the last issue we reviewed the various signals carried by steamships. Sailing vessels, pilot boats, and in some instances, steam vessels under 150 feet long, will carry signals that differ from those of the steamship.

For example, a sailing vessel under way and a vessel under tow between sunset and sunrise will carry the same lights as steam vessels under way with the exception of the white lights. In other words they do not carry a range or masthead light, only port and starboard side lights.

Pilot Lights Differ

A sailing pilot boat, when engaged, does not carry any of the lights required by other vessels. It does carry a white light at the masthead so constructed as to be visible all around the horizon. It also exhibits one or more flare up lights, at intervals of less than 15 minutes. When nearing other vessels, the pilot boat should flash its side lights at short intervals to indicate the direction in which it is headed. The green starboard light is not to be shown on the port side, and the same holds true for the red port light.

In the event this type of pilot boat is going alongside to put a pilot on board, it may show the white light instead of carrying it at the masthead. It may also use a lantern with green glass on one side and red on the other instead of side lights.

When not engaged on its station or on pilotage duty, the pilot vessel carries lights similar to those of other vessels in its tonnage range.

On the other hand, a steam pilot vessel when engaged in US waters, and not at anchor, carries eight feet below the masthead light a red light visible all around the horizon. The light should be constructed so as to be visible for two miles on a dark night with a clear atmosphere. The steam pilot vessel will carry all lights required for all pilot boats as well as the colored side lights carried by vessels under way. When at anchor the steam pilot vessel dispenses with the colored side lights.

A steam pilot vessel not engaged on her station on pilotage duty carries the same lights as other steam vessels.

Fishing Vessel Lights

Fishing vessels carry their own distinctive signals as well. A steam vessel trolling carries a tri-colored lantern in the same position as the masthead light. It is so constructed as to show a white light from right ahead to two points on each bow, and a green and red light showing over an arc of the horizon from two points on each bow to points abaft the beam of the starboard and port sides respectively. Within six to 12 feet below the lantern, it carries another lantern containing a white light which should show clearly, uniformly and unbroken all around the horizon.

In a fog, a steam trolling vessel of 20 gross tons or more shall blow a whistle or siren at less than one minute intervals followed by the ringing of a bell.

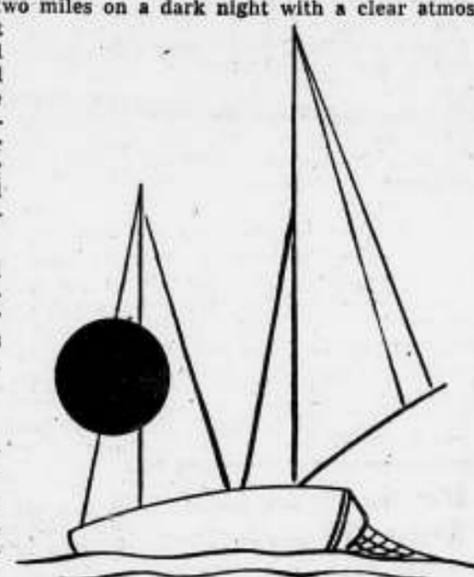
A sailing vessel trolling carries the white light in a lantern showing all around the horizon. If approaching, or being approached by other vessels it should show a white flare up light or torch where best visible to prevent collision. All lights should be visible at least two miles.

In a fog, a sailing vessel trolling, if 20 gross tons or more, blasts on the fog horn at intervals of not more than one minute, each blast followed by ringing the bell.

Daytime Signal

When a fishing vessel has its nets out in the daytime it indicates its occupation by carrying a basket or other efficient signal where it can best be seen. If a vessel or boat at anchor has its gear out, on the approach of other vessels it shows the same signal on the side on which these vessels pass.

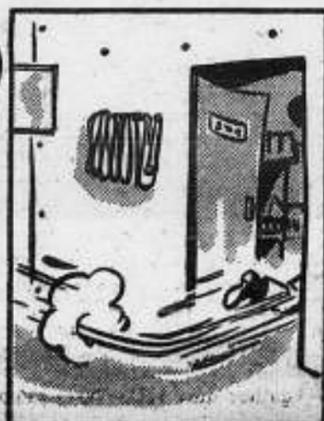
Vessels less than 150 feet long when at anchor carry a white light in a lantern up forward at a height not more than 20 feet above the hull. The light should show clearly, uniformly and unbroken all around the horizon for at least one mile.



Fishing vessel, nets out in daytime.

Burly

Follow Burly Every Issue In The Seafarers Log



SIU Backs Hosp Curbs On Lawyers

(Continued from page 2)

the time the fees are deducted the seaman may wind up with less than he would have received in a compensation award.

Attempts have been made by the hospital in the past to ban flagrant violators. In such cases, they usually come in under an assumed name or slip in through a secondary entrance.

Now notices have been posted throughout the hospital warning attorneys that they must have written authorization from a patient before getting a visitor's pass to see that patient. It states that failure to obtain such a pass, or other violation of regulations will be referred to the FBI.

While prosecution of such a case would probably result in a small fine for the offender at most, the big risk he runs is the threat of disbarment which would mean he could no longer practice his livelihood.

Dr. Nelson expressed the hope that the new policy will make patients more willing to press cases against such lawyers, citing considerable resentment among seamen against such victimization.

At SIU Headquarters an announcement advised that Seafarers noting any abuses or questionable practices of any sort should report them immediately to Secretary-Treasurer Paul Hall. Inquiries with regard to any aspect of the problem should also be sent to the secretary-treasurer.

Be Sure to Get Dues Receipts

Headquarters again wishes to remind all Seafarers that payments of funds, for whatever union purpose, be made only to authorized A&G representatives and that an official Union receipt be gotten at that time. If no receipt is offered, be sure to protect yourself by immediately bringing the matter to the attention of the secretary-treasurer's office.

The Union's word of advice is to insure that all monies paid are credited to your SIU record. Insistence on an official receipt will prevent "can shakers" from soliciting funds for unauthorized purposes, and will bar any foul-ups later on.

Union Studies Crew Contract Ideas For '52

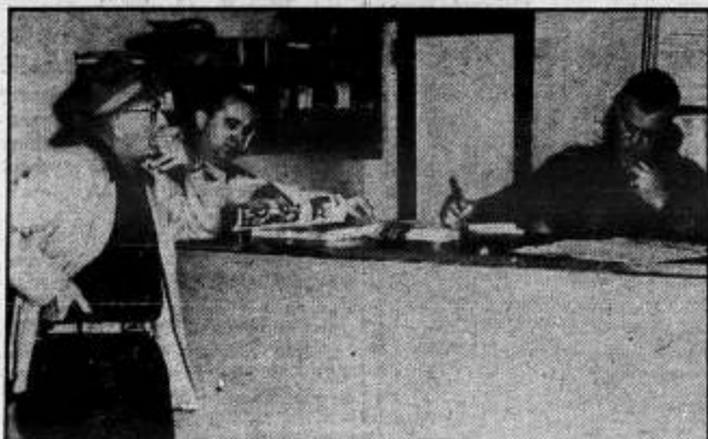
(Continued from page 2)

cellent understanding of the existing contract with its many working rules.

As a result, the suggestions have accurately pinpointed those sections of the contract where it is felt that clarification and improvement are in order. Most of these, incidentally, deal with clarification or strengthening of the working rules and do not affect the basic bread and butter provisions of the agreement.

In a considerable number of cases, Seafarers expressed their satisfaction with the agreement as it stands, proposing slight alterations in minor matters dealing with specific practices on the ships of certain companies.

All's Quiet On Mobile Front



A moment of calm at counter in Mobile SIU hall following a morning call for men. Standing by as patrolman Bob Jordan takes call, steward Fred Diekow (left) chins with patrolman Leo Marsh.

Two Port Councils Issued MTD Charters

(Continued from page 3)

the revitalization of existing port councils.

New England Program

The Boston group, known as the New England Port Council, has already attracted wide interest with teamsters and railroad workers joining Seafarers, longshoremen, radio operators, deck officers and engineers in drafting a large-scale program for port development in that area. Establishment of more satisfactory labor relations is another objective of this group.

Heading up the New England Council are James Sheehan, SIU Boston Port Agent, and Daniel Donovan of the Int'l Longshoremen's Ass'n.

The Maritime Trades Council of Philadelphia and vicinity, representing some 15,000 union members

in that area met recently in Chester, Pa., with all waterfront unions, including teamsters, participating. This group took several significant steps to close ranks and work together for mutual benefit. A pledge of support was given to workers of Cramp's shipyard, where a dispute is brewing, and a committee was appointed to meet with the arbitrator for the Port of Philadelphia on longshore problems.

MTD headquarters, temporarily located in the SIU's New York headquarters, have mailed out copies of the MTD constitution to all member unions and delegates who attended the Chicago meeting. In addition, member unions are being kept fully informed of current developments via regular communications sent out by Gardner's office.

Iceberg Season Opens In Hazardous Atlantic

With the coming of April, the annual iceberg season has arrived in the North Atlantic. From April to July, when warm currents from the Gulf Stream mingle with cold northern waters, dense fogs off the Grand Banks in combination with the floating masses of ice provide a prime hazard to shipping on the heavily traveled North Atlantic sea lanes.

The iceberg danger was sharply brought to the fore when the passenger ship Titanic sank 40 years ago this month with a loss of 1,500 lives as the result of a collision with an iceberg. Since then legislation has been passed providing for an Ice Patrol Service which is conducted by the US Coast Guard.

The biggest year for the ice patrol was 1929 when 1,350 bergs got into the sea lanes although on the average 400 icebergs a year drift into the shipping area. When they do, they are kept under constant survey by the Ice Patrol Service. At present, the Coast Guard has three cutters and two planes on duty charting the southward progress and position of the bergs from day to day. Twice daily, Coast Guard reports are radioed to ships at sea informing them of the position of the bergs.

1,800 Mile Trip

Actually about 7,500 icebergs break off the glaciers of West Greenland every year, but not all of them drift far enough south to interfere with shipping. It takes about three years for the average iceberg to drift the 1,800 miles between Greenland and the North Atlantic shipping lanes, with the average iceberg putting in ten miles a week.

One of the most difficult prob-

lems faced by the Ice Patrol is that most of the bergs lie just below the surface of the water, providing a considerable hazard for the unwary. Nevertheless the patrol has been so successful that there has been only one collision since it was established.

Attempts have been made in the past to blow up the icebergs, but they have proven impervious to the biggest shells of large naval vessels. The only conclusion drawn by the Coast Guard after 40 years of observation is that the way to beat the bergs is to avoid them.

Half Million In Vac. Money Paid In 2 Mos

(Continued from page 2)

ters is a matter of at most an hour, it is considerably longer depending on the port where application is made because of the mails. With air mail utilized both ways, it has been cut down to six days to and from San Francisco, for example.

The vital point to consider in applying for a vacation payment is how long one will remain in a particular port so that the check may be turned over to the applicant when it arrives and not have to gather dust for several months

Ship Bill Hearing Set; Lay-Ups Rise

(Continued from page 3)

might have to step in as it did in World War II.

It was during this period that the SIU did everything possible in its power to meet the manpower demands and succeeded outstandingly. The deck upgrading school was functioning, retired members were returning to the industry and a flexible manpower allocation program was set up whereby men were being shifted from port to port to meet the need.

At that time too, the government was so concerned about the situation that it called a conference of unions in Washington to deal with the situation.

That nobody had any clear idea of what the future would bring, least of all the government, is characterized by the statement in Business Week that despite intensive recruitment "ship operators and unions expect the recruitment to be harder from now on."

Drastic Change

Contrast that situation just two months ago with conditions today. Out of nowhere the situation has suddenly changed radically so that the supply of skilled seamen now more than meets the demand. Of course the shipping industry is not yet entering a period of deep depression. All privately-owned shipping not laid up for repairs is actively engaged, and there is still the sizeable group of government vessels under MSTs. But if it were not for the temporary needs of the armed forces, American shipping would once again be entering a period of serious decline.

As far as the Union is concerned, these sudden and violent fluctuations prove the necessity for stabilization of the industry. "The Union cannot put trained men into mothballs the way ships can be stored," Secretary - Treasurer Paul Hall stated. "With all the managerial talent and planning ability available in this country, there is no reason why some way out cannot be found to solidify an industry so important to the nation against these violent ups and downs."

The long range shipping bill, the only proposal currently pending which is designed to cure this chronic "boom and bust" condition, was passed by the Senate last August. It calls for extension of operational subsidies to more American steamship lines, as well as tax exemptions and deductions which will enable American lines to compete successfully in world trade with ships of foreign nations that pay far less wages and whose steamship inspection laws are much less rigid.

Panamanian Problem

However, observers are convinced that even the passage of the Long Range Bill in its present form will not deal adequately with one of the prime dangers to American flag shipping, the growing registration of vessels under the flags of Panama, Liberia, Honduras and other non-maritime nations. The overwhelming bulk of tonnage registered under these flags consists of American-built and American-owned ships, and the sole purpose of such registration is to avoid American wage scales and perhaps more important, American taxation on profits.

Since these nations do not have any wage or safety codes, and little or no taxation on such ships, American flag ships cannot possibly compete with them. The action of some American firms in registering their vessels under foreign flags does irreparable harm to American maritime and certainly is not in the national interest.

The nature of such shipping is

indicated by official figures on vessel movements into the Port of New York during the year 1951. Panamanian flag ships alone were fourth highest on the list, ranking well ahead of such legitimate maritime nations as Sweden, Canada, Denmark, France and Italy. The total of Panamanian, Honduran and Liberian ship movements into New York was 715, ranking just behind Great Britain, the world's leading maritime nation, with 845 movements.

If all of these ships were registered under the US flag, as most of them rightfully should be, the competitive pressure on US flag shipping would be considerably lessened and a far greater degree of stability would prevail.

Deluxe Union Book Issuance Begins In Hq

(Continued from page 3)

book. An effort at legibility would also be appreciated.

At the present time, the membership is urged to be patient in seeking a new book because applications are only being taken in headquarters with outports slated to start up at a future date. With only 50 applications accepted daily, it is about a week before a book is ready for use.

The new books, with leather covers and waterproof pages, come with a special case to further protect the valuable contents. Besides the gold-stamping of the member's name and number, its four corners boast 14 carat gold tips to protect the covers, as well as streamlined bookkeeping on the inside.

A new numbering system, whereby each man will have a number beginning with the initial of his last name, will permit the many who, for sentimental reasons, want to have a record of their old numbers. Space is left for inserting these in the new book.

In all, the little volume is the best-looking Union document, bar none. The books that have already been passed over the counter have drawn plenty of smiles from the recipients, convinced that the slight waiting involved is well worth it.

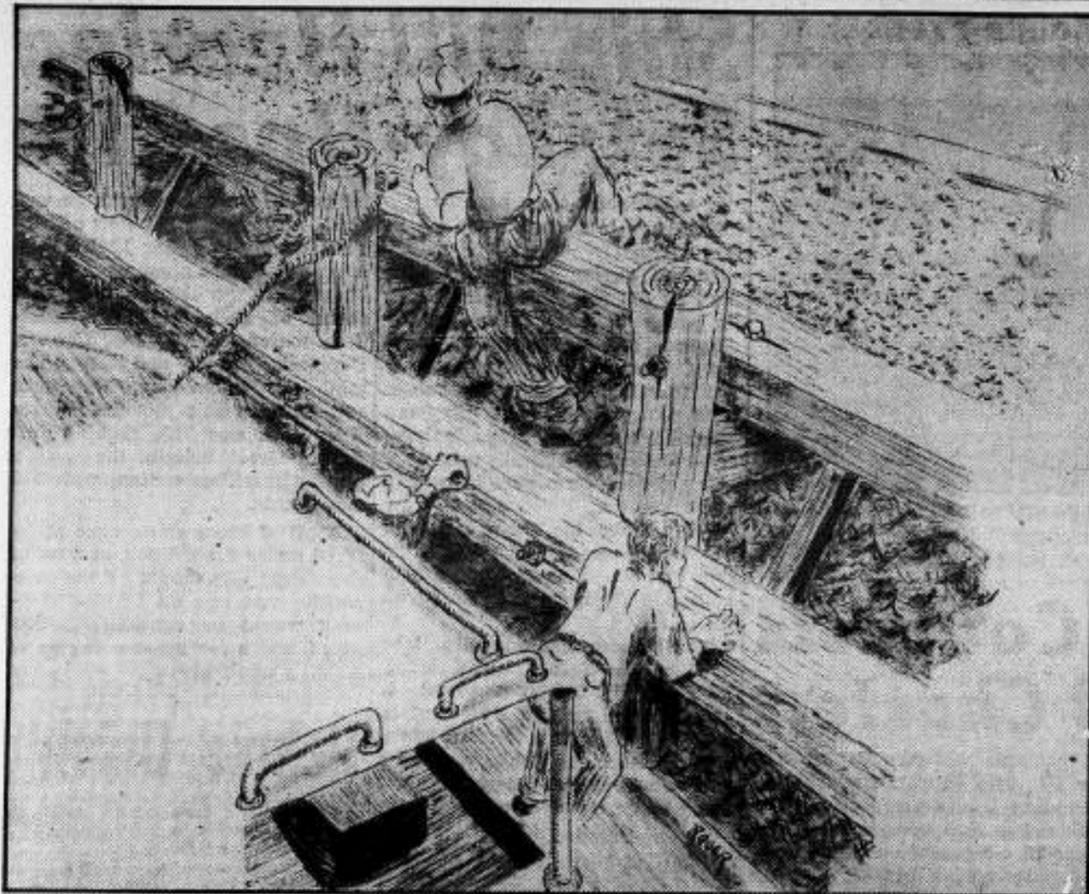
Art Contest's Entries Rise; Deadline Near

(Continued from page 3)

to give an equal break to every contestant.

Seafarers are also reminded that there are three prizes in each category, with no limit on the number of entries from any one individual in one or more of the four categories in the contest.

All entries should be mailed to the Art Editor, care of SEAFARERS LOG, 675 4th Avenue, Brooklyn 32, NY. Registered mail is best for assuring safe delivery. Names and addresses of entrants should be put on each entry for easy identification. At the conclusion of the contest, the entries will be exhibited for one week in SIU headquarters and then returned to the owners.



Going ashore in Paramaribo off the launch is only for the sure-footed sailor. Pencil drawing was contributed by Seafarer Jesse Lee Rogers.

'Dutch Thrift' At Paramaribo Proves Painful To Seafarer

Paramaribo, Surinam—Having just taken a trip down the bauxite trail to the jungles of Surinam, I am impressed—unfavorably. The jungles and its animals are alright; the native Indians probably are too. It's the newcomers and their stupidities that have caused me to become annoyed.

The government of this mainland country is Dutch—not the liberal island government that prevails in the Curacao dependency. One of the alleged virtues of the Dutch is thriftiness. In fact, the customs of the capital city, Paramaribo, has no launch for boarding anchored ships!

All the bauxite ships, whether they continue up the Surinam River to the mines at Paramam, or

go back down-stream to Fort Stuyvesant and thence up the Mungo River to the Mungo mines, must anchor at Paramaribo to pick up their longshoremen and gear, returning, when loaded, to discharge them.

Sea Hitchhike

Why don't I mind my own business about the thrifty customs? Because they are compelled to become nautical hitch-hikers in the company launch that our good kind agent provides. Not only are they dependent on his largess but also must wait for him to make up his mind—if any. Since a ship is

not cleared 'til customs boards, and since we can't go ashore 'til then, our shore leave is diminished in direct proportion to the agent's sloth, and/or stupidities—or both.

This is what happened. We arrived and were cleared by quarantine about two in the afternoon, and were due to proceed up-river at midnight. Two other of our ships and a Honduran, none of which could go up 'til later, were visited by the agent and customs before us. The crews of these three ships had all night leave ahead of them for one or more days. We at best had but a few hours.

For more than five hours we watched the launch dragging back and forth to the other ships before lame brain came out to us. When he stepped onto our accommodation ladder, we felt a distinct list to starboard—due, no doubt, to the lead in his nether anatomy.

No Forgiveness

I'm usually the forgiving type. I'd probably never have written this, had I not encountered another piece of slovenly parsimoniousness ashore—a matter about which other crews have made unavailing protests in the past. This encounter was a highly personal one. In fact the diagnosis of the company doctor in Port-of-Spain, Trinidad was: "Probable fracture of the os calcis." You guessed it; a broken foot! What happened?

In order to board the launch in Paramaribo it is necessary to step down from the dock about four feet to a string piece, which is about on the level with the deck of the launch. One must then step across to the heaving deck of the rolling launch, at the same time reaching for the grab-rail on the cabin roof. Just as I was doing so, a first-trip ordinary fell off the dock onto my foot!

It is our contention that about two dollars worth of ladder, built from the dock down to the string-piece, would be of help to ordinaries and other passengers—that is, if Alcoa can afford to do so.

—J. W. (PINK) Champlin

Did You Know . . .

That some fish live out of water? One variety, the lungfish, a hang-over from ancient times, lives high and dry in a ball of dried mud for a whole season.

~ ~ ~

That despite the ascension of two new rulers during the period, Sweden hasn't had a royal coronation in over 75 years? When Gustav V succeeded Oscar II in 1907, he, like his son Gustav VI, who followed him, foreswore a coronation as a waste of money.

~ ~ ~

That the Brotherhood of Marine Engineers and the Marine Allied Workers, now almost three years old, are the "newest" additions to the SIU family? The BME, representing licensed engineers, and the MAW, spokesman for fishermen, cannery and allied workers in the A&G District, were chartered within a few weeks of each other in 1949.

~ ~ ~

That California is the only state for which a chemical element has been named? Californium (cf), one of the new elements discovered during atomic research and development in recent years, was named in 1950 after the Golden State where many of the experiments went on.

~ ~ ~

That Teddy Roosevelt, inaugurated in 1901, was the youngest President of the United States? The Constitution provides that the President must be 35 years old when he attains that office. Roosevelt was 42 at the time.

~ ~ ~

That Florida's greatest income is derived not from resorts and citrus-growing but from lumber? The lumber industry alone provides about two and a half times the income received from citrus fruits, despite the emphasis on the state as a vacationland and major producer of citrus fruits.

~ ~ ~

That four years after the end of hostilities in World War II a floating mine in the Saigon River

ripped into the SIU-contracted Steel Admiral (Isthmian)? The incident was one of more than 300 sinkings and damages to ships from mines during the post-war period.

~ ~ ~

That residents of the District of Columbia, as such, do not vote on either national or municipal matters? Persons residing there appointed to governmental positions do not give up their voting residence in the states. The laws of the various states permit them to vote as residents of these the particular states.

~ ~ ~

That, aptly enough, in a nation where Smith, Jones and Doe are the names used to refer to the average or typical American, the exact geographical center of the US is in Smith County, Kansas? It's almost as if it were planned that way.

~ ~ ~

That the rigors of war caused one Seafarer to lose every hair on his head and body within eight months? A thin white fuzz now adorns the head of this SIU brother and the doctors can't figure out what happened. He was on a deep-sea tug off Normandy before D-Day and in London when the V-1 rockets came over to blast the city.

~ ~ ~

That Northern Ireland in the British Isles is the site of the Giant's Causeway, a honeycomb of stone columns, 40,000 in all, each having the shape of a polygon or hexagon? How these stones came to be cut to such exact mathematical shapes is still a mystery unsolved by geologists.

~ ~ ~

That the tradition of Royal Canadian Mounties on horseback is rapidly becoming a thing of the past? The Mounties, about 3,500 in all, much like the FBI in the US, have less than 200 horses today. The horses are now outnumbered by sleigh dogs, which are still used in the northern country where motor vehicles or horses can't travel.

GI Recalls Jinx Voyage On Emerson During War

Having read in the LOG of February 22 that a messman died aboard the Frank C. Emerson reminds me of the time I piled off her in Norfolk under the impression that she was jinxed. At that time, the Emerson was operated by Smith & Johnson when I caught her in December, 1944.

To start with the chief mate was hit in the head with a sling-load of dunnage on the day we were to sail. He had to be taken off and hospitalized. We then went out and anchored. When it came time to form a convoy the windlass would

sat there several days. not pick the anchor up. So we

Fogbound

Fog set in during our stay at anchor, making us stand by to ring the bell. We then found out that the ship's bell was bad so we had to use the time bell. It was a little uncomfortable, sitting there unable to move, and no bell in the fog especially as we were loaded with high explosives.

Finally we managed to get underway and joined a convoy that sailed January 3, 1945. On the night of January 4 we reached the climax of our abbreviated voyage. It was a dark foggy and rough night. I was on the flying bridge on lookout when the Martin Johnson appeared all of a sudden on our port beam. She plowed directly into No. 2 hold and tore us wide open. I was waiting for hell to break loose in our explosives, but it didn't.

Five and a half days later we limped into Norfolk drawing about 40 feet at the head. We had a sizeable hole in the hull and a rather nervous crew. We unloaded and then moved over to the shipyard in Newport News. It was there that I gladly left the Emerson with the excuse that I wanted to get my AB ticket.

Sgt. James D. "Crow" Allen

Clam-fest



Crewmembers Mahan and Jones of the Helen Hunt Jackson enjoy an impromptu feed of their favorite shellfish.

LOG-A-RHYTHM:

Riders Of The Deep

By Charles W. Cothran

Riders of the deep are we,
Who sail the ships across the sea,
And though you may not understand

We work like mad while not on land.

Here's hoping you may get the point
While drinking beer in some nice joint,
The riders of the briny deep
Have no brass rails to park their feet.

We hit the deck, yes, every day
For something less they will not pay.
But you landlubbers take two off
While on the waves we pitch and toss.

While riding out typhoon or storm
And wishing we were never born,
There's many people, just like you,
Who wonder what it is we do.

We riders of the briny deep
Have no dates with girls to keep,
While you landlubbers have a choice
You pick your girl and then rejoice.

We hit a port and go ashore,
'Tis true, there's sights and sounds galore.

But this one thing, please let me say
It's not like home, so far away.

But after having gotten home
Away from waters that rage with foam,
Then 'neath the bed we toss our shoes
Preparing for just one good snooze.

Then after catching up on sleep
And spending money we did keep,
There's nothing else to do or say,
But catch a ship and sail away.

Please don't misunderstand these rhymes
They're not intended for the "whines,"

Just because we go to sea
We ask no man for sympathy.

I'm for the life upon the deep,
Ashore I've tried—this can't be beat.

So take these words straight from my lips,
"The land's alright—but give me ships!"

Michael Crewman Finds Egypt No Place For English Speech

Alexandria, Egypt—The crew of the Carras tanker Michael is currently parked here waiting repairs after a breakdown suffered at sea. It was on March 17 about 150 miles east of Crete that our hasty departure from port paid off with interest. The generators that operate the tubines lay down and gave up the ghost at 1530.

We drifted aimlessly in a calm sea, awaiting orders from higher up until the 19th, when the Panamanian Liberty, Illenao, arrived and stood by for several hours. Next day it began to blow.

We still were waiting for orders when two tugs showed up looking for work. The master finally decided to be master, so he put them to work at 1300 and headed for Alexandria. We arrived here without further ado at 0800 March 22.

The company sent an electrical engineer by plane from Key Highway Shipyard in Baltimore, so work began at once. Some parts were sent in the plane that delivered the engineer, but others arrived on the 29th. Work was continued without a letup down below, and the latest scuttlebutt states they will have finished in a week or so.

Overhaul Going On

There has been no lack of activity topside while these operations are in progress. A swarm of natives has been chipping and scraping the hull, decks, tanktops, cargo pipes, catwalk, cargo hold, pump-rooms and everything else in sight for eight hours daily. Everything is to get two coats of primer and two of covering paint before time of departure. The crew is painting masts, kingposts and lifeboats, so this thing will really shine in a few days—for a few days!

Tension High

The atmosphere here is charged with tension so strong it weighs upon one like descending doom. There is a sense of expectancy that cannot be defined, and anything could happen at any time. The 75 years of English domination has come to an end, and there seems to be national determination to obliterate all traces of it. Pro and anti-British political factions are near open conflict, and the forthcoming elections, to be held May 15, might easily make Tammany stalwarts green with envy.

The Suez incidents might, as I believe, have been fostered to de-

tract the public attention from corruption in high places, but the January 26 ruckus in Cairo was the spontaneous eruption of an embittered people, so filled with hatred and malice they had but one thought—utter and complete eviction of British nationals and destruction of these institutions and establishments so long associated with British imperialism.

Shepherds Hotel is but one example. I spent all of yesterday in Cairo and, without seeing, I would not have believed such complete destruction of a building possible other than in war. That famous hotel is rubbish—months will be required to remove the rubble.

British Guarded

All other British establishments, clubs and homes, were damaged to a lesser degree. The British embassy is heavily guarded and all English nationals as yet unrepatrriated are quartered there. Anyone speaking English is suspect, and my dragoman spent much of our time explaining me away.

Truly the situation is rife with danger for any white person, and I shall be more than glad to get away. I heartily advise anyone who comes to Egypt to exercise

extreme caution when ashore, and stay aboard if possible.

This breakdown has cost the company its charter with Socony, so as soon as repairs are completed we are to run out to the Persian Gulf to load and go back to Paulsboro, NJ. Since we expect to turn only 75 revolutions, we will arrive there about the 20th or 25th of May.

Walter H. Sibley
Ship's delegate

Get That Port Time Discharge

Seafarers on the payroll of a ship while in port should make sure to get discharges from the skipper for port time as well as for the time spent at sea.

Failure to get such discharges will mean that the Seafarer won't be able to get credit for the port time toward his vacation money. This could mean that a man would lose out on some of the vacation dough. Such being the case, every Seafarer owes it to himself to get a discharge for port time worked.

Company Agents Abroad Tough On Sick Seamen

Having just gotten back home after being in the hospital in France I'd like the other fellows to know about the raw deal some of these company agents give you when you get sick on the other side.

The whole thing started when the ship I was on, the Benjamin Silliman of the Robin Line, was docked in Le Havre. We had a Frenchman working down in the chain locker and the mate asked me to go down and see how he was making out. When I got down there I found the Frenchman lying on the floor unconscious.

I thought that the fellow had been drinking, so I started to tell the mate that the Frenchman had passed out, but the first thing I knew I began reeling and staggering around. I managed to make it to the deck, where the purser gave me some medicine that made me feel better. Some of the other fellows went down and pulled the Frenchman up and they revived him. It seems that there were some carbon monoxide fumes below and both of us had been poisoned by them.

Operation Needed

A little while afterwards I got another attack from the fumes and they took me to the hospital ashore. The next morning, when I tried to get up, I found I couldn't walk. I must have hurt my leg somehow when I was coming up from the chain locker. The doctors said that I had to have an operation, so they sent me to a hospital in Rouen where they operated on me.

While I was in the hospital I got good treatment, and I don't have any complaints about that. When I got better though, the agent for Robin Lines sent me to a cheap hotel in Le Havre until they could arrange transportation. They handled me and other sick men together with a bunch of beachcombers that missed their ships. We were treated just the same as they were, though we were sick and they had gone off and failed to make their ships when sailing time came.

Aside from the fact that the



Still using cane, Seafarer Theodore Kuscznk tells of his experiences with company agents abroad.

hotel room was pretty cold, we had to eat in the restaurant there, and the food they allowed just wasn't enough. Some of the men who had money bought additional food on their own because they didn't have enough to eat. I went to the company agent and complained and the agent said that he was spending all that was allowed for maintenance and cure. I figured though, that it didn't come to more than \$4 a day in American money. Then when I asked the agent for some spending money for smokes, he refused to give me any.

When they put me on a ship to go back home, I asked the agent for some spending money again, but he turned me down, so that I didn't have any money for cigarettes or anything else on the trip back and arrived home broke.

It seems that these company agents, once they get you where there's no patrolman around, can give you a rough deal.

Theodore Kuscznk

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

With this issue we will conclude our discussion of filters unless there are questions about the use of any of the special filters for use with ultra violet or infra red.

A filter can only be used with films which are sensitive to the color of the light transmitted by the filter. A film sensitive to blue but not to green or red, such a non-color sensitive film, cannot be used with a filter which cuts out blue. That is, yellow filters cannot be used with a blue sensitive film. When a yellow filter is used for ortho film, the picture is taken by green light, since the yellow filter transmits green and red but the ortho film does not respond to red. If you use a blue filter with panchromatic film, it will produce the same results as will a blue sensitive film with no filter. Pan films are sensitive to all colors and can be used with any of the ordinary filters.

Since filters absorb part of the light passing through them, less light reaches the film. In order to obtain correct exposure time when using filters, you will have to open the lens wider or allow a longer exposure time. The number of times the exposure must be increased because of the filter is called the filter factor.

For example, if an exposure of 1/100 of a second at f-16 is called for without a filter and you want to use a medium yellow filter which has a filter factor of 2, you will have to open the lens to f:11 or increase the exposure to 1/50 of a second.

Factors Vary

Different films have different filter factors and these factors not only vary among different films. The filter factor also changes when photos are taken indoors. The reason for the difference is that daylight differs from tungsten light in the relative amounts of red and blue light present. Daylight is rich in blue and ultra violet, whereas tungsten is rich in red, has little blue and practically no ultra violet. Watch the filter factor when shooting indoors with a filter.

The following rhyme will help in understanding filters:

"There are three main colors—
Red, Green and Blue;
Any one of these
Will absorb the other two."

Remember this little rhyme, plus the fact that yellow absorbs blue and most of your filter worries will be over.

The most usual application for correction filters is for pictorial improvement of a scene containing sky, water or snow. Unfiltered skies tend to be light and do not show clouds to advantage. The medium yellow filter is best for a correct rendering of such scenes. If you wish to overcorrect to a point where the sky appears black, use darker yellow filters or switch to a red one.

Select this medium-yellow filter for all average cloud effects as it will absorb enough of the blue to give a pleasing effect without making the contrast between blue and white too strong. It will absorb enough blue haze in the landscape and seascape views to make it a very useful general purpose filter. The following table may prove useful if you go in for more than the medium yellow filter.

Filter	Prints Light	Prints Dark
Red	Red and Yellow	Green, Blue and Violet
Green	Green	Yellow, Red, Blue and Violet
Blue	Blue	Red, Yellow and Green

Getting the filter factor right guarantees that your exposure is correct. It's tough enough to determine proper exposure without filters. To foul up because you increase the exposure by an incorrect amount would be disaster. Since the filter factors for Panatomic X, Plus X and Super XX are the same we will list their factors under one heading. These films are sensitive to all colors.

	Panchromatic Film					
Indoors	K-1-1.5	K-2-1.5	G-2	X-1-3	A-4	B-8 C-5-10
Outdoors	K-1-1.5	K-2-2	G-3	X-1-4	A-8	B-8 C-5-5

Ortho films such as verichrome or planachrome which are not sensitive to red are listed under a single heading.

	Orthochromatic Film				
Outdoors	K-1-2	K-2-2.5	G-5	B-8	C-5-3
Indors	K-1-1.5	K-2-2	G-3	B-5	C-5-4

LOG-A-RHYTHM: Old Prayer

By Jess Floyd

Dear God, please make this trip my last.

You know I've tried before
To save my pay and quit the sea
And settle down ashore.

You know I mean it, God. You know
The guys are ribbing me
When they insist I never do
Intend to quit the sea.

Pay no attention to them, Lord.
They think it's all a joke,
The times I've had to ship again
Because I wound up broke.

Just take last trip when I was asked

By all the bloomin' crew
To drink a parting round with them,
Well, what's a guy to do?

You know I'm sociable at least!
And when you leave a ship
You gotta have a drink or two
To finish up the trip.

I'll give up all my boozin', Lord,
If you'll do what I ask.
Just lend a hand when payoff comes,
And make this trip my last!

Quiz Corner

- (1) John plans to use his new car to drive the 75 miles from home to work. If he can average five miles an hour more than he made with the old car, he can cover the distance in a half-hour less time. What must be his average speed?
 - (2) Present US law provides that in the event of the death or removal from office of both the President and the Vice-President, the official who shall become President is the (Chief Justice of the Supreme Court), (Secretary of State), (Speaker of the House), (President pro tempore of the Senate)?
 - (3) A star differs from a planet in that a star (revolves around the sun), (is self-luminous), (has a fixed orbit), (shines by reflected light)?
 - (4) The US, during its history, has purchased territory from all of the following except (Denmark), (France), (Russia), (Italy)?
 - (5) The sum of two numbers is 300. When the larger is divided by the smaller, the result is 24. What are the numbers?
 - (6) Weather observers usually use balloons that rise at known rates to determine (air pressure), (ceiling), (dew point), (visibility)?
 - (7) The names McSpeden, Mangrum, Middlecoff represent a well-known trio in the sport of (horse racing), (hockey), (golf), (tennis)?
 - (8) Of all the sciences, the one least likely to contribute to our knowledge of prehistoric man is (astronomy), (geology), (anthropology), (archeology)?
 - (9) Two chairs together cost \$75. One costs \$26 more than the other. What is the cost of each?
 - (10) Cecil Rhodes, a famous British imperialist, helped to establish England's control of (India), (South Africa), (Singapore), (Australia)?
- (Quiz Answers on Page 27)

Fireman Finds Tugboat Work Provides New Slant On Ships

One Saturday I was in the SIU Mobile branch hall and the final call was coming up. There was a relief fireman's job on tugboats on the board. No tugboatmen were present, or did not want it, so I took it to help shorten the weekend.

Now I had never been on anything smaller than a C-1. The fireman I relieved showed me how to light off the ray burners. Right on the front of the one scotch boiler were three small steam turbines, one for each burner.

I asked, "Where's the telegraph?" He replied, "There isn't any."

"What about smoke indicators?" I said. I was shown a dinner bell hanging on one corner of the ventilator. There was a wire attached to it. One ring meant smoke. Also one ring meant you stopped it. "No I do not live in Washington" the fireman said, when I asked where the DC Aye-Hi was.

Toot and Bong

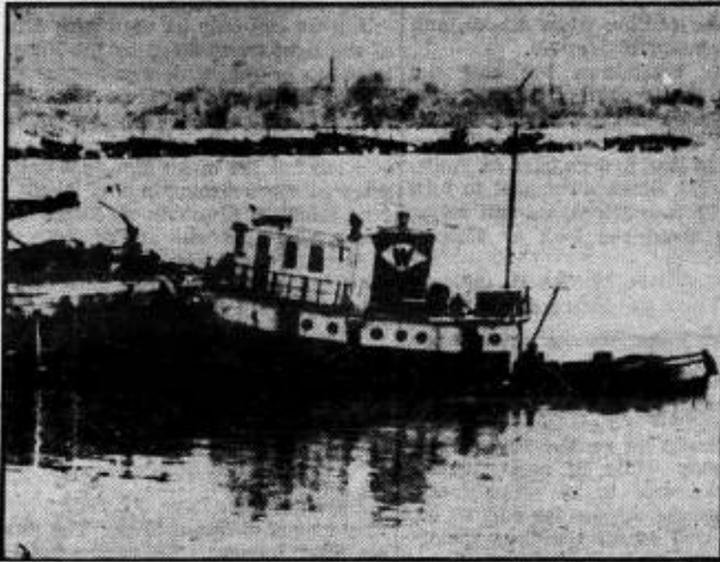
I wandered around a few minutes when I heard a toot and a bong. I thought someone had dropped a big wrench. Shortly afterward, the oiler came in and lit off the two remaining fires. To my surprise we had been underway about five minutes and I did not know it. Scotch boilers lose their steam slowly.

The oiler left with an amused expression on his face. Pretty soon we reached our boat. Then a regular symphony of toots, bongs, gongs, dinnerbell rings, steamboat blast and toots from the other tug all blended together in rapid and bewildering succession. I know you have seen Charlie Chaplin running from Slim Somerville and the Keystone Cops. Well, I was shuffling and bustling but from all kinds of bells and whistles.

Liberty Looks Huge

Suddenly the tug took a heavy port lean. We're aground on a mud bank, I thought. I ran into the engine room and up the little ladder and saw the dock on one side and that huge—I mean monstrous—Liberty ship swimming slowly toward us.

Everybody was calm but me. I could just see us being squashed between the dock and that Liberty. I returned to my cubbyhole—fire-room that is. All the signals were still thundering. I soon learned



One of the "little giants" that push and pull big cargo ships around, the Waterman tug Cadet lies dockside in Mobile harbor.

that three long blasts meant highball, or light everything up.

About 20 minutes later I peeked into the engine room and saw the engine turning about half speed. Fifteen minutes later it was still turning. The oiler shouted, "Come up for a breather, I'm coming down for my round." I asked, "Aren't we underway?"

"No. We got our bow up against

our next ship until they get ready to go."

Thanks to the oiler I made the night. It was almost like starting over. I learned many things that night, one of them being that we have a lot of fine fellows on the tugs. Their job is unique in its compactness, but they are seamen too in our Brotherhood of the Sea.

Lee Brannen

'Never Happens Again' Is GI Catchword In Korea

Having gotten back some weeks ago from a long stay in the Far East I'd like to tell you the latest news from out there. Usually the men are very well satisfied, and the only complaints you hear are that when you're out there, with all the rumors flying around, you never know what's next.

For instance, one time the Bessemer Victory, that I was on, came into the port of Tokuyama, Japan, without even knowing the

real name of the city until the last minute.

Of course, we thought it was a nice place, which is usually the feeling in Japan, no matter how it looks, if you happen to be coming back from Korea. Anybody in Japan who asks anyone, especially a GI there, about how he would like to go back to Korea, the immediate answer is, "Never happens again." ("Don demonna!" in Japanese, pronounced as follows: "Don, like in none," "de" as in let, "mo" as in mother "nnai" as in night.)

Popular In Pacific

That was the popular saying in Japan, in Korea, Okinawa, and as far as I know in the whole Pacific area. I heard say that it is also popular in Guam. For every conversation that we had there with anybody, "never happens again" forms part of it, as "Kilroy" was the word some years ago. Next to that is the expression, "number one." Everything you might try to buy or do that is good is called "number one," or as the Japanese and Koreans say, "numbah won."

For example, if anybody wanted to sell cigarettes to the natives, "number one" smokes are Lucky Strikes. When they sell to Americans, almost anything is "number one."

USS Closed

Just before I left, they closed the USS club in Pusan, Korea, and all I can say is that seamen would not miss it much. The day before we pulled out I went around there and two big signs were on the door which told everything. One said, "closed" and the other one, "off limits." I asked one MP on watch nearby whether it would reopen and he just answered, "never happens again."

Luis Ramirez

The SPORTS LINE

By Spike Marlin

Having given the "sticks" a tantalizing glimpse of big league action, the major league baseball teams are now displaying their wares for the pleasure of northern viewers. There are some who will argue about who won the Civil War, but nobody can contest northern domination of baseball.

Our "national game" is actually a regional affair with 13 of the 16 teams making their homes north of the Mason-Dixon line and east of the Mississippi. Outside of St. Louis and Washington, the rest of the country has to be satisfied with second grade stuff displayed by minor league teams.

Country Has Grown

Not that there's any conspiracy afoot. The game just "grew" that way. But in the last fifty years, the country has grown too, leaving some of our largest cities with no teams.

The result is that cities like Baltimore or Los Angeles have no major league clubs while overgrown villages like Boston have two. Bids for major league representation could be equally justified from such centers as San Francisco, Minneapolis, Houston, New Orleans, and Dallas.

There's no question that the game would benefit immeasurably if it could spread out. Some of the weak sisters like the Athletics and Browns could find patronage and support while a team like the Braves, that somehow never caught on in Boston, could graze in greener pastures. Of course the Senators could use a transfusion too, but we're afraid that Washington,

as a one team town, is stuck with them (both varieties).

There are several grave obstacles to the quick and easy transfer of big league baseball to new stamping grounds. For one thing there are the minor league clubowners and their territorial rights. They somehow wouldn't relish the thought of their big brothers muscling in on the same stand. And such transfers might have damaging effects on the structure of the minor leagues upon whom the big boys depend for players.

Ball Park Problem

Then there's the problem of ball parks. A major league baseball team needs a decent playing surface, as well as enough seating capacity to pay the wage and feed bills. Having seen Ebbets Field in Brooklyn makes me wonder just how serious this problem is. If that rinky-dink shack can support a big league team in style, the other cities shouldn't have too much trouble.

Last of course, is the transportation dilemma. Some of the cities are a pretty far haul by rail and many ballplayers are notoriously allergic to flying. Besides, plane flights sometimes are grounded and a ball club has to be sure of getting to its destination. Otherwise the schedule would be considerably fouled up. Granted all these problems, the benefits of a dispersal would certainly outweigh the disadvantages.

One thing we're dead set against is a third major league. There aren't enough good ball players around for one major league now, let alone three. And can you just imagine having a playoff system at the end of each season? It's enough to make any died-in-the-wool fan turn to the roller derby in despair.

Sigler Dies SI Hospital

A veteran of 11 years membership in the SIU, Brother Ralph J. Sigler, passed away in the Staten Island USPHS hospital recently. The 48-year-old Seafarer was survived by Mrs. Florence Sigler.

Sigler joined the Union in 1941 in San Pedro, and sailed as chief cook and steward. Burial was in Calvary Cemetery, Queens.

Word was also received of the death of Fred Grimes in the Manhattan Beach Hospital. A native of Baldwin, Alabama, Grimes is sur-

vived by his sister, Mrs. Arthur Richardson. Interment was in Bell Forest Cemetery.

Another SIU oldtimer, Brother Louis Ross, passed away aboard the Raphael Semmes while in the harbor of San Juan, Puerto Rico. Brother Ross, 43 years of age, had been a member of the SIU since 1938 when he joined up in Norfolk, Virginia. He is survived by his mother, who lives in New Bedford, Massachusetts.

Galley Gleanings

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.

Too often a dish that could ideally be used, especially the second dish, is passed up. When a turkey or roast beef is the main offering on the menu, an item such as tongue, tripe or kidneys is thrown in for a second, leaving the crew with almost no choice but the main dish.

This results, according to John Jellet, a steward and chief cook sailing SIU ships for 10 years, in heavy consumption of high cost meats, and the seagulls get the rest. Many good dishes can be utilized for a

second, and here's one not generally used, but which usually brings calls for seconds and cleans out the pot. Jellet calls it "Irish Hot Pot."

Here's what you need: Four pounds each of stew beef, stew lamb and fresh pork, simmer for an hour and skim off the fat. Place the whole in a roasting pan with the liquid from the meats. Add eight celery stalks, eight large carrots, 10 medium-sized onions, all cut in large chunks. Spice with two teaspoons ground thyme, three bay leaves broken up, an ounce and a half of Worcestershire sauce and salt and pepper to taste. Stir the whole together in the roasting pan until it is evenly mixed.

Slice up enough raw potatoes an eighth of an inch thick to cover and overlap across the entire top of the panned meat, add salt and pepper, paprika sparingly and place in a 375° F. oven. Bake about one hour or until meat is done and potatoes are golden brown. Serve and stand by with those seconds handy.



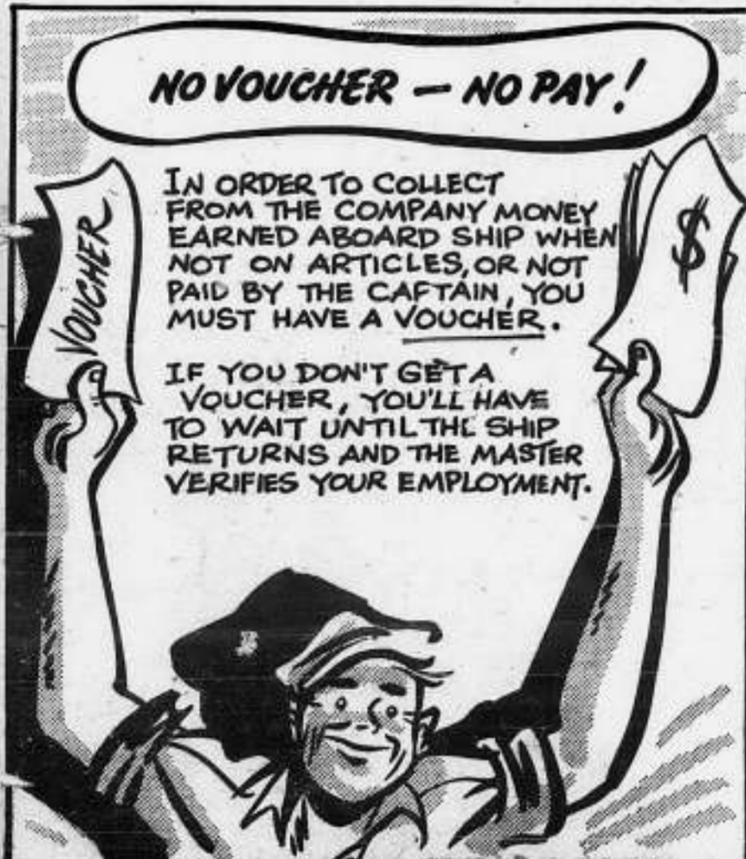
Jellet

Seafarer Sam Says

NO VOUCHER — NO PAY!

IN ORDER TO COLLECT FROM THE COMPANY MONEY EARNED ABOARD SHIP WHEN NOT ON ARTICLES, OR NOT PAID BY THE CAPTAIN, YOU MUST HAVE A VOUCHER.

IF YOU DON'T GET A VOUCHER, YOU'LL HAVE TO WAIT UNTIL THE SHIP RETURNS AND THE MASTER VERIFIES YOUR EMPLOYMENT.



SIU Sea Chest Wows Seatrains

To the Editor:

Recently our SIU representative came aboard the Seatrains New Jersey with merchandise from the Sea Chest. What an array of merchandise! Bags full of fine working gear. As Walter Siekman would say in his famous words, "it's a good deal."

Considering we get a \$7.50 tax deductible working allowance in our pay for wearing apparel or work clothes, we save time, get union-made products of first quality and put more union people to work. We get what we need and want at reasonable prices plus a receipt for tax purposes.



Sir Charles

We should have an SIU sloop chest aboard every ship to suit the needs and requirements. Brother McDonald and his colleague did a remarkable job in showing us the array of goods. It's an added improvement, especially on the Seatrains Lines ships.

Styles are the latest, you can be sure. You can buy a watch for less than three bucks. Anything you want is well within your ability to acquire—sun glasses if you're working on deck, gloves, hosiery, shorts, socks—and you name it.

Good For Gifts

It can also be mentioned that the merchandise is fitting to give to others as gifts, and to be sent home. It's another streamlined service patterned along the policy of bettering our conditions and getting what we want in one-two fashion.

After you examine everything you'll agree it's so. After some catsup got on my nice new shirts no one ever knew anything was on it—the spot just disappeared.

Sir Charles

~ ~ ~

SIU Films Win Applause in Ohio

To the Editor:

I am writing to tell you how much your films "Battle of Wall Street" and "This is the SIU" are appreciated in Columbus.

They were shown the day they were received to the delegates of the Columbus Federation of Labor, where they were enthusiastically received. Since then, they have been shown at a number of union meetings at each of which they voted thanks for their presentation. Hundreds of union members have seen the films.

The films and the story they tell make me proud of the SIU and the small part I played in it. Wish the SIU were here to help in the Niel House strike.

Mardy Polaner, secy-treas.
Hotel & Restaurant Employees
Local 505, Columbus, O.

~ ~ ~

State Tax Bill Causes Grief

To the Editor:

I had a little problem come up recently, the answer to which might help other brothers when confronted with the same situation.

Several days ago I received a bill from the State of Alabama for state income tax due on my earnings in 1947. As all my wages in 1947 were earned on foreign trips outside the continental limits of the US, I had assumed they were not subject to state income tax. Also I didn't actually reside in Alabama at all in 1947. However, I did use an Alabama mailing address just as many seamen use 25 South Street in New York.

Nothing Definite

I went to two lawyers and one tax expert down here, but none of them could give me anything defi-

LETTERS

CS Ships Need More Literature

To the Editor:

I think it would be a good idea if we could see more Union papers aboard the Cities Service ships. This should include pamphlets of some sort where the new members as well as the old ones could study up on the ways of the SIU.

We could use booklets on how to hold a shipboard meeting, on the job of the ship's delegates and other items. I came aboard just before we sailed and was later elected ship's delegate on this ship, the Logan's Fort. Therefore I had no time to secure OT sheets or agreements. On my last ship, the Salem Maritime, we were out for five months. After three months we ran out of just about everything but work and wound up writing most of our overtime on the back of outdated charts.

Curtis L. Southwick
Ship's delegate

~ ~ ~

Repairs, Draws Seamagic Beefs

To the Editor:

On our last trip out on the Seamagic we drew up a repair list at Curacao, the last port we hit before our arrival in the States. The report was presented to the captain, who was supposed to send it to the company. The wire was apparently not sent and this has resulted in considerable confusion this voyage.

Some necessary items such as new fans for rooms and messhall, new windscoops, new bedsprings, etc., were sent aboard in New York before sailing. However, a new coffee urn which is badly needed was not sent aboard resulting in great inconvenience to the messmen. The present one is cracked and the messmen have to make coffee in two small percolators at mealtimes. One has to wait for five minutes or more for coffee at meals when the messmen are rushed. The men going on watch sometimes have to go without.

Problem On Draws

Also draws in foreign ports last trip were given in the currency of the country at which the ship called. The patrolman informed the crew that this trip draws would be put out in American money. However, the present captain states that if the company had given him authorization to put out draws in dollars he would, but the company did not do so and he has no American dollars to put out.

In other words, it's the same old beef.

Thomas J. Sullivan
Ship's delegate

~ ~ ~

Calls Hospital Curbs Unfair

To the Editor:

Just a word about our so-called marine hospital in Seattle now going under the name of United States Public Health Service Hospital. They are very nice if you are a veteran, Coast Guardsman, street car conductor, garbage collector or any of their wives or kids. You get first class treatment and priority over the no good merchant seamen as they see it.

All anyone else or their wives or kids have to show is that their husbands or shirt-tail relatives work for the city, state or federal government sometime or another, retired or not, and first class service is theirs. The merchant seaman's wife and kids are out altogether.

The seaman, no matter how long he has been going to sea, whether he was hurt on the ship during the war or not, must show that he has been an active seaman for at least 60 days in the last 90. How come? I

Jesse S. Rogers

(Ed. Note: The best thing for anybody to do in a case of this kind is appeal directly to the tax bureau involved.)

~ ~ ~

Seafarer's Wife Thanks Donors

To the Editor:

My husband Ben (Frenchy) Le Blanc, who is now an AB aboard the SS Seathunder, has been away since November 23 and is now somewhere in the Persian Gulf. While my husband was gone, his fellow shipmates from the SIU hall in Baltimore came forward and donated three pints of blood to me as I had to have two operations this past month.

I do not know the donors but I am ever grateful and this is the only way I know how to thank them. I can't find words enough to express it.

Mrs. Dora Le Blanc

~ ~ ~

Army Man Happy There's a Union

To the Editor:

Received the SEAFARERS LOG and was very happy to read some good old ship news again. It was a real treat indeed to read that there are still unions. After being in the Army for a year now it is hard to remember that a man still has the right to stand up and say his piece.

In one article I noticed that a GI asked about information on getting out of the army in order to go back to sea. Your reply was that headquarters would send out the information required. I would appreciate it very much if you would send that information to me also, as I am a green ticket AB.

Thanks a lot for sending the LOG and please keep them coming.

Pfc. Leonard G. Dower

(Ed. note: The standard form you have to fill out has been sent to you.)

~ ~ ~

Ft. Hoskins Lauds SIU's Sea Chest

To the Editor:

The crew of the Fort Hoskins have nothing but praise for the SIU Sea Chest. Brother McDonald came aboard last trip with a layout that would undersell Macy's or Gimbels basement. The goods are first class and its fire sale prices and no fire.

We hope Mac comes loaded this trip as the boys are waiting to stock up after comparing quality and prices.

Leo Dwyer
Ship's delegate

think we should do something about it even if it costs us some money for lobbying in Washington.

I also think that the hotel idea is a very good one. We should support it 100 percent. I would also like to see a Seafarers bank in our new hall.

Jesse W. Puckett

~ ~ ~

Latecomer Finds HQ Rep Justified

To the Editor:

Having been away from New York for a few months, I guess I'm one of the last men in the SIU to get to see the new hall. I must say that when I first walked in I was at a loss, not knowing where to turn. My good friend Slug Siekman took me in tow and showed me around.

All I can say is "keep up the good work." Let's try to have halls similar to this one in every port.



Frank

I think that the \$10 assessment we paid for this new headquarters is nothing compared to what we got for our money. It's really something that every Seafarer can be proud of.

I'm sure that the SIU will not stop here but will go ahead in the tradition that the Union stands for. Let's make this the biggest maritime union in the world.

I'm just sorry for one thing—that I can't stay here and enjoy this place to the full, as much as I'd like to. But you know how it is, like a lot of other Seafarers I've gone Asiatic. So I'm leaving for the coast hoping to catch a fast Victory to Japan.

George Frank

~ ~ ~

Story Proves Us Heads Up Union

To the Editor:

All the stories that have been in the last few issues of the LOG about security brings to mind one thing about our Union. I always tell the gang I sail with that the SIU is more than just a porkchop outfit (although, believe me, it really delivers the porkchops). What I mean is that our Union has its eyes open to what's going on around the industry.

This security business, showing how those phony Panamanian ships endanger the country is just one example. I'm sure all the fellows can remember the big beef we put on the 50-50 foreign aid cargo deal. There's lots of other things I could think of offhand that were like that. I'm sure most of you can too.

Here's a case right in this security story where there's a Coast Guard, Immigration, the FBI and a lot of other high-powered outfits floating around. But it was the SIU that put the finger on the trouble that everybody else just didn't see. Or maybe they just weren't talking. It makes you feel good to be part of an outfit like this.

George Moyer

~ ~ ~

Student Finds LOG Helpful

To the Editor:

This term we are dealing with labor problems in our courses. I have heard of your fine organization and of your newspaper. If possible could you put me on your mailing list for a while? They would help me in my studies. Thank you and the best of luck on future contract negotiating.

W. J. Ryan
University of Maryland

Sea Cloud Just Free Wheeling

To the Editor:

As I write this I notice the sea has a reddish cast, so we must be getting close to "Port of Bauxite," Trinidad. Also the vague aroma of "idiot juice" indicates an off shore wind. We're stopping here for bunkers before proceeding to Buenos Aires. The Sea Cloud is the only ship afloat that coasts the last three miles to a fueling stop. They're lucky this is all down hill.

The crew as a whole shapes up very good. We've got the Greek embassy, Estonian navy and the Southern Rhodesian Amalgamated Fishermen all well represented. The latter are looking for a Congressional appropriation to move a section of the Dead Sea inland so they'll have a place to fish.

The stewards department has already been publicly commended for an excellent effort thus far. Headed by that oldtimer, Mr. Walsh, ably assisted by George Wolfe, how could the results be anything but pleasing?

Weight Added

Yours truly has taken on an additional fifteen pounds of ballast thus far. Have to make a Calmar scow next trip to insure a suitable reduction.

There's been no disputed overtime here. As a matter of fact there's been no overtime. The mate used to be a bridleman. He's still up in the air about it. I'll bet he never shunned the word "overtime" when it was coming his way. The boys are doing alright below. Three trips now the ship has been short an oiler, leaving only one wiper. He's getting writer's cramp and I do fear we'll run out of OT sheets for him.

R. Weaver
Ship's delegate

~ ~ ~

Marine In Korea Wants LOG Handy

To the Editor:

I am an SUP permit man now serving in the US Marines. I would like to know if it would be possible for you to send me a copy of the SEAFARERS LOG regularly, as I still have buddies sailing for the SIU, having sailed SIU ships myself.

At present I am serving with a Marine Transport Squadron in Hawaii and Korea. We do not have any contact with maritime events except what we may be able to obtain from the few copies of the LOG that we may get our hands on. I am looking forward to the day that I can get back to sailing again.

S. L. Erickson,
USMC 1206387
VMR 152 c/o FPO
San Francisco

(Editor's Note: Your name is going on the LOG mailing list).

Family Affair



Father and son team, Paul (l.) and Steve Emerson pose with steward John Ryder (r.) on Skystar deck at buffet given for Transjordan officials.

Suggests Late Shipping Bulletin

To the Editor:
I always thought that the LOG was a mighty swell newspaper, and now—well it's just beyond mere words to tell you just how much I've been enjoying the recent copies and how I look forward to the next issue. When the bound volume comes out it will be worth its weight in gold!

Please permit me to make a suggestion that if possible, would aid the man on the beach when things get rough. That is, a last minute report, just before press-time from agents stating any changes in shipping recently. Like in the story



Sadenwater

"Acres of Diamonds" quite a few men have read in the LOG that shipping was excellent in so and so port. But by the time he got there it slowed up to a stand-still.

A man wanting to ship out fast could act upon the "news flash" and stand a better chance heretofore with shipping news quite a few days old by the time he gets the LOG. I hear many seamen remark that they wished they stayed where they were instead of heeding the agents report.

Thanks again, for a Union paper second to none.

Al W. Sadenwater

Canadian Loan Proves SIU Tops

To the Editor:
That 25G loan to the Canadian District proves what I've believed all along—that there's no union like ours for lending a helping hand. I'll say it anytime that the SIU has done more for seamen than any union anywhere—whether they're SIU members or sailing under some other outfit.

The best part about this kind of a deal is that we're able to lend out that kind of dough without slowing up any of our own plans. It shows that there's plenty more where that came from if need be.

Anyway, before the year is finished, the Canadian District will have their new headquarters and we'll have our \$25,000 back. From what I've learned about that outfit they're doing a swell job and this is one loan that's going to be paid back in a hurry.

Mike Neville

Agrees Stewards Rate More Pay

To the Editor:
When Brother Bill Hay wrote that stewards are entitled to top pay in the April 4 LOG he is nothing else than right. The chief steward should be the highest paid unlicensed man. At this time the chief steward sometimes doesn't make as much as some of the steward department men working under him.

The chief steward doesn't get anything out of extra meal money or passenger money. Nor does he get extra pay for passengers on some ships. But when he wants to make overtime they expect him to work like the rest of the steward's department for it. He doesn't get any overtime for supervising.

5-Year Rating

That's the reason I am for higher wages for the chief steward. I would also like to see that the chief steward has to have at least five year's seetime in galley ratings and also has to make a trip as chief cook every two or three years.

Steward's department men should be classified as day workers

LETTERS

Engineers Differ On Cape Romain

To the Editor:
Just to show you the difference between one officer and another, I have this report from the Cape Romain. The 2nd engineer on this ship asked me to tell the unlicensed men that this is the finest bunch of men he ever sailed with, meaning us, the SIU men on this ship.

On the other hand, the 1st assistant engineer is down on everybody. He seems to have a superiority complex and every department has trouble with him. No one has a good word for him, not even the officers topside.

For example, this character passed a remark saying he would not wash his clothes in a washing machine that the crew had to have put aboard. Five minutes later he was seen in the laundry room using the washing machine. He is giving everyone a hard time and as far as the crew is concerned, they could all do without him.

Henry A. Jeffrey

He Urges All To Aid LOG

To the Editor:
Just a few words from the Fort Hoskins about the LOG. In its new form and indexed in departments it rates first class and it's about time some of our brothers began to realize it. I am in favor of donating \$5 every quarter for the upkeep of it.



Villalob

Some are not so generous for supporting it at the proper time. But the same ones will stand at a bar and quickly plead the cause of some cutie who is shaking a can for the aid of some unknown outfit up in Alaska. Ask the same person, who is shipping the LOG to our ex-shipmates over in Korea?

There is a job being well done. Keep up the good work.

Pedro Villalob
Stewards delegate

GI Gives Thanks For Union Aid

To the Editor:
Thanks for sending me the copy of the form used to get out of the army in order to go back to sea. I think it is going to help me out very much and I am very grateful to you.

I would appreciate it if you could send me the SEAFARERS LOG so I can keep up with the news.

Pvt. Raul E. Cumare

Get Checkups, Patient Warns

To the Editor:
I wish to give my thanks to the Union and the brothers for their kind thoughtfulness during my four month stay here in the Staten Island USPHS hospital. I have been treated swell here and have no complaints at all. I've had two minor operations and one major one and I am thankful to say, all a success.

But the success of the major operation I believe, is due to the six brothers who donated blood which was so vitally needed.

Get Attention

The USPHS Hospital is still the finest hospital in every respect, yet I advise all Seafarers not to put off an ailment that needs attention. It takes a long time to diagnose these cases, and it sometimes

proves fatal to the patient that lets those colds go on years and years. You are wide open to any kind of a disease, so beware, brothers, beware.

Mine started from being hoarse 30 days and ended with a tumor in the lung. Believe me when I tell you this type of operation can be very rough. Ask any one who knows. So get those checkups every six months and be assured of good health and good sailing.

Rex R. Hobdy

Army Release Papers Sought

To the Editor:
It has been quite some time since I wrote the Union. I've been reading the LOG when I get it and I would like you to send me a standard application for release.

I was drafted in November 1950 and still have eight months to go. Since I'm slated for five years in the reserves it would help me if I got out now.

I started sailing in 1944 and joined the SIU the next year. I would also like information on clearing my papers.

The LOG has really improved and it was the best a few years ago. I'd also like to see the new hall.

Sgt. Lewis P. Tararrini

Sprained Back Grounds Seaman

To the Editor:
My last trip on the Steel Seafarer was more or less enjoyable but proved to be the first one to send me to the hospital in my whole sea career. I sprained my back while working on a boiler and now am in the USPHS Hospital on Staten Island.

My condition poses a big interrogation mark, because every time the pain seems to be decreasing it comes back all of a sudden as sharp as ever, to the point that I have much doubt of being my old self again.

I am getting diathermy treatments in the physical therapy department and spend plenty of time at the occupational therapy shop



Steel Seafarer crewmen, John R. Chaker (left), and Max Moore do some sightseeing in Djibouti, French Somaliland.

which is run by Miss Weber and her two gorgeous assistants, Miss Vandenberg and Miss Gosselin.

It's no fun being sick while ashore in this city, where nice girls and all kinds of other entertainments are plentiful. I wouldn't mind it so much if I was at sea and ten thousand miles from nowhere.

Before I finish I would like to mention the wonderful attitude of the doctors, nurses and attendants of this hospital. The chow is also good.

I hope to hear from all of my former shipmates and pals.

John R. Chaker

Calls Hotel Bond Drive Good Idea

To the Editor:
It was suggested by one of the brothers in a recent issue of the LOG that a bond drive be enacted to expedite the building of a hotel near our hall. Personally, I am in accord with the suggestion.

I feel that ways and means can be worked out with the aid of the officials, and that it would be a huge saving both ways. Consider the fact that should a seaman live in Manhattan it costs 20 cents daily to commute to the hall when you are trying to ship out. Therefore, if you figure the whole situation out you will realize that the sooner we get this project under way the better it will be for all.

When you consider the money the average seaman will spend in the bar and other places, I am confident that a small investment to provide a place to live as well as a place to eat is worthwhile.

How about it brothers? Lets get this burning question settled. Send your ideas to the LOG so that we can get the trend of your mind. When you get to live by the hall, you can then make full use of your meal ticket, meet your shipmates and be fully at home.

Paddy Farrell

Steward's Task Has Its Worries

To the Editor:
In your issue of April 4, there appears a letter by Brother Bill Hay about our last negotiations.

I would like to state that I fully agree with the brother. The chief steward has a very hard job. He is at all times between two cross-fires; the ship owner's shore stiff on one side and the crew on the other side. That's where your blood pressure goes up. If you will consult the various hospitals you will find that out of every ten stewards, seven will have high blood pressure. It's the worries of his job.

It is very unfortunate that we were not included in the \$30 raise since we are day workers and cannot be classified as anything else.

It may be remembered that since the painting of all rooms has been given to the deck department that there is very little overtime to be made by the steward's department, if any, outside of the Saturdays and Sundays.

However, I have very confidence in our leaders and believe that when this is called to their attention they will do their very best to correct same. Let me say hats off to Brother Bill Hay for starting the ball rolling. I hope to hear from some of the other stewards.

Clarence L. Yearwood

Army Man Wants LOG and Mail

To the Editor:
Just a few lines to let you know I would like to get the Union newspaper. I am in the army now, but I used to be a seaman until I was drafted and sent to Korea. I am now stationed in Okinawa.

By the way, print my address in the paper for me. I would like to get some letters from the boys I used to sail with.

Cpl Ferlon J. Mears, 52091204
8110 Army Unit
APO 719

c/o PM, San Francisco

Texas Born In Heart of Bklyn

To the Editor:
I just want to let some of my ex-shipmates know that I've become a proud father for the first time. My wife gave birth to a baby boy on April 6, in Methodist Hospital in Brooklyn. We've named him Texas Will Rogers Clamp.

John Clamp

LETTERS

SEAFARERS CASH BENEFITS

Master's Wife Thanks Crewmen

To the Editor: The following letter was received by the crew of the Bluestar from the captain's wife, Arvilla Berger, thanking them for an enjoyable trip. The letter reads:

"Today I am leaving and so I want to take this means of expressing my thanks to each and every one of you for your indulgence and all the courtesies you have shown me.

"However, I felt at first that perhaps I might be intruding on a realm that was a source of freedom to you but you accepted me and made me feel at home. This kindness among all the others, made this trip a memorable and most enjoyable one—even if I was deluged with soup when someone decided to change course one day.

"May I wish you all the best of luck and all the happiness you are looking for."

The crewmembers of the Bluestar certainly appreciate Mrs. Berger's thoughtfulness.

John W. Hill Ship's delegate

Freighter Gives Del Valle Shove

To the Editor: We are currently making a non-scheduled stop here in San Juan to hospitalize one of our firemen who is suffering from acute appendicitis. The Del Valle's MD, Dr. Donald Peggs, has done a swell job of taking care of him. Not having the proper surgical equipment, nor the necessary assistants, he advised Captain Hougens to leave him in the nearest hospital. Without hesitating a minute Captain Hougens wired San



Sepulveda

Juan and made all the necessary arrangements to hospitalize the fireman.

A guy will have to sail many ships before he can find a doctor to compare with Dr. Peggs and a skipper like Captain Hougens.

Last trip, while we were alongside the dock in Victoria, Brazil, a Liberty ship, the Tramar II, dragged one of its anchors and just about scraped the starboard gangway of the Del Valle. Nobody was hurt, though.

I'll try to have more news when we get to Rio.

Edmundo D. Sepulveda Ship's delegate

Alf's Swell On Richard Davis

To the Editor: Having a good captain, crew, chow and weather has made this a good crossing to Korea and Japan on the Richard H. Davis. There were no beefs to speak of. Captain Lang is an old SIU man (retired book G-73) and still has the Union spirit which has gained him the respect of the entire crew. Everyone has appreciated his consideration in such matters as having a well-stocked slop chest, as well as his willingness to discuss any suggestions of the crew that would bring about better relations and contentment aboard ship.

In general we feel that we have had the kind of a trip and the SIU brotherhood spirit that most men hope they will have when they first go aboard a new ship.

Donald D. Dambrino Ship's delegate

Suggest Trophy Room In Hall

To the Editor: During a shipboard meeting aboard the Chickasaw it was suggested by one of the brothers present that since we have a ship going to every corner of the world, it would be nice for headquarters to have a trophy room.

This would be for souvenirs from all ports. We feel sure that the rest of the membership would cooperate to such an extent that in just a short time we would have a trophy room to be proud of. It would especially make a very favorable impression upon other labor leaders and government officials visiting our new hall. As we have seen by the LOG there are always many of these people and we are sure they would get a kick out of this.

H. O. Lembaugh Ship's delegate

Oregon Editor Calls LOG Tops

To the Editor: I've been meaning for a long time to write this letter to suggest that we exchange papers.

For several months I've been swiping copies of the SEAFARERS LOG from the offices of maritime unions here in Portland. It's one of the best labor papers I've ever seen.

To put a stop to this petty thievery, I've added the SEAFARERS LOG to our exchange list, hoping you will reciprocate.

James W. Goodsell, editor Oregon Labor Press

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

TOTAL \$110,679.91

Vacation Plan, March 30-April 12 Welfare Plan, March 23-April 5

Vacation

REPORT NO. 5

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered by This Report—March 30-April 12

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

In the two-week period just passed the SIU shot well past the half million dollar mark in vacation pay paid out through the Plan's offices in the Union's Headquarters. In just one day over two months the SIU has put into the hands of the membership over a half million dollars in cold cash; all money that otherwise would never have come to the men who were entitled to be compensated vacation-wise for time spent working.

The Plan is operating smoothly and continuing to meet the demands in headquarters and in the outports with a minimum of delay to the men involved. It is impossible to think of a manner in which the men could collect their vacation pay with less red tape and with less time delay.

Now that the money paid out is getting up there in the big figures it is easy to see just how big this thing really is and of what benefit it is to our members. It is a set-up that was a long time in coming, but the SIU did it despite a lot of skeptical haw-hawing that a workable vacation plan could not be worked out for the maritime industry. Impossible is just one of those words the SIU doesn't include in its vocabulary.

Table with 3 columns: Name, Check No., and Amount. Lists names of members and their respective check numbers and amounts.

W. J. Gorman, messman: You wouldn't expect me to feel any different from anybody else in the same spot would you? Collecting this money is just swell.



Table with 3 columns: Name, Check No., and Amount. Continuation of the list of members and their check details.

Jose Maisonet, wiper: I'm collecting this money for ships I was on back in July of last year. I never thought I would still have money coming to me.



Table with 3 columns: Name, Check No., and Amount. Continuation of the list of members and their check details.

Table with 3 columns: Name, Check No., and Amount. Continuation of the list of members and their check details.

Alfonse Prego, AB: When it comes to collecting the hard cash, there's no Union like the SIU. This is a great setup and certainly makes it easy for us.



Table with 3 columns: Name, Check No., and Amount. Continuation of the list of members and their check details.

(Continued on page 24)



The Tramar II's bow nudges the Del Valle's starboard side after dragging her anchor in Victoria, Brazil.

SEAFARERS CASH BENEFITS



TOTAL
\$110,679.91
 Vacation Plan
 March 30 — April 12
 Welfare Plan
 March 23 — April 5

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

(Continued from page 23)

Name	No.	Amount
James Gard	6378	98.39
Elmer Simonetti	6379	91.39
Gregorio Diases	6380	106.56
Leodoro Ruiz		
To replace check 6412	6381	53.61
William G. Gooden		
To replace check 4974	6382	80.11
Vincent Yates		
To replace check 5919	6383	60.28
Orla Nielsen	6384	92.56
Joseph King	6385	91.78
Thomas Tooma	6386	72.33
Jan Mucius	6387	80.50
James Stickney	6388	66.88
Clarence White	6389	38.50
John White	6390	71.17
Julius Kisch	6391	51.72
Lee Tsong	6392	67.07
William Kenig	6393	53.61
Tse Wong	6394	72.72
Andres Ygama	6395	88.57
Alfonso Formisano	6396	63.39
To Cash Vac. Checks	6397	1,500.00
John De Cully	6398	58.72
Roderick Smith	6399	45.11
John Latimer	6400	41.61
Francisco Arana	6401	116.67
Francis Coggins	6402	104.22
Jay Gurganus	6403	63.78
Baltasar Ventura	6404	111.61
George Harvey	6405	41.22
William Legg	6406	42.39
Ralph Sturgis	6407	99.94
John Gardner	6408	111.61
Thomas Harden	6409	85.56
Everette Lambie	6410	61.83
Henry Cooper	6411	54.83
Marvin Wood	6412	51.72
Robert Rainier	6413	82.03
Desiderius Nagy	6414	95.67
Maryus Currier	6415	44.72
Dolan Gaskill	6416	82.83
Ernest Bell	6417	94.11
Wylie Roper	6418	41.22
Abraham Jessen	6419	36.56
Ronald Whitehurst	6420	42.78
Ulus Veach	6421	78.17
Otto Sondermann	6422	61.06
Joseph Calvino	6423	75.44
Edward Doyle	6424	90.22
Arnold Jessen	6425	59.50
Floyd Holcombe	6426	66.89
Hugo Maccoline	6427	77.00
Herman Killstrom	6428	85.17
Clarence Brundage	6429	40.98
Horace Carter	6430	54.83
Patrick Carr	6431	73.11
Eddie Diaz	6432	46.67
Ralph Seckinger	6433	82.06
Isaac Blumenberg	6434	50.94
Henry Lowman	6435	75.44
Bernard Michalik	6436	82.83
John Zacharvik	6437	47.44

George Curry	6699	92.56
Hazel Mitcham	6700	47.06
Lennie Cole	6701	87.09
Aubrey Lee	6702	89.00
Charles Bevell	6703	84.78
Albert Williams	6704	92.94
Teodoro Villarín	6705	49.00
Otto Parker	6706	48.28
Claude Sturgis	6707	113.56
Norman Power	6708	86.72
Kenneth Hunter	6709	42.78
Andrew Marinos	6710	51.33
Ralph Paler	6711	70.39
Colon McCoy	6712	72.72
Anthony Wasiluk	6713	95.67
Henry Beck	6714	64.56
Antonio Berreras	6715	80.11
Jean Latapie	6716	103.03
Carl Carlson	6717	85.56
Edward Jennette	6718	51.33
Gerald Peterson	6719	85.56
John Kozar	6720	89.06
Oscar Pou	6721	79.53
Roscoe Rainwater	6722	117.06
To Cash Vac. Checks	6723	2,500.00
Anthony Noberini	6724	94.50
Curt Fried	6725	43.17

William L. McCarthy, bosun: I don't know what to do with this money first but you can be sure of one thing—I'll be collecting again in another 3 months.



Lionel Jackson	6827	50.17
James Thompson	6828	43.94
Isidoro Karoske	6829	73.58
Rufino Vidal	6830	40.06
Oakley Spiers	6831	41.22
Albert Robillard	6832	106.56
James Allen	6833	49.00
Charles Wedgeworth	6834	51.72
Edward Higgins	6835	87.89
Clynton Tinker	6836	51.72
Nathan Champagne	6837	40.06
Ernest Williams	6838	50.94
Henry Donnelly	6839	73.50
Felix Brineat	6840	41.22
Berthall Winborne	6841	65.72
Paul Kirk	6842	76.61
Harold Patton	6843	39.28
Frank Leonard	6844	117.44
Philip Wagner	6845	47.44
James Faulkner	6846	36.94
Felipe Narvaez	6847	60.07
Patrick Cleary	6848	75.83
Jerral Neel	6849	94.89
Michael Eschenke	6850	59.89
Gerald Hermes	6851	65.33
William Vogler	6852	45.50
Peter Cendrowski	6853	57.94
James Hanners	6854	101.50
Henry McDilda	6855	110.44
William Hardee	6856	41.22
David Evans	6857	38.89
Herbert Simmons	6858	41.22
Ernest Carver	6859	101.50
Joseph Adair	6860	98.00
James Dasher	6861	73.89
Henry Tippers	6862	89.44
Walter Terry	6863	64.17
Lester Lockamy	6864	49.39
Roland Wiman	6865	50.56
Horace Rountree	6866	108.89
Michael Boris	6867	88.28
Charles Omohundro	6868	104.81
Allan Porter	6869	63.78
George Goumas	6870	85.56
Makymilian Zowada	6871	60.67
Lorenzo Brigida	6872	95.56
Ioannis Stamatakis	6873	90.61
Paul Smyth	6874	88.72
Dennis Marcoly	6875	99.17
John Czajkowski	6876	76.61
Albert Pfisterer	6877	45.50
Ulysses Santiago	6878	85.94
John Coleman	6879	78.17
Comas Knight	6880	88.28
Edward Hooper	6881	78.17
Orlando Guerrero	6882	90.61
Patrick Dorrian	6883	86.72
John McCarthy	6884	60.67
Paul Smith	6885	98.78
Thomas Freeland	6886	86.30
Ted Thompson	6887	59.11
Elmer Frost	6888	44.72
Felix Lartigue	6889	81.67
Jack Sanchez	6890	81.67
Juan Predom	6891	35.39
J. Bruce Cole	6892	36.56
Albert Freund	6893	70.39
Lester DeMott	6894	53.67
Stanley White	6895	75.44
Richard Ratliff	6896	82.06
Richard DeGraaf	6897	84.78
Escalastico Reyes	6898	117.44
Juan Urrutia	6899	48.61
Conrad Tylenda	6900	110.06
Vernon Mayo	6901	50.94
Yulee Crews	6902	89.06
John Zukosky	6903	78.94
Richard Potter	6904	42.78
Richard Foelster	6905	49.78
Henry Deacon	6906	106.94
Yao Wing	6907	80.72
Francis Wanson	6908	84.78
Saviour Magro	6909	44.33
Andrew Franklin	6910	84.39
China Lee	6911	101.89
Elias Perock	6912	64.17
Sea Koo	6913	81.67
Edgestaw Derol	6914	71.94
Robert Baker	6915	103.83
Boland Hoffman	6916	102.28
Thomas Burke	6917	75.06
Paul Bertelsen	6918	50.78
Jackson Meyer	6919	52.11
John Aliff	6920	40.44
Harry Barnwell	6921	68.06
James Luciani	6922	111.61
Andrew Roberts	6923	59.50
Allen Gunter	6924	80.89
Arthur Valois	6925	120.17
Cecil Saunders	6926	74.67
Marion Parker	6927	96.83
William McGlynn	6928	120.17
Eddie Game	6929	63.00
James Moyers	6930	92.17
Jack Busick	6931	36.56
William Wroten	6932	95.67
John Bodenheimer	6933	73.89
Robert Fiedou	6934	109.67
Robert Wickham	6935	52.11
Alfred Gebron	6936	49.39
Henry Sosa	6937	86.72
Elgin Dove	6938	80.22
Gilbert Titus	6939	60.67
Jesus Rodriguez	6940	57.17
Elias Sammons	6941	82.94
Bernard Edwards	6942	64.56
Alvin Olander	6943	48.22
Eugene Tucker	6944	40.06
Joseph Miller	6945	70.78
Teodoro Castillo	6946	81.67
Albert Sylvester	6947	40.83
Eugene Ladriere	6948	115.89
Nathan Benenale	6949	79.72
Raymond McNeely	6950	64.17
Ernie Bucano	6951	42.39
John Hart	6952	85.28
Jeago Granada	6953	35.78
Ernest Billings	6954	42.39
George Steele	6955	117.83
Amadeo Arroyo	6956	115.50
Richard Asplund	6957	117.06
Alfredo Irizar	6958	107.33
Albert Brindley	6959	94.50
Cleon Mixon	6960	98.00
Leo Benoit	6961	55.61
Oscar Thompson	6962	112.30
Thomas Keyser	6963	59.67
Clement Correia	6964	71.17
Jeff Skinner	6965	113.94
Robert Wilson	6966	52.89
Lloyd Hewitt	6967	119.78
Ernest Wilson	6968	84.39
Clarence Sansom	6969	74.07
Bias Gustafson	6970	94.89
Hubert Kennedy	6971	100.33
Ransom Wilson	6972	102.67
James Fleming	6973	118.22

George Hill	6975	84.78
Daniel Alexander	6976	83.22
James Dunlop	6977	88.57
John Kelson	6978	42.78
Nicholas Brancato	6979	40.06
Daniel Brannon	6980	73.89
Louis Cook	6981	47.06
James Morton	6982	106.56
James Ormston	6983	53.28
Alvin Mister	6984	42.78
Raymond Timmons	6985	76.61
James Vondra	6986	84.39
Allen Kramer	6987	98.39
Christian Handel	6988	35.00
Eugene Nicholson	6989	57.94
James Kahl	6990	101.11
Edward Ruley	6991	72.33
Donald Rood	6992	98.78
Emanuel Greaux	6993	92.56
Eugene Ables	6994	98.39
James Nichols	6995	102.28
Jeff Davis	6996	103.44
Donald Mosher	6997	101.89
Ray Larson	6998	86.72
Heimo A. Ruuttula	6999	101.89
Robert Wisman	7000	118.78

William Jones, 3rd cook: This vacation system is a marvelous plan, no doubt about it. I hope we keep going ahead in the future as we have in the past.



Atilano Malabet	7101	117.06
George Meshorer	7102	97.22
Demire Calogirou	7103	115.89
Chan Kwang	7104	71.56
Void	7105	Void
William Kuyi	7106	87.56
William Westcott	7107	99.56
Louis Suarez	7108	64.56
Robert Zumkley	7109	105.56
Sau Mok	7110	105.78
Frederick Dunn	7111	95.44
Buford Watson	7112	75.83
Joseph Kane	7113	78.78
Walter Kirby	7114	101.50
Rudolph Gross	7115	79.72
To Cash Vac. Checks	7116	3,000.00
Markos Potiradis	7117	93.72
Nicolas Chamaridis	7118	80.11
Howard Herring	7119	89.17
Fred Rombach	7120	41.22
George Stidman	7121	50.94
Clinton Mason	7122	46.67
Paul Miller	7123	40.83
Frederick Hoffman	7124	94.89
August Mitchell	7125	42.00
Darrell Riley	7126	47.83
Stanley Novak	7127	99.94
Henry Hence	7128	107.33
Lionel Miller	7129	79.72
Edward Jaunet	7130	68.06
Richard Funk	7131	112.78
Dennis Bohler	7132	78.17
Eliga Powe	7133	40.83
Ricardo Tonagel	7134	108.89
Salvatore Zitto	7135	110.44
Edison Shaffer	7136	42.00
Victor Engel	7137	45.50
Richard Johnson	7138	91.00
Maurice Duet	7139	103.44
Lee Masiacot	7140	100.33
Philip Reis	7141	119.78
Robert Rudolph	7142	60.28
Roy Altisdo	7143	51.72
William Laridon	7144	103.06
John Thompson	7145	43.29
Richard James	7146	46.67
John Munden	7147	71.94
Richard Kanouse	7148	57.17
Ornel Fleet	7149	57.56
Vernon Corlie	7150	82.44
Vincent Kickirille	7151	73.89
Raymond Sasserville	7152	108.89
Edward Kuschick	7153	107.72
Jose Polit	7154	85.94
Nicolasos Kambouris	7155	116.67
Martin Coleman	7156	86.11
John Spuron	7157	68.06
Robert Bibb	7158	71.56
Orville Tillet	7159	69.61
Stanisla Smielowski	7160	121.33
James Sturais	7161	61.06
James Webb	7162	82.94
James Kerr	7163	71.94
Ernest Jacobson	7164	51.33
Sing Shang	7165	57.56
Jose Gonzalez	7166	85.94
Gerardo Garcia	7167	91.39
Anacleto Goncalves	7168	79.33

William Thornton, 3rd cook: It's a wonderful plan and very satisfying to get that check. The Union certainly did a tremendous job in getting it for us.



Arno Peura, AB: This is fine, just fine. I certainly appreciate it, being able to sail with a Union like this. And all the other conditions are good too, for all of us.



Alfred Fajardo	6638	60.28
Lewis Dickinson	6639	44.72
Jonas Heidt	6640	87.50
Torleif Hansen	6641	65.33
Claude Arable	6642	99.56
Hubert Wilson	6643	102.28
Hervy Harrison	6644	48.22
Homer Diamond	6645	81.67
Joseph Tucker	6646	35.39
Alfred Stearns	6647	40.83
Closkey Havard	6648	39.28
Hance Thompson	6649	76.61
Sarantos Sarantous	6650	52.11
Raymond Perry	6651	110.

SEAFARERS CASH BENEFITS



TOTAL

\$110,679.91
 Vacation Plan
 March 30 — April 12
 Welfare Plan
 March 23 — April 5

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

(Continued from page 24)

Name	Check No.	Amount
Franklin Combs	7226	50.17
Ralph Ingle	7227	56.00
William Pope	7228	70.39
Charles Schrank	7229	51.72
Eugene Steward	7230	87.28
James Gordon	7231	104.22
Richard May	7232	60.28
John Tilley	7233	78.56
Charles Miller	7234	50.56
John Gerhold	7235	92.17
Joseph Barnhart	7236	49.78
Ben Lawson	7237	68.83
Robert Lasso	7238	85.67
Stanley Schonberger	7239	80.34
Sigvard Karlson	7240	64.84
William Ivins	7241	84.00
Herbert Bates	7242	51.72

Alford Mickley, wiper: This is my first visit to the new hall. Seeing this place and then getting the vacation money as well, really leaves me speechless.



Aaron Dickey	7243	96.83
Harold Keith	7244	109.28
Dimas Rivera	7245	85.56
Thomas Parks	7246	57.56
Albert LaPlante	7247	75.44
Joseph Richburg	7248	96.06
Clinton Webb	7249	101.50
Teddy Ostaszski	7250	106.17
John Henriksen	7251	96.89
Irvin Gargus	7252	113.17
Edward Newcomb	7253	37.72
Albert Jorgensen	7254	60.67
Roberto Terrado	7255	40.06
Void	7256	Void
Charles Slick	7257	87.11
August Princes	7258	100.33
Eugene Stewart	7259	85.17
William Schaffer	7260	82.06
Carmelo Martinez	7261	72.72
Hollis Smith	7262	114.33
George Amblard	7263	47.44
Cartar Davis	7264	65.72
Wilhelm Newhoff	7265	85.56
Wong Cheong	7266	49.39
John Hamilton	7267	117.44
To Cash Vac. Checks	7268	3,000.00
Ernesto Valdes	7269	\$73.11
Thomas Scanlon	7270	45.89
Cleve Fruett	7271	90.61
John De Gange	7272	122.11
Edward Palmer	7273	109.28
Francis Johns	7274	74.28
Aloysius Keenan	7275	110.83
Patrick Sheehan	7276	89.67
George Burleson	7277	51.33
James Vahlet	7278	102.67
Stirling Dean	7279	75.83
William Pierce	7280	102.28
Anthony Pizani	7281	42.00
Joe Dean	7282	41.22
Riley Crabb	7283	84.00
Daniel Palmatroy	7284	66.89
George Hradecky	7285	108.11
Louis Colon	7286	70.39
Frederick Houck	7287	74.07
Vincent Meehan	7288	70.00
Waldo Harvey	7289	110.44
George Almers	7290	107.33
Albert Nash	7291	91.00
Joe Williamson	7292	35.00
Ivey Peacock	7293	91.39
Eugene Martin	7294	107.33
Delbert Walters	7295	41.22
Clarence Barrineau, Jr.	7296	71.94
John Mitchell	7297	54.06
James Sweet	7298	49.00
Harmon McClure, Jr.	7299	71.56
Joseph LaPointe	7300	77.00
Francis Wasmser	7301	91.78
Alvin Broussard	7302	72.33
William Smith	7303	93.72
Victor Sonabria	7304	91.78
Isaac Alvarez	7305	104.61
Jacob Zimmer	7306	117.44
Foley LeRouge	7307	115.11
Nolan Guldry	7308	92.56
Robert Kehrl	7309	92.17
Herbert Kennedy	7310	55.01
Felix Vito	7311	95.29
George McIntosh	7312	97.22
Albert Hoag	7313	35.00
Jesse Martin	7314	55.00
Herman Pedersen	7315	83.61
Rufus Stough	7316	120.94
Frank West	7317	120.94
Edward Fussler	7318	99.94
Robert Hubbs	7319	61.06
Roy Grant	7320	104.61
Albert Bourgot	7321	106.36
Olas McCann	7322	63.78
Emilio Godinet	7323	52.89
Albert Story	7324	45.11
Emigdio Reyes	7325	61.83
Donald Gellinas	7326	80.50
Jose Rivero	7327	36.56
Albert Brickhouse	7328	106.17
Francis Boner	7329	46.67
Virgil Arthur	7330	41.61
Hugo Olsen	7331	44.33
Hans James	7332	46.23
Donald Woods	7333	91.00
Shelton English	7334	61.00
Tommie Connor	7335	36.94
William Rowe	7336	106.94
James Crowder	7337	67.44
John Gurganus	7338	115.11
Loyd Griffin	7339	38.11
John Waddell	7340	47.06
James Johnston	7341	89.83
Clifford Jvey	7342	54.06
Albert Jenkins	7343	94.89
Rufus Davidson	7344	73.89
Ray Wilkerson	7345	55.22
John Hall	7346	43.98
Charlie White	7347	

Clyde Smith	7350	40.44
Eugene Gallaspy	7351	82.44
Joseph Bates	7352	80.50
Frank Good	7353	57.56
John Owen	7354	40.44
Fitzhugh Wilkerson	7355	60.06
Tolvo Pukki	7356	84.39
Donald Gilbo	7357	82.44
Joseph Scully	7358	73.89
Ho Vioe	7359	38.50
John Aha	7360	88.27
Roy Guild	7361	67.67
Nicholas Dorpmans	7362	35.00
Lawrence Hoyt	7363	47.44
George Stakopoulos	7364	83.61
Walter Weber	7365	85.17
Oreste Vola	7366	87.50
Giusechino Barlotta	7367	39.28
Mario Carrasco	7368	97.22
To Cash Vac. Checks	7369	2,000.00
Nicolaas Patapatis	7370	75.83
Giovanni Abundo	7371	46.67
Charles Glaser	7372	46.67
Roger Huggins	7373	74.28
Robert Lund	7374	43.17
John Morris	7375	49.00
George Gilikin	7376	37.72
Charles Highfill	7377	35.78
Leo Steed	7378	88.67
Ulysis Anderson	7379	102.67
Alvin Mabe	7380	73.11
Ernest Chewning	7381	46.67
Michael Sorensen	7382	64.56
Roberto DeFranza	7383	77.78
Charles Potter	7384	37.33
Joel Anderson	7385	96.83
Arnold Sorey	7386	96.44
Philip Fentress	7387	43.56
Void	7388	Void
James Wilson	7389	82.06
Peter Williams	7390	65.72
Willis Harper	7391	88.67
Theodoros Calapothakas	7392	83.61
Nicholas Reznichenko	7393	105.00
Antonios Tsevidos	7394	81.28
Stephen Plash	7395	119.78
Vernon Riddle	7396	67.28
Eric Zetterquist	7397	66.89
Sisimund Zaleski	7398	40.83
James Rider	7399	56.39
Preston Bertrand	7400	119.78
George Frank	7401	75.06
Ignacio Duque	7402	81.67
Wallace Perdue	7403	106.94
Harry King	7404	83.22
Waldo Banks	7405	100.72
Nathan Brewer	7406	58.33

Hubert O'Brien, cook and baker: It's a great thing that we have this vacation plan and I hope the fellows appreciate it, remembering how it used to be before this.



Dalton Gabriel	7478	98.78
John MacPherson	7479	97.81
Leo McKenna	7480	81.67
Michael Dusevitch	7481	71.17
Gerald Hunt	7482	116.74
John Whidden	7483	58.72
William Hicks	7484	49.00
Roland St. Marie	7485	102.67
Andrew Muller	7486	48.22
Benjamin Deihler	7487	107.72
Barney Swearingen	7488	101.11
Allen Woodall	7489	105.94
Robert Shannon	7490	60.28
Alfred Pagler	7491	110.44
To Cash Vac. Checks	7492	3,000.00
Bernhard Larsen	7493	105.39
Void	7494	Void
John Crane	7495	46.28
Eugene Broderick	7496	115.11
Raiford Brown	7497	70.78
John Burkley	7498	91.39
Joseph Medwed	7499	104.22
Bennie Crawford	7500	70.78
Ora Rhoades	7501	78.56
Edward Schielder	7502	38.11
Joel Johnson	7503	45.30
Edwin Wilkins	7504	45.11
Eugene Patten	7505	88.28
Robert Morrison	7506	44.72
Henry Kearns	7507	78.94
Charles Atkins	7508	81.78
James Manning	7509	78.17
Norman Wroten	7510	62.61
Dennis Cahoon	7511	80.56
William Meehan	7512	76.22
Genaro Mendez	7513	94.50
Raleigh Ryan	7514	35.39
Mahrie Ellis	7515	70.00
Jack Brock	7516	93.72
David Ramirez	7517	41.22
Charles Perdue	7518	94.50
Cecil Martin	7519	83.61

William McIlveen	7520	79.33
Angelo Maciel	7521	101.50
Henry Ramsey	7522	64.94
Henry Bacon	7523	64.17
George Stiff	7524	42.78
Percy Thornton	7525	98.00
Thomas Keller	7526	84.50
Dan Sommers	7527	46.67
Albert Lee	7528	89.53
Peter Walsh	7529	70.78
Harry Peck	7530	71.17
Martin Munster	7531	91.00
Percy Legendre	7532	36.56
Wilfred Roux	7533	93.72
Homer Workman	7534	121.72
Serie Desoso	7535	87.89
Edward Lorimer	7536	39.67
William Lennox	7537	77.39
Audrey Lester	7538	72.33
John Uszakiewicz	7539	91.39
James Thomas	7540	69.61
Harold Grimes	7541	89.06
John Purdy	7542	65.72
Rupert Trageser	7543	84.00
Walter Cearfoss	7544	87.50
Peter Ucci	7545	99.17
John Niemiera	7546	71.94
Leo Rhodes	7547	101.50
Edward Forestal	7548	57.94
Angelo Cinquemano	7549	56.39
Monserrate Saliva	7550	85.17
Harold Stone	7551	43.94
Francisco Orgegal	7552	98.78
Eugene Graves	7553	57.56
Patrick Lynch	7554	82.17
Kjvind Sorensen	7555	72.33
Carlisle White	7556	76.61
Wayland Critzer	7557	90.61
Arthur Sulla	7558	101.89
Frank Dows	7559	89.44
Thomas Brightful	7560	82.83
Norman Kramer	7561	38.89

E. G. Billings	15.00
Benson W. Blackmon	15.00
Ralph Canniff	15.00
Wilson O. Cara	15.00
James D. Cardell	15.00
Oliver Celestine	15.00
James Cron	15.00
Rogelio Cruz	15.00
Martino DeSalvo	15.00
Herbert Eikenberry	15.00
E. R. Eklund	15.00
M. C. Gaddy	15.00
E. E. Gross	15.00
Leonard Kay	15.00
Leo H. Lang	15.00
Oliver Lewis	20.00
Jesse E. Milton	15.00
L. S. Osma	15.00
Joseph Otreba	15.00
Anthony H. Phillips	15.00
K. Raana	15.00
A. A. Sampson	15.00
Foster B. Shedd	15.00
N. Straton	15.00
Julius C. Thompson	15.00
L. R. Tickle	15.00
George Tolliver	15.00
Harry E. Westerman	30.00
Louis Willis	15.00

Welfare

REPORT NO. 26

By Lloyd Gardner, Asst. Secretary-Treasurer
 Period Covered By This Report—March 23-April 5

Cash on Hand	\$474,574.54
US Government Bonds	754,023.44
Estimated Accounts Receivable	210,000.00
Hospital Benefits Paid in Period	6,760.00
Total Hospital Benefits Paid Since July 1, 1950	147,461.00
Death Benefits Paid in Period	8,000.00
Death Benefits Paid Since July 1, 1950	230,366.66

USPHS HOSPITAL STATEN ISLAND, NEW YORK	
Melvin Bass	\$15.00
L. H. Beattie	15.00
Cesare Bisiak	15.00
Bosilio Bonafont	30.00
John E. Brady	30.00
Thomas J. Caffrey	45.00
Frank Cardoza	30.00
E. A. Carton	15.00
N. R. Cartwright	30.00
John Chaker	15.00
David Furman	60.00
O. Grant	15.00
Benny Hansen	30.00
William Harvey	60.00
Louis Hernandez	15.00
Lawrence Hitchner	15.00
Roscoe R. Hobdy	30.00
Sidney Isaacs	30.00
Willy J. Johansen	30.00
Oscar Jones	15.00
J. Kachelhoffer	30.00
Charles Keratens	30.00
Arnold Kunnepas	15.00
James Lawlor	15.00
S. Legayada	15.00
William LeVein	30.00
Michael Linko	75.00
Mateo H. Lorenzo	30.00
Joseph Leasu	15.00
C. Makris	15.00
M. Mitchell	30.00
Alfred Mueller	15.00
Frank Nering	30.00
Albert O'Connor	45.00
William Owens	15.00
Joseph Pasinosky	15.00
William E. Pepper	15.00
Joseph Prindczis	15.00
Isabelo Quanic	15.00
Sergio C. Rivera	15.00
Nathan Rubin	15.00
Juan S. Rueda	30.00
Cleveland Sawyer	15.00
Morris Schapiro	15.00
James Shonkwiler	15.00
John Slaman	30.00
John Snyder	15.00
Emerson Spaulding	30.00
George Spallotis	15.00
Albert Sylvestre	30.00
Francis Wall	30.00
Luis Williams	30.00
Henry Woods	15.00

USPHS HOSPITAL SAN FRANCISCO, CALIF.	
William J. Anderson	\$30.00
Ah Lee King	30.00
Antoneo Phelepedes	15.00
William Rogers	30.00
Peter Smith	45.00
David Sorenson	30.00

USPHS HOSPITAL SEATTLE, WASHINGTON	
Robert A. Adams	\$15.00
Francis J. Gibbons	45.00
Henry Gillikin	45.00

.. DIGEST of SHIPS' MEETINGS ..

INSE (Bull), March 28—Chairman, none; Secretary, William Jenkins. Motion made and carried that no one is to be paid off until all overtime is checked and approved by the department delegates. Motion made and carried to elect a new ship's delegate.

March 1—Chairman, none; Secretary, William Jenkins. Ship has not received a washing machine as promised by the company. One crewmember missed ship in San Juan. Everyone should give the baker a compliment for the good baking during the voyage. All crewmembers are asked to refrain from spitting in the passage as it is very unsanitary. All doors are to be closed during the ship's stay in the Island.

CAPE ROMAIN (Miss.), March 23—Chairman, Charles Masur; Secretary, Ray H. Casanova. On the educational program letter was read from headquarters concerning the March of Dimes. The new contract was also read. The speakers were Brother Mazur and Brother Henry A. Jeffrey. Everyone was asked to leave his rooms clean for the new brothers coming aboard. The captain said that everyone could paint his own room. Steward's department was asked to paint the messrooms.

CLARA BARTON (Bloomfield SS Co.), March 30—Chairman, A. Carter; Secretary, T. Rovers. Ship's delegate will give the three department delegates a repair list to check items that need repairing. Suggestion made for the card players to keep the recreation room a little cleaner than in the past.

ANGELINA (Bull) April 5—Chairman, Neut Williams; Secretary, S. Pacowicz. Delegates reported no beefs. Motion made and carried about paying off in Puerto Rico. Suggestion made to make out a repair list. Ship's delegate resigned and the job will be taken over by the deck delegate.

STEELORE (Ore), March 19—Chairman, A. Fricks; Secretary, L. Stark. Deck delegate made a motion to see the mate about having the crew's washrooms and engine department rooms painted. Suggestion made to the steward to have ice put in drinking water at meal times. Communications from headquarters in regard to vacation pay and the art contest were read to the crew.

JOHN LIND (Isthmian), March 23—Chairman, Eugene Nicholson; Secretary, Elias Telan. During a fire and boat drill everyone should be at their stations and put the fire hose in its place. Membership gave thanks to the crew messman and the pantry utility for their service. **Feb. 17—Chairman, Edward Rulley; Secretary, Elias Telan.** Delegates reported no beefs. All hands were asked not to let the washing machine run dry.

WILLIAM JAMES (Bull), Feb. 24—Chairman, A. Roy; Secretary, J. Pones. Delegates reported no beefs. There was a discussion on the new washing machine. Men were reminded to bring cups back to the pantry. Suggestion made that sanitary men rotate in keeping the recreation and the laundry rooms clean.

J. H. METCALF (Eastern), Feb. 23—Chairman, E. Hudson; Secretary, Harold Forsythe. Each department to clean the recreation room and the laundry weekly.

March 23—Chairman, E. Hudson; Secretary, Peter Jomides. \$14 reported in the ship's fund. A motion was made to elect a new ship's delegate. Beef brought up about keeping the messroom clean. Discussion on this beef came to the point to keep the messroom clean as best as it could be. Purser assured the membership that he will refund the \$10 given him to buy reading material.

April 6—Chairman, Ed. Hudson; Secretary, M. Iwanke. Delegates reported no beefs and some disputed overtime. The steward claims that he didn't authorize the saloon messman overtime, and the saloon mess claims he did. The beef will be left to the discretion of the patrolman. Motion made and carried to get new cots.

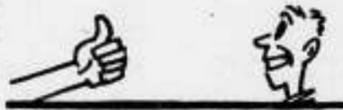
CANTIGNY (Cities Service), April 5—Chairman, Daniel Sheehan; Secretary, A. Sathanopoulos. Delegates reported no beefs. \$33.80 reported in the ship's fund. Suggestions were made to buy new rec-

move the TV aerial in front of the stack. It was finally decided to wait until the vessel arrives at Camden where there is an RCA factory.

ELIZABETH (Bull), March 31—Chairman, Juan Medina; Secretary, Juan Cruz. Delegates reported all in order. Motion that a bell be installed from the bridge to the messhall in order to call the stand-by man when needed. Suggestion made that all the ventilation be cleaned.

ANN MARIE (Bull), March 24—Chairman, John Higgins; Secretary, Henry Martin. Ship's delegate reported that the messroom needs painting. Discussion on the taste of the food, especially the dairy products. A washing machine was requested as soon as possible as the old one is on its last legs.

DEPAUW VICTORY (South Atlantic), March 16—Chairman, Nicholas Leone; Secretary, Leo Lwathony. Delegates reported no beefs. Suggestion made that there be a change in the menus; also a request for more fruit juices. Steward said that everything will be taken care of. Discussion about starting a ship's fund. The pantryman will take care of the recreation room. The ordinary and the wiper on sanitation take turns in keeping the laundry clean.



THE CABINS (Mathiasen), March 23—Chairman, James Stickney; Secretary, George Finkies. Ship's delegate reported that only 37 gallons of milk was delivered in Norfolk. Motion made and carried that no one be paid off until all beefs are squared away. Motion made that patrolman check with the port captain to find out when the ship is going to shipyard. All repairs will be turned over to the patrolman.

DEPAUW VICTORY (South Atlantic), April 6—Chairman, N. Leone; Secretary, Pinkowski. Delegate reported no beefs. Motion made that the patrolman see the chief engineer about beef concerning the fireman and the wipers. Motion made that a new washing machine be put on board as per agreement. Suggestion made that the delegates make up a repair list.

BLUESTAR (Traders), Feb. 5—Chairman, D. W. Conroy; Secretary, J. D. Anderson. Delegates reported few beefs and disputed overtime. Motion made to instruct new members about the union agreement. A new library will be obtained in San Pedro. All hands were asked not to slam the doors. Recreation room to be cleaned by the steward's department and the laundry to be cleaned by the deck department and the engine department one week each.

STONY CREEK (Trampship Development), April 2—Chairman, R. Diaz; Secretary, F. Franklin. Motion made to have the delegate go to the chief engineer about the wash water line.

BRADFORD ISLAND (Cities Service), April 11—Chairman, B. Colgrove; Secretary, C. Debay. Two letters in regard to the Sea Chest sent to headquarters from the last port. Treasurer reported \$33 in the ship's fund. Men are not to sign on or off until beefs are straight. Refrigeration boxes to be checked. A vote of thanks was extended to the ship's delegate for the fine job he has done aboard ship.

NORTHWESTERN VICTORY (Victory carriers), April 6—Chairman, Frank Goarson; Secretary, Ed. Wright. Motion made that a letter be sent to headquarters in New York that three copies of the agreement between the Union and Victory Carriers be sent to the department delegates aboard the Northwestern Victory upon arrival in the United States.

MALDEN VICTORY (Mississippi), March 9—Chairman, A. Beck; Secretary, D. Blumie. Delegates reported everything in order. The chief electrician made a suggestion to the cooks that if they want to smoke in the galley to please keep away from the food. A motion was made

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

and passed that the ordinary, wiper and the steward utility alternate in keeping the recreation room clean.

ANTINOUS (Waterman), April 6—Chairman, W. Patterson; Secretary, C. H. Tyler. Delegates reported no beefs. Ship's delegate requested that a repair list and draw lists be turned in before docking in Miami. Motion made by many to suggest to headquarters for the inclusion in the new agreement that SIU stop chest be placed aboard all contracted ships and that the stop chests be furnished by the Union. Engine delegate reported the lack of a first aid kit and salt tablets in the engine room. Several remarked that sanitary work in crew's quarters is not up to SIU standard and the delegates of the various departments were instructed to check on the work and see that it is done right.

CLAIBORNE (Waterman), Feb. 13—Chairman, James Mand; Secretary, Raymond Kosch. Delegates reported no beefs. The ship's delegate explained the use of the ship's fund to the new crewmembers.

NOTICES

Ex-SS Choctaw
Crew which paid off March 28, 1952, in Baltimore has a differential of \$4.00 coming from transportation voucher. Contact or write Waterman SS Co. in Mobile, Ala., giving social security number and copy of discharge.

Harry McDermott
Your gear off the SS Robin Goodfellow has been checked at the SIU hall in Brooklyn.

Eugene Williams
Ship's delegate A. Goldsmit requests you donate money you borrowed to the LOG and mail receipt to him c/o SIU Brooklyn hall. The rest of the ship's fund has already been donated.

Timothy Leary
Call at Welfare Office in SIU headquarters with all available discharges.

Rudolph R. Ceforatti
Your draft board has classified you 2A until Sept. 1952.

Retroactive checks are being held at the Cities Service office, 23 Pearl St., NYC, for the following men: Carmel Belasquez, Frank Botifall, Jack C. Brock, William Burns, Wilson Chapman, Peter Gavillo, Anton Hansen, Jesse Henry, Raymond Howard, Jan De Jonge, Joseph B. Kirk, Phares J. Ortegó, Robert Maulden, James W. McLeod, Donald Pearce, P. A. Petersen, Henri Poyet, Paul Pridgen, Robert Sarver, Lewis Savoia, Benjamin Stewart, Thomas J. Tobin and Fred Wilmarth. They will be held there for 60 days.

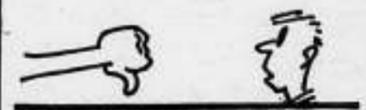
The following named men have back pay coming as a result of an MC&S-AFL beef won before the NLRB: Alvin Baide, John O. Baine, J. R. Costello, H. S. Darling, H. Dean Douglas, William Jenkins, A. L. Jones, Clifford Lattish, George A. Smith, Leroy Pierson and Pedro Villabol. They should apply to John Geinias, 811 New World Life Building, Seattle, or to the MC&S-AFL, SIU or SUP halls in Seattle.

It was announced that a new washing machine had been received on board. Old repairs were discussed.

April 4—Chairman, C. B. Kelleher; Secretary, Raymond Kosch. The ship's delegate requested that all other delegates turn in a repair list to him. Crew decided to buy some baseballs and bats using the ship's fund to pay for same. Crewmembers were asked to take better care of the washing machine. It was agreed that each crewmember would donate \$1 for use in the ship's fund. Fred Chapman was elected to take care of all new books and magazines and to see that no crewmembers get more than two to read at one time.

YOUNG AMERICA (Waterman), April 6—Chairman, W. Larsen; Secretary, R. Westerfield. Delegates reported no beefs. All hands to keep the washroom and the washing machinery clean in the future. Suggestions for the new contract were sent in to headquarters.

MILTON (Bull), April 9—Chairman, Bill Sears; Secretary, A. Kominski. Delegates reported no beefs. Motion made by the deck delegate to consult the captain about using the ship's fund and accepting contributions to furnish crew with a radio. Motion made to raffle off the old washing machine. Voted on and accepted.



SKYSTAR (Triton), March 9—Chairman, W. Burke; Secretary, Jack Ryder. New cotton mattresses were put aboard at New York on recommendation of the crew. The crew wants to say that all the ship's delegate have done a wonderful job. Stephen Emerson has always been ready to help out the permitmen and also

PERSONALS

Hershel J. Landreth
Please contact your wife as she is anxious to hear from you.

Samuel Snyder
Get in touch with Edward C. Savage, 132 Front St., NYC.

Stephen B. Whitman
Contact Mrs. S. Howard, Regent 4-0497, NYC. She is interested in your property at 35 Highgate Terrace, Bergenfield, NJ.

Charlie Goodwin
Please write John Hunt c/o SIU Brooklyn hall.

James J. Gorman
Your mother has a government tax refund waiting for you. Get in touch with her at home.

Pepe Valises
Get in touch with Charles Stambul at his home as quickly as possible.

Ex-SS Wanda
Second cook and baker who signed on Jan. 5, 1952, a witness to accident, please contact Ben Sterling, 42 Broadway, NYC. John J. Lawton, chief cook.

R. R. Paschal
Your father is anxious to hear from you. Write PO Box 1403, Pepperell, Ala., or call 1448J.

Harry Peeler
Frank Sloane
Please get in touch with me c/o R. F. Doyle, 1 North La Salle St., Chicago. Urgent. Thorvald Repsholdt.

John J. Ferreira
Your mother would like to hear from you. Write her at 34 Bleekhof St., Borgerow, Antwerp, Belgium.

Frank Vitale
Please contact me at 64 Capron St., Walden, NY. Very important. George A. Rose Sr.

Richard Diaz
Write where I can get in touch with you. V. O. Bonet and L. Calderon, 220 E. 107 St., NYC.

James E. Collins
Please contact B. Sterling, 42 Broadway, NYC.

his bookmembers. The crew has one of the finest captains and officers that ever sailed and the finest SIU members; just one big family.

BLUESTAR (Traders), April 6—Chairman, J. D. Anderson; Secretary, J. Targoff. Delegates to check stores with the steward. Reported that the master's wife wrote a letter thanking the crew for the most enjoyable trip. Washing machine to be kept by crew. Repair list to be made out.

WILLIAM JAMES (Bull), Feb. 24—Chairman, A. O. Roy; Secretary, V. Pones. Discussion on the new washing machine. Suggestion made that ship's delegate see the captain about the washing machine. Men were reminded to bring cups back to the pantry. Suggestion made that sanitary men rotate on the cleaning of the recreation room and the laundry.

FREDERIC C. COLLIN (Dry Transi), March 23—Chairman, O. Oakley; Secretary, T. Evans. Delegates reported all in order. Motion made and carried by engine delegate to have the engine and steward department showers painted. Discussion on keeping the recreation room clean. Last standby man to clean tables and cups. Vacation plan was discussed and explained to the new permit men. Vote of thanks to the steward's department for doing a swell job.

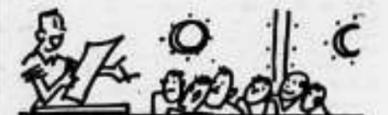
JOHN EVANS (Mississippi), March 29—Chairman, Charles P. Beany; Secretary, Joe E. Thomas. Ship's delegate elected. All men using the laundry clean when finished. A messman left the ship in Staten Island and it was suggested that he be replaced in a foreign port.

MARY ADAMS (Bloomfield), March 29—Chairman, Deets; Secretary, J. Longfellow. Delegates reported no beefs. \$8.25 in the ship's fund. Motion made and carried to have stainless steel sinks put in the pantry. Discussion on the new agreement. Some education on the Union was discussed. Repair list to be turned in.

MONTEBELLO HILLS (Western Tankers), March 31—Chairman, Stephen Hamko; Secretary, Eddie Pallabran. Vote of thanks to the steward department for their fine service. Suggestion made that a ship's fund be started.

DESOTO (Waterman), April 6—Chairman, B. C. Jones; Secretary, Phillip Reyes. Ship's delegate reported everything running smooth. Needed repairs to be completed before the ship's return to Mobile. Discussion on the replacement of innerspring mattresses. Headquarters to be contacted on this matter. Motion made and carried to start a ship's fund, which is to be used only for Union business.

CAPE EDMONT (Alcoa), no date—Chairman, Roy Hawes; Secretary, L. B. Moore. Delegates reported no beefs. A vote of thanks was extended to the negotiating committee for all the things they have done for the members. Discussion on keeping the messhall clean. The menu board in the crew's mess needs painting.



TOPA TOPA (Waterman), March 30—Chairman, A. M. Branconi; Secretary, M. R. Jones. The captain insisted that the two men who joined the ship late in Yawata be taken care of. Ship's delegate to see that a new washing machine is put aboard. Ship's delegate and one other man to buy radio-phonograph and records from the ship's fund. Each delegate to collect donations for the ship's fund.

WACOSTA (Waterman), March 30—Chairman, Manuel De Barros; Secretary, H. A. Orlando. Ship's delegate submitted a report from the captain that whoever wants to donate blood to the Philippine Red Cross could do so. Motion made and carried that sanitary men disinfect entire shower in deck and engine department. One brother asked that there be a little less noise in the messroom during meal hour.

DEL SOL (Mississippi), Feb. 15—Chairman, Red Sullivan; Secretary, J. F. Gersey. Complaints about foul-ups aboard ship. Motion made and carried that a certain crewmember has fouled up too often and had made several remarks detrimental to the SIU and he be properly disciplined. Harold Dacloux explained that "we need peace in the family, and to work as Union men." The meeting was called to impress upon each member the need of cooperation and to work as men.

March 23—Chairman, John Chapman; Secretary, J. F. Gersey. Request that telegram be sent to family of lost messman Charles Wilson, who drowned, as consolation from the members of the Del Sol. Motion made and carried that the ship's fund be turned over to the March of Dimes. A vote of thanks was extended to the steward department for their fine cooperation.

MARYMAR (Calmar), March 29—Chairman, R. Thorpe; Secretary, Harry L. Franklin. Vote of thanks for R. Thorpe and Frank Glad for the care they gave to the operation of the crew's washing machine. Delegates to confer with the boarding patrolman about the improvement in cold cuts for the night lunches.

(Continued on page 27)

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, N. Y.

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information)

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Signed Book No.

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

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CITY ZONE STATE

... DIGEST of SHIPS' MEETINGS ...

(Continued from Page 26)

Request made to have the messrooms painted before termination of this trip.

OCEAN ULLA (Ocean Trans), March 29—Chairman, John Papa; Secretary, C. Bogucki. Delegates reported no beefs. The new washing machine to be used for dress clothes and underclothes and the old machine to be used for work clothes. Deck department and engine department to clean the recreation room. Chairman requested that all beefs be brought up and discussed at the present time.

POTRERO HILLS (Philadelphia Marine), March 30—Chairman, William F. Barth; Secretary, D. R. Rogers. Motion made and carried to clarify the new wage scale between the agreement and notice of the new wage scale. Suggestion to turn in a repair list. A new machine should be put aboard as per agreement.

FRENCH CREEK (Cities Service), March 30—Chairman, E. Baris; Secretary, Vincent Rafter. Motion made and carried to give the ship's delegate a vote of thanks for a job well done in getting fans installed. Treasurer reported \$47.50 in the ship's fund.

GULFWATER (Mar Trade), March 20—Chairman, Vince Meehan; Secretary, Joe Medwed. Delegates reported all in good condition. Motion made to have the ship's delegate see that the repairs are done. Brother Deri was commended for the good job he did as ship's delegate in keeping down the beefs to a minimum.

Feb. 18—Chairman, Steve Deri; Secretary, Joe Medwed. Ship's delegate reported that the captain will try to get American money for the next trip. Captain also praised the crew for their good behavior in port and aboard ship. All hands were asked to keep quiet in the morning in the passageways so that the men off watch may get some sleep.



BULL RUN (Mathiasen), March 20—Chairman, Lester McHugh; Secretary, Jack Hannay. Ship's delegate reported one man missed ship in England. There is a balance in the ship's fund of \$73.10. Motion made and carried to try and get American money in France. Suggestion that last standby man on each watch clean up the messhall and the recreation room.

LONGVIEW VICTORY (Victory Carriers), March 22—Chairman, James H. Boyles; Secretary, Gordon D. Marbury. Discussion on permits having a voice in the meetings and that they should interest themselves in Union affairs enough to speak up and discuss same. Members discussed the soap powder situation and came to the conclusion that the present weekly issue of 13 or 14 ounces of soap powder on these coal carrying ships is not sufficient. Education bulletins from headquarters were read and discussed.

JOHN FISK (Robin), March 16—Chairman, J. F. Rogers; Secretary, J. R. Lane. Suggestion made that everyone try to make this a good trip by doing as good Seafarers should. All hands were asked to keep the messhall clean for the next watch and messboys.

Quiz Answers

- 30 miles an hour.
- Speaker of the House.
- Is self-luminous.
- Italy. (France - Louisiana Territory; Russia - Alaska; Denmark-Virgin Islands).
- 288, 12.
- Ceiling.
- Golf. They're Harold (Jug) McSpaden, Lloyd Mangrum, Cary Middlecoff, leading figures in major tournaments.
- Astronomy, the science of heavenly bodies.
- \$50.50, \$24.50.
- South Africa. Rhodesia is named after him.

Puzzle Answer

BULL	SAC	SMEW
AREA	OIL	NARE
LATITUDE	ANNE	
ILO	STEWARD	
RAH	ISLAND	
WIPER	HNS	LAY
EDAM	TUG	MAIN
SER	THE	STYLE
TANSUI	ITS	
AMBROSE	SAM	
ERIE	SUSPENSE	
CUBA	TSU	RATS
AGAR	SEE	APIA

LEWIS EMERY JR. (Victory Carriers), April 7—Chairman, O. Kilppbar; Secretary, none. Delegates reported no beefs. Ship is to be fumigated. The crew expressed thanks to Mr. MacIntyre, the manager of the Merchant Seamen Club in Bremerhaven, for supplying them with a library on such short notice. The ship was without a library for one year.

ALAMAR (Calmar), April 1—Chairman, T. Garring; Secretary, B. Wilson. \$24 reported in the ship's fund. Several members spoke on the new hall in New York and how nice it is.

CASIMIR PULASKI (Eastern), March 9—Chairman, T. Dickerson; Secretary, John Tilley. Delegates reported no beefs pending. It was suggested that an effort be made to have shelves installed in several of the crew member's lockers. It was decided that the cook's phonograph should not be played after and unless in his own room or the recreation hall with the door closed. It was suggested that donations be made to the March of Dimes at the payoff. The chairman asked the cooperation of all bookmembers in aiding permit holders to more fully understand the SIU and its policies as well as unionism in general.

Feb. 9—Chairman, John Tilley; Secretary, Sharon Dickerson. The chairman asked for everybody's cooperation in keeping the passageways clean, noise down and to please return cups and glasses to the pantry when through with them.

ST. AUGUSTINE VICTORY (Mississippi), April 2—Chairman, Red McDonald; Secretary, J. V. Dolan. Motion made to have ship's delegate contact boarding patrolman about having an outside water tap for the Koreans. Also to have the galley stove overhauled. Suggestion made to have a clean ship coming in port and not leave it the way it was last time. Repair list was made out.

NIKOS (Dolphin), March 14—Chairman, W. O. Cummingham; Secretary, S. Blevins. Motion made to see the captain about painting out all the fo'c'sles that have not been painted. Discussion on cleaning the laundry room and the recreation room. This work is to be rotated. Discussion on rusty lockers in unlicensed quarters. It was brought to the attention of the crew about leaving the new washing machine running when not in use.

OREMAR (Ore), March 23—Chairman, D. P. Carroll; Secretary, Robert L. Morgan. Foc'sles need chipping and scaling. The crew was asked to cooperate in keeping the washroom clean, also sanitary man in each department clean on his weeks. Under education, discussion made on the benefits of having permits to the new men off the docks. Discussion on obtaining a library. Suggestion made that each man donate \$1 toward buying magazines and books.

TAGALAM (Mar-Trade), March 30—Chairman, Kosta Hatzimistis; Secretary, Martin F. Forsen. A donation to be made to the March of Dimes. Motion made and seconded that the steward will not sail as steward again until he has proven capable.



GOVERNMENT CAMP (Cities Service), March 24—Chairman, Albert Weaver; Secretary, Frank J. Ahern. Motion made for each member to donate \$1 to the ship's fund at payoff, which is to be collected by the ship's delegate. Disputed overtime will be settled at payoff by patrolman.

ANNISTON VICTORY (South Atlantic), Feb. 24—Chairman, J. S. Bragg; Secretary, L. E. Harris. Delegates reported everything in good standing at the present time. Motion made and carried that each department shall have a set day for cleaning up the laundry room. Any one caught leaving the washing machine in bad condition after washing his clothes shall be fined.

March 30—Chairman, J. S. Bragg; Secretary, L. E. Harris. W. T. Matthews reported that a lot of performing has been done on this voyage and it will be taken care of by the agent. Motion made that the ventilation system be fixed in the first port. All reports to be turned in as soon as possible upon arrival.

GREENSTAR (Triton), March 29—Chairman, Stanina; Secretary, Brooks. Delegates reported no beefs. Suggestion that everyone clean the messhall up after himself and the last standby wipe off the tables. Suggestion that bunks be fixed at the earliest chance as they are in bad condition.

LONE JACK (Cities Service), March 30—Chairman, J. J. Moore; Secretary, D. H. Singleton. Ship's delegate stated that repairs have been started and suggested letting things stand as they are. \$35 reported in the ship's fund. Suggestion made to get an orange squeezer. Suggestion made to buy games from the ship's fund, and to collect \$1 from each man at payoff. Suggestion made to leave the pantry and the crew mess a little cleaner.

BRADFORD ISLAND (Cities Service), March 19—Chairman, Gary Cameron; Secretary, E. Flynn. Treasurer reported \$35 in the ship's fund. A suggestion was made to fumigate the ship as there are roaches in the galley, storerooms and the messhall. Members of the crew were

Keep Draft Board Posted

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comply.

requested to dress decently before entering the messhall. Crew was asked to keep old clothes out of the messhall.

ALCOA PATRIOT (Alcoa), March 25—Chairman, O. W. Traivick; Secretary, J. H. Hampson, Jr. Steward agreed to have ham and boiled eggs on the night lunch. As there are a lot of permit men aboard literature about the union was requested from headquarters.

FORT HOSKINS (Cities Service), April 2—Chairman, Edward Arvard; Secretary, Phillip J. Capling. Motion made to see about getting screens for the portholes. The ship's baker gave an interesting and lengthy talk on the advantages of the SIU and the Sea Chest. Several members of the crew gave a vote of thanks to the steward department for the good chow and service.



SEAMAGIC (Colonial), March 3—Chairman, Butts; Secretary, Sullivan. Each member of each department contributed \$1 to the ship's fund. Suggestion by McCarthy that crewmembers refrain from contacting captain regarding beefs and general matters that can be handled by the ship's delegate. Request made to keep messhall, passageways, laundry and recreation room clean at all times.

GATEWAY CITY (Waterman)—Chairman, Charles H. Bush; Secretary, E. M. Watts. Clarification on the agreement was read by the recording secretary and accepted as read. Motion made and carried that a letter of thanks be sent to headquarters for the raise in pay for the deck and engine department day workers. The deck engineer spoke in behalf of the March of Dimes and told the members that if they cared to contribute to the cause he would be happy to add it to the collection that was taken up on the last voyage. Crew was warned not to lose their share pass in Germany, as they would be fined 20 marks.

ALCOA POINTER (Alcoa), March 14—Chairman, E. Nicholas; Secretary, F. P. Russo. Delegates reported everything okay. Discussion on who is to clean the laundry and recreation room. Ship's delegate stated that each member should familiarize himself with the agreement and not forget the clause in the contract about being aboard ship one hour before sailing time.

MANKATO VICTORY (Victory Carriers), March 26—Chairman, W. L. Busch; Secretary, M. Dorman. Delegates reported everything in fairly good shape. Spare locks and door latches were ordered by the mate by letter from Belgium. Ship's delegate asked that all brothers take a hand in keeping the messhall clean. The repair list was read to the crew and additional repairs added. Sanitary cleaning gear was discussed and it was explained that each department orders their own cleaning gear.

RUDOLPH KAUFFMANN (Alcoa), Feb. 10—Chairman, George E. Odum; Secretary, Lewis E. Thomas. Ship's delegate reported that he thought we had a nice payoff and everything was running very smooth. Anyone entering the messroom should be properly dressed. Anyone using the water between decks is to use the paper cups there instead of glasses.

March 15—Chairman, Jessie T. Spivey; Secretary, Lewis E. Thomas. There was a little beef about strawberry jam in the saloon. Besides that everything else is okay. Any members using the washing machine were asked to turn off the switch when through. Suggestion by the ship's delegate that each department get its repairs and turn them in to the steward so he can type them up. Suggestion that everyone clean his room and turn in his linen and leave the keys when paying off.

YOUNG AMERICA (Waterman), March 23—Chairman, Frank Aranz; Secretary, Edward B. Lewis. Motion made and carried by the delegates to check up on the suggestions for the new agreement and signed and approved by the membership. The chairman wanted to know why they could not get more of a variety of

vegetables after a 50 day trip. A lot of discussion about men taking time off in port and coming back to the ship unable to perform their duties. No action was taken on this matter. Some beefing about not keeping the messroom clean.

GATEWAY CITY (Waterman), March 26—Chairman, Charles H. Bush; Secretary, E. M. Watts. Ship's delegate reported that he had sent a letter to Paul Hall in regard to the captain changing the clocks in the daytime instead of the night which is the common practice on all SIU ships. Discussion on the condition of the wash water being dirty. Action to be taken to have something done in regard to the cramped quarters of the deck maintenance. Department delegates requested to make up a repair list to be turned in to the patrolman in New York.

MARTIN MCCARVER (Waterman), Feb. 23—Chairman, G. W. Vinus; Secretary, G. Delgado. The washing machine was repaired at Bombay as planned. Captain asked delegates to see if the crew would donate towards the Kings Point Memorial. Crew raised sum of \$44. Captain raised \$56. Ship's fund stands at \$91. At payoff every book and permit to be turned over to the patrolman for checking. Men leaving the ship to leave lockers and bunks in clean shape.

WILLIAM STURGIS (Seas Shipping), April 6—Chairman, F. J. DeGange; Secretary, A. Wenger. Ship's delegate reported a beef against the skipper. All doors are to be fixed so they won't bang all night. A vote of thanks was extended to the complete steward department for the very good service throughout the whole trip.

KATHRYN (Bull), April 5—Chairman, A. De La Paz; Secretary, Onibal Albi. There was nothing done on the last report list. The ship's delegate will see a patrolman about it when the ship docks. Suggestion made to put a sign close to the washing machine to remind the fellows to turn off the switch.

ALCOA PATRIOT (Alcoa), March 25—Chairman, O. W. Traivick; Secretary, J. H. Hampson, Jr. The steward department wants to know what is home port for this ship. The men on board would like to have literature so they could have some educational meetings on the Union since they have a good many permit men on board. Men want night lunch to consist of ham and boiled eggs.

SAN ANGELO VICTORY (Mar-Trade), March 22—Chairman, Fred W. Kloiber; Secretary, Jerry DeMeo. Motion made to see the mate about keys for the rooms. The engine department quarters need to be painted. There is not enough washing powder available for crew's laundry. Motion made and carried that the steward give out an extra face soap to be used for whites.

RICHARD M. JOHNSON (Bloomfield), March 23—Chairman, Joseph E. Townsend; Secretary, Robert G. Weimer. Delegates reported no beefs. All men on watch especially the deck department should clean up the coffee cups. The washing machine should be kept clean both on the inside and the outside. The washer should not be overloaded as this might result in the motor being burned out.



DAVID STARR JORDAN (Mississippi), March 30—Chairman, Alfred H. Anderson; Secretary, Ronald G. Heath. Delegates reported everything okay. The crew was asked to let the coffee stay for the men on watch.

March 2—Chairman, Alfred H. Anderson; Secretary, Ronald G. Heath. When the 4 to 8 watch gets up they find that the dinner room is in quite a mess, so they want all of the crew to take cups and dishes to the sink at night. There was a little misunderstanding about the food when the messman brought some hot cakes out cold.

HURRICANE (Waterman), March 30—Chairman, Jimmie Golder; Secretary, San Miguel. Ship's fund stands at \$17.80. All

repairs on the list of previous voyages made. Motion made that in the event that the ship was sold the remaining ship's fund is to be split in half and donated to the LOG and the American Seamen's Friend Library. New recreation room discussed and decided that the sanitary, wiper and OS men would keep clean.

HIGH POINT VICTORY (South Atlantic), March 26—Chairman, J. B. Hanley; Secretary, W. R. Keemen. Delegates reported no beefs. \$20 was collected for the ship's fund. One of the members missed the ship in Savannah and he was replaced in Charleston, South Carolina. Engine department will clean the recreation room.

CUBORE (Ore), April 4—Chairman, J. Kusmierski; Secretary, Thomas Clarke. Ship's delegate warned the members not putting in required two hours on sanitary detail as per agreement. Members requested that a price list be put up on the board in regard to the stowage.

ANN BUTLER (Bloomfield), April 5—Chairman, J. Brady; Secretary, S. Butler. Delegate reported no beefs. The steward and deck and engine departments are to clean the laundry and the recreation room alternately every third week.



ROBERT LOWRY (Bloomfield), March 24—Chairman, C. W. Doggett; Secretary, J. T. Hicks. Delegates reported everything okay. Motion made and carried that meetings be held every other Sunday during the trip. Discussion on keeping the messroom clean. All hands were asked to be quiet in the passageways as others are sleeping. Anyone using the washing machine was asked to clean it when through.

CHILORE (Ore), March 1—Chairman, Steve Fulford; Secretary, C. A. Kress. Motion made for each department delegate to take up a list of names and amount of donations for the March of Dimes campaign. Letter from headquarters read and accepted to improve the future contract.

WILLIAM STURGIS (Robin), March 1—Chairman, L. DeGange; Secretary, A. Wenger. Delegates reported everything all right so far. If a washing machine is not put aboard as per agreement the members of this ship will not sign on for the next trip.

MAIDEN CREEK (Waterman), March 30—Chairman, B. Kinter; Secretary, Paul Gladden. Discussion on who should call for the new library at Norfolk. Suggestion made that a patrolman be contacted in regard to repairing the portlights and the hot water system. The members thought it would be a good suggestion to have some paper on the bulletin board so a repair list can be compiled ahead of arrival in home port.

CAPE SAN MARTINE (South Atlantic), March 14—Chairman, Harry Galphin; Secretary, W. J. Barnes. Delegates reported no beefs. One brother asked that the washing machine be cut off after using. Ship's delegate was asked to see the captain about shelves in the crew mess. Suggestion was made to raise the ship's fund at payoff.

WILLIAM HARPER (Waterman), March 30—Chairman, Stanley White; Secretary, Roy Dozier. Motion made and carried that all soiled and torn linen be removed from the ship and the steward was told that the crackers have bugs in them and they also must be removed. There was a discussion about the one hour difference between east coast and the gulf. Suggestion that a repair list be made up by each department delegate.

PUERTO RICO (Bull), April 6—Chairman, Allan Lake; Secretary, Jim Murphy. Ship's delegate reported that the ship will not be tied up in San Juan if the strike continues. \$3 given to the ship's fund by the three new men. Motion made and carried that \$15 be donated to the American Seamen's Friend Society for service rendered. Jim Foti wants the deck mess refrigerator and the toaster replaced, as it has been on the blink for several months. The boarding patrolman will inspect the fo'c'sles before payoff.

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.



Welcome!

The SEAFARERS LOG is bigger than ever before. There is room in its 28 pages for more news contributions by Seafarers—letters, stories, photos and poetry—since several pages of each issue are reserved exclusively for the writings of Seafarers about their experiences and viewpoints.

It has always been a policy of the LOG to serve as a sounding board of membership opinion and as an outlet for stories and description of events encountered by Seafarers in the course of their travels. This policy is part of the objective of making the LOG as lively and informative as possible. It also enables your officials to keep a finger on the pulse of the membership so that the Union can respond speedily to the Seafarers' needs and desires. In this respect the LOG has always been the membership's own paper, published as a service to the membership for their interest and enlightenment.

How well this policy has worked is indicated by the constant flow of correspondence from all corners of the world into the offices of the LOG. The Seafarer who pens his thoughts and observations does so secure in the knowledge that they will be printed for all LOG readers to see.

Although the LOG has given wide coverage to Seafarer's writings in the past, your newspaper is now in a position to handle an even broader cross-section of news and views from the working seaman. In turn, the LOG is providing more news of Union activities and developments in the industry than ever before, keeping the Seafarer informed and up to date on what's going on.

In short, the LOG informs you. You can inform the LOG. Whenever you have something to say, let us hear about it. It helps make your newspaper, the LOG, a better publication.

Tell it thru the LOG!