

CONGRESS PASSES CUT-UP SHIP BILL

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Vacation Pay Tops \$1 Million

Story On Page 3



Million-Dollar Team. All eyes are on the man of the moment, Seafarer John A. Spring, OS, as he learns his SIU vacation check represents the million-dollar mark for vacation money collected since payments began barely four months ago. With Spring is the Vacation Plan staff at headquarters, which has processed over 14,000 checks so far and will pay out more than \$2.5 million to Seafarers in the first year of the Plan's operations. Spring's own check for \$126 put the payment total 26 cents over the million-dollar figure. (Story on Page 3.)

Welfare Fund 2 Years Old; 50 Get Birth Pay



Richer by \$225, Seafarer John Clamp and his wife, Ana, show off their son, Texas Will Rogers Clamp, in the yard of their home.



Seafarer John Rivera's wife, Gloria, holds their newest arrival, Emalinda, while their six older children pose with her. Their father is electrician aboard the Robin Mowbray.



Frank Anthony Aubusson looks happy with his father, Seafarer Ernest Aubusson, and his mother, Antoinette.

Plan Looks Ahead To More Benefits

Having provided seafaring men with a considerable measure of security never before enjoyed, the SIU-administered Welfare Fund looked ahead to broader vistas on its second birthday, July 1. The complete success of the Plan and its excellent financial condition open almost unlimited possibilities of additional benefits for Seafarers and their families.

Starting in a modest way on July 1, 1950 with a 25-cent daily contribution by shipowners, the Plan has grown tremendously, increasing and expanding benefits considerably since that date.

In Excellent Shape

A review of the status of the fund, one of the very few administered directly by a union instead of by an insurance company, shows it to be in the best of financial shape. Where benefits were limited in the beginning to \$500 for death and \$7 a week for hospital benefits, the fund now pays a

\$2,500 death benefit, a \$15 weekly hospital benefit of unlimited duration, a \$200 maternity benefit and a \$15 weekly disability benefit. In addition a hotel for Seafarers will be constructed with funds provided by the Welfare Plan.

Negotiation of an additional 25-cent shipowner contribution in last summer's contract talks paved the way for the present level of benefits as well as the recent addition of maternity and disability payments.

No Red Tape

Thanks to the Union administration of the fund, the SIU Welfare Plan is one of the few plans in maritime which operates in the black. Operating costs have been kept to a minimum by cutting out the insurance company take. Union administration not only saved the Plan a considerable sum, but made for far speedier payment of benefits with red tape held to a minimum.

Further income has come from investment of over \$1 million of the Plan's reserve in US Government bonds, most of which pay better than 2½ percent interest.

Unlimited Hospital Pay

Since the Plan got started it has paid out \$177,756 to hospitalized Seafarers. Some men who are chronically ill have been receiving their hospital benefits for two years now and will continue to get them for as long as needed. Practically all other Welfare Plans have a cutoff date on such benefits, usually after 13 or 26 weeks so that the man who suffers from a chronic illness is left out in the cold.

Death benefit payments to wives and families of Seafarers who passed away have totaled \$322,226.85 providing badly-needed financial aid to families who had lost their breadwinner.

The newly-instituted maternity and disability benefits haven't been in effect long enough to make much of a change in the totals. However, the maternity benefit in particular is paying out

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How to Apply For Birth Pay

Applications for the maternity benefit must be supported by the following documents:

- Your marriage certificate.
- Baby's birth certificate dating birth after April 1, 1952.
- The discharge from your last ship.

Processing of all applications can be speeded up by at least three days if photostatic copies of the three documents are sent in. Applications should be made to Union Welfare Trustees, c/o SIU headquarters, 675 Fourth Avenue, B'klyn 32, NY.

Birth Pay 10 Gs In First Month

With news of the SIU's new maternity benefit barely a month old, 50 Seafarers and their families have already shared in the \$10,000 paid out under the program so far.

New parents qualifying for a \$200 check from the SIU Welfare Plan plus a \$25 US bond from the Union in the baby's name have expressed deep satisfaction at this latest boon for Seafarers from the forward-looking Welfare Plan, itself only two years old and already heads above other plans operating a decade or more.

The idea behind the birth benefits, which cover births since April 1, 1952, is to assist Seafarers in meeting costly hospital and medical expenses which today put quite a dent in any family budget. In most cases, the \$200 covers all bills and will mean less financial strain when a newcomer arrives in the family.

The retroactive feature, unique in set-ups of this kind, took in all but a half dozen of those in the first 50 to collect the benefit. Of the infants, the boys have the slight edge over the girls, 27-23. Every SIU port from Galveston to Boston is represented in the list so far, though men shipping through the headquarters branch

represent an exact 40 percent of the total.

The past two weeks have added the following Seafarers to the growing list of parents receiving the dual maternity benefit of \$200 plus a \$25 bond:

Allan S. Thorne, Walpole, NH; Ernest F. Aubusson, NYC; Andrew D. Junkins, Tarrant, Ala.; Clarence Thibodeaux, New Orleans; Simon Gutierrez, Houston, Texas; Rudolph J. Schmidt, Pass Christian, Miss.; Glenious C. Lawson, Erwin, Tenn.; Amund Pettersen, S. Norfolk, Va.; Demos T. Wheaton, Cash Corner, NC; James E. Griffin, S. Norfolk, Va.; Osborne M. Brooke, Mobile; John L. Rivera, NYC; Willie E. Dillon, Pasadena, Md.; Raymond M. Hynes, Brooklyn; Richard Q. Randolph, Norfolk; John Clamp, Brooklyn; Chester A. Krupinski, Bayonne, NJ.

Also, Robert W. Thompson, NYC; Furman P. Hipp, Baltimore; Angel Felliciano, NYC; Faustino Pedraza, Edgewater, NJ; James H.

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New Orleans Pays First Disabled \$

NEW ORLEANS.—Visibly affected as he voiced his appreciation for the boon, SIU oldtimer James "Paddy" Crone became the first Seafarer in this port to receive benefits under the newly-instituted disability program of the SIU Welfare Plan.

One of the Union's original members, "Paddy" Crone is a veteran seaman in every sense of the word. His career began almost 53 years ago, about the turn of the century, as a very young boy in Ireland. His recorded age is 63, but he acknowledges, though a little hesitantly, there may be a "slight" variation between his recorded and actual age.

"Paddy" was lately discharged from the hospital and, in view of his inability to return to sea, was confronted with the expected financial problems. The timely announcement of the brand-new disability benefit greatly lessened his dilemma.

When he received his initial \$15 weekly benefit, he spoke with feeling about how he'd live to see the SIU "rise and

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Recipient of the new SIU maternity benefit, Seafarer Raymond Hynes' wife, Dolores, holds their youngest daughter, Linda, as Raymond, 3, and Kathleen, 3, sit beside her.

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Seafarer John Spring, right, looks on at headquarters while Claude Fisher changes the figures to show that vacation payments topped the \$1 million mark. Spring's vacation check was the one which put payments into seven figures.

Vacation Pays \$1,000,000

July 3 was "Million Dollar Day" for the SIU Vacation Plan. Sometime around 11 o'clock that morning, vacation payments to Seafarers passed the million dollar mark by 26 cents when John "Moose" Spring, OS, collected a vacation check for \$126.

Spring became the Vacation Plan man of distinction when he came up to the office with his discharges from the Cecil N. Bean. A native of Brooklyn, the 24-year-old Seafarer has been sailing with the SIU for the past two years. As he put it, happily fingering his vacation check, "this is just one of the good things that have come my way since I've been going to sea with the SIU."

By collecting for sea time earned, Spring received the 13,623rd vacation check issued by the SIU. Vacation Plan since payments started just five months, ago in

February. Payment of over \$1 million in benefits in those five months means that the Plan is sticking pretty closely to predictions that it would pay out \$2½ million in benefits every year.

Up to the time that the SIU Vacation Plan got underway, very few seamen ever collected under company-paid plans since they had to work for one company for a full year before they would be eligible. Consequently, the million dollars paid thus far represents money which Seafarers probably would never have gotten un-

der the old system.

"By instituting the first Union-operated Vacation Plan in the maritime industry," a headquarters spokesman stated, "Seafarers are now receiving the direct benefits of money that ordinarily would have remained in the pockets of the operators. In the long run, this is going to amount to many more millions of dollars."

Seafarers became eligible for paid vacations on June 1, 1951. All contracted shipping operators

Under the rules of the Vacation Plan as set forth by the trustees, A Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

contribute 50 cents per day per man for each day of sea time or port time worked into the Union Vacation Plan. Payments under the plan began in February, 1952, the delay being due to the need to get Wage Stabilization Board approval for the system, and to build up the necessary reserve in the fund with which to make the payments.

Weak Ship Bill Given Congress OK

A greatly-modified Long-Range Shipping Bill squeaked through in the closing days of the 82nd Congress and is now awaiting signature by President Truman. While the bill fell far short of what both labor and management the maritime industry wanted, backers felt that any bill was better than none in light of the current weak condition of the merchant marine.

Supporters of the bill had almost given up hope of passage when the House passed a version that cut out the all-important tax deferment features of the measure as passed by the Senate last August. With only a few days left, the bill was bottled up in a joint Senate-House conference committee. Finally, the Senators on the committee yielded on the tax deferment issue, realizing that it would be impossible to get any sort of bill passed this year otherwise. The House version then went through quickly.

Construction Subsidies

In its present form, the bill provides construction subsidies for all operators including tramp ship owners. Previously only a handful of operators serving certain selected shipping routes were subsidized in this fashion. While this feature is regarded as a step forward by the backers of the bill,

it is not considered as vital to the industry as the tax deferment features that were knocked out of it. The tax deferment features, they argue, are necessary to operate in competition with foreign shipping.

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LOG Story Nets Offer Of 4 Homes



Little Sean, right, and his brother Pat sit on the lap of their father, Seafarer Robert Nicolai.

Four families in the New York area have offered to open their homes to the two small children of Seafarer Robert Nicolai. The offers followed upon the story appearing in the June 27 LOG, which told of the death of Nicolai's wife in childbirth and his problem of finding a home for

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Sat Eve Post Prints LOG Security Expose



Crewmembers walk off the Panamanian ship San Pedro, which LOG reporter boarded and photographed without being checked. Photo was used in LOG exclusive on nation's lack of Port security.

The loopholes in this country's security program first exposed by the SEAFARERS LOG in a copyrighted article four months ago, will be the subject of a feature spread in the coming issue of the Saturday Evening Post.

The LOG series first brought to the attention of the nation the gaping holes in the waterfront security program as it is now set up and pointed out how saboteurs, enemy agents and fugitives could come and go aboard foreign flag ships touching US ports. The articles were given nationwide newspaper coverage when they appeared. The LOG demonstrated the ease with which subversives could enter our ports when

a LOG reporter boarded a Panamanian flag ship in New York, walked freely about the vessel, took pictures of the European crew and left the pier without once being stopped.

In the Saturday Evening Post article the Seafarers International Union is given full credit for exposing the situation, one which is still wide open. Writers assigned by the Post worked with the LOG and headquarters officials

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Port Agents Meet, Ready Pact Talks

Coming negotiations with the operators and other matters of Union policy are now being discussed at a conference of all elected SIU Atlantic and Gulf port agents in Union headquarters.

In addition to contract questions the agents are reviewing the operations of the various Union-operated funds. Plans for Union operations in the forthcoming year are also under scrutiny.

Local problems facing the various ports are coming in for thorough examination along with district-wide matters.

Bare Ship Giveaway Plan

Ambitious plans involving the aid of at least one US Government agency to help float a 50-ship Japanese merchant fleet of Libertys directly competing with US shipping were learned exclusively this week by the LOG.

Information supplied by the LOG's Washington reporter indicated that a newly-formed

Japanese organization known as the American Ship Operating Company, Ltd. is looking toward the acquisition of up to 50 Liberty-type ships owned by the US Government and now held in reserve fleets on all coasts.

Although the Department of Commerce, through the Maritime

Administration, is opposed to the sale or lease of these vessels, the Department of Defense is known to be studying the matter to determine whether it should sponsor legislation empowering the ship switch at the next session of Congress, which convenes in January, and close the deal.

In the light of these disclosures, an earlier agreement between the Japanese corporation and the US Military Sea Transportation Service has also come to the attention of the Union. Under the present set-up, still not made public, there is already existing agreement

which would enable the Japanese organization to handle 48 Navy LSTs to carry US Government cargo within the islands of Japan and to Korea.

Japanese Crews

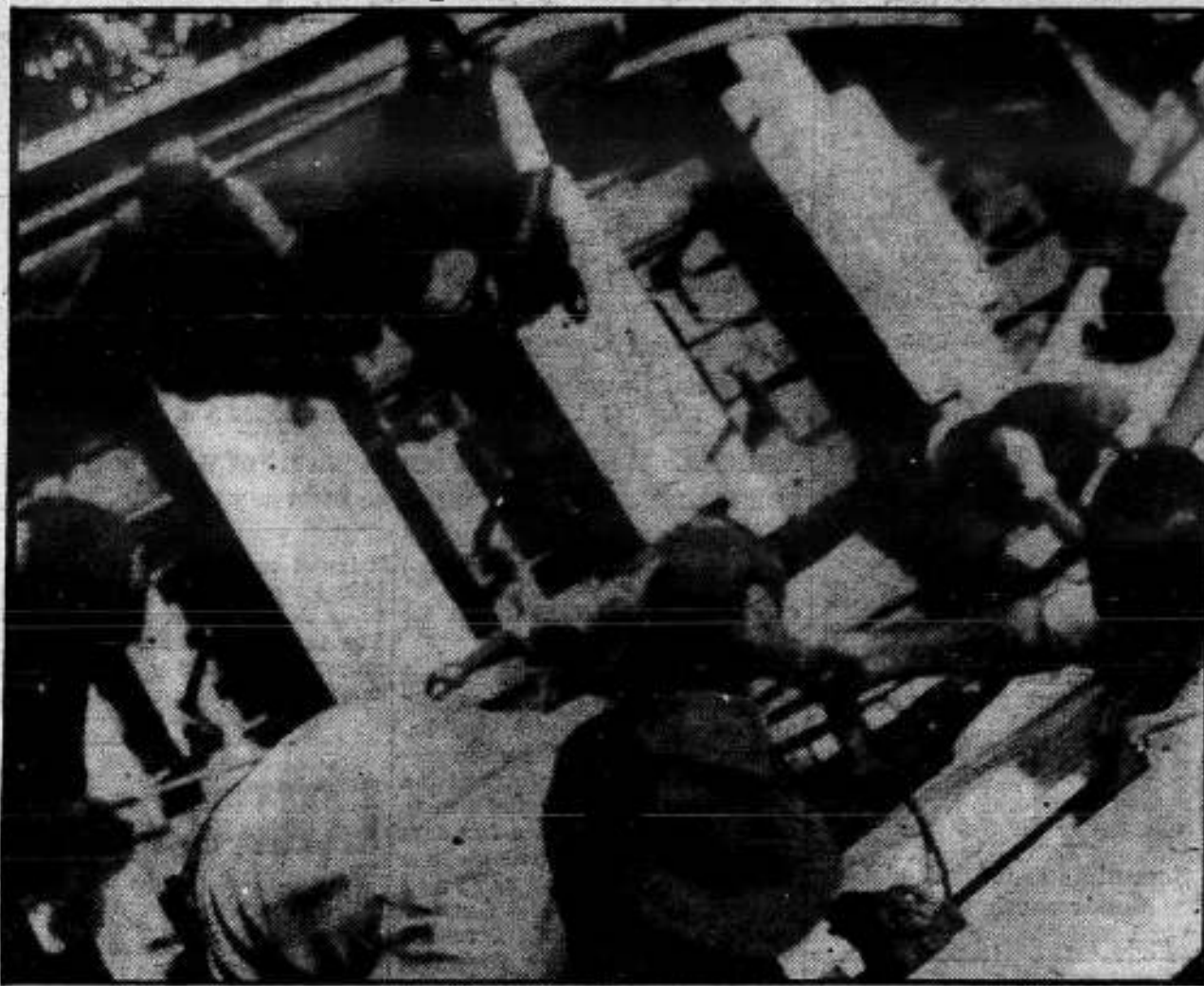
It is believed the American Ship Operating Company, Ltd. will acquire the LSTs when the Navy declares them "obsolete." Under the agreement with MSTs, the ships will fly the US flag, but will be manned by Japanese crews.

SIU headquarters has issued a strong protest against both plans which, in the aggregate, would

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Switches Ship At Sea For Funeral



Seafarer Mario Reyes (foreground with hat) climbs aboard the Puerto Rico during a two-way transfer with the south-bound Beatrice. He was returned to New York for his youngest son's funeral. At the same time a stowaway on Puerto Rico was switched to the Beatrice.

The Puerto Rico and the Beatrice broke their schedules as they met along "Bull Line Boulevard," on their last trips so that a bereaved Seafarer could be transferred and get back to New York in time for his son's funeral.

At the same time, the liner unloaded a stowaway who had hoped for free passage to New York.

Seafarer Mario Reyes who was aboard the Beatrice got a wireless message at 10 AM June 28 telling him that his son, John, 12, had drowned at Midland Beach, Staten Island.

The Beatrice had just left New York and was bound for San Juan, so Captain Homer Callis of the Beatrice contacted Captain Alan Bellhouse of the Puerto Rico, which was bound from San Juan to New York.

The two vessels, bound in opposite directions, met about an hour and a half later at 29 degrees, 20 minutes North Latitude and 69 degrees, 32 minutes West Longitude.

The passengers on the liner were treated to a display of a real heads-up SIU crew as the Beatrice launched one of her boats and took Reyes over to the Puerto Rico. The sea was moderate, and both crews give the captains credit for the way the ships were handled.

The Puerto Rico, meanwhile, had a stowaway in her brig. The unwelcome "passenger," Salvatores Berries, had boarded the liner in San Juan in hopes of a free trip to New York.

He told the ship's officers he had roamed around "B" deck for some hours after the vessel sailed waiting for someone to discover he wasn't a passenger so that he would get something to eat. He got the brig and bread and water.

Usually he would have gone back with the Puerto Rico on her return run, but since the Beatrice was bound for San Juan, he was sent over to the Beatrice in her boat after Reyes had been transferred.

The Puerto Rico's crew, upon learning the Reyes had had to quit his job as oiler on the Beatrice and was returning to his youngest son's funeral, demonstrated their Brotherhood of the Sea. At a special meeting the next day, the Puerto Rico crew voted to give \$100 to Reyes.

Both crews also said, "this grand

act—the breaking of the schedule of a passenger-mail ship and a freighter to enable Brother Reyes to be home in time for the last rites of his youngest son—is something we Seafarers appreciate greatly."

The Puerto Rico arrived in New York June 30, the same day set for the services for Reyes' son.

The crews of both ships, as well as all members of the SIU, extend to Brother Reyes their sincerest sympathy.

Congress Dumps Pay Of Unneeded Cadets

WASHINGTON—Opponents of US-supported maritime schools scored a victory in Congress when Congress sliced appropriations for the Kings Point Merchant Marine Academy. The SIU, like most maritime unions, has always opposed such academies and fought for the appropriations cut.

The cut came in the face of a vigorous campaign by Long Island Congressmen (the Academy is located on the island) to secure passage of the full \$3,990,000 appropriation for maritime training. The Congressional group applied the ax to the monthly allowance which the Kings Point cadets had been receiving in addition to free board and tuition, replacing it with a \$200 annual figure for books, uniforms and laundry. This will mean an annual saving to the govern-

ment of \$500 for each of the school's several hundred cadets.

Waste of Funds

The SIU's position in the drawn-out Kings Point battle has been that any kind of Government-supported training school is a waste of taxpayer's funds in that it tends to turn out graduates without regard for the employment needs of the industry. The Union has held that merchant marine officers can more properly be trained out of the fore'sle when the need for additional manpower arises, without the necessity of going through a four year college.

The SIU argued that the great majority of Kings Point graduates never made a career of maritime as shown by employment figures in the industry. In practice, the Union said, a large number of cadets used Kings Point as a means of getting a free college education or else as a back door to a Navy commission.

This viewpoint was held by all maritime unions up until recently, when the NMU about-faced on the question under pressure from the United States Lines and halfheartedly joined supporters of the full appropriation.

The recent action on Kings Point is the first time that opponents of maritime training were successful in cutting the allowances. In the forefront of the battle, along with the SIU, were the Masters, Mates and Pilots (AFL).

Carpenters Win 2-Month Strike

After striking for almost two months, some 80,000 AFL carpenters in 46 northern California counties finally forced employers to agree to a welfare fund to be financed by a seven and a half cents an hour contribution by the employers. The same benefits will go to 47,000 non-striking construction workers who observed the carpenters' picketlines.

The settlement also included a 15-cents an hour wage increase. In New York City, 100,000 workers in 17 crafts also got a 15-cents an hour wage hike.

SIU NEWSLETTER from WASHINGTON

Four maritime conventions, recommended by the International Labor Organization, and designed to encourage the development of minimum working standards for seagoing personnel throughout the world, have been ratified by the US Senate. Briefly, the conventions deal with (a) food and catering for crews on board ship, (b) certification of ships' cooks, (c) medical examination of seafarers, and (d) certification of able seamen.

Since the maritime industry is essentially highly competitive in nature, the Senate agreed with the proposition that established and improved international labor standards will serve to protect the standards of the most advanced countries, such as the US, from the lower standards of countries that lag behind.

Three American companies have lost their battle to get Congressional sanction, through mortgage aid, to convert their ten C-4's into ore carriers.

Although the need for additional American-flag ocean-going bulk ore carriers is very clear if this country is to be able to control a substantial share of the import of ore from overseas, Government agencies will not budge from their stand that legislation favoring the three lines would amount to highly preferential treatment for a very small group of ship owners. The lines involved are American-Hawaiian Steamship Co., Luckenbach Steamship Co., and Joshua Hendy.

At the end of June the 400th NSA ship was put back into the reserve fleet since the reduction in foreign aid program and military requirements. During the course of that month, 118 ships were returned to reserve anchorages, 104 of which were Libertys, 13 Victories, and 1 C-1.

The 82nd Congress, which adjourned on July 7, failed to give final action to a very important maritime bill. It is HR Res. 457, which would have provided unemployment insurance coverage to seamen employed on vessels operated for the account of the US, through the National Shipping Authority. Under administrative policy of the Maritime Administration, these seamen are accorded, with a few exceptions, the same rights they would have if privately employed. One of the exceptions is unemployment insurance coverage, which this resolution was designed to provide.

Since the first of this year, about 400 vessels of the 538 operated in the NSA program have been laid up resulting in the unemployment of a large number of the seamen formerly employed on those vessels.

During the past year, 1,579 individual ocean-going toll-paying vessels, representing 29 nationalities, passed through the Panama Canal. In aggregate they made a total of 5,593 transits. The number of transits made by individual ships varied from 1 to 66, and averaged 3.54. The greatest number of transits, 66, was made by the Ecuador, a vessel of Ecuadorean registry, engaged in the banana freight service.

Vessels of British registry led in the number of individual vessels transiting the Canal during the year with 490, but ranked second in the number of transits with 1,004; those of US registry were second in number of individual vessels transiting with 461, but ranked first in the number of transits with 2,203.

It's in the records of the Office of Naval Records and Library that: Every candidate selected for an officer's billet in the naval service in 1794 had formerly served in a ship of the merchant marine;

Almost every naval officer from midshipman to captain in the US Navy in 1798 had been trained and served in the merchant marine;

Almost every early naval hero—John Barry, John Paul Jones, Thomas Truxton, Joshua Barney, Edward Preble—was an ex-merchant mariner; and

Every commanding officer of the first six vessels built for the US Navy had previously held a command in the merchant marine.

Let's look at the record—The US permitted its shipping to go down before World War I, found itself forced to build more than \$3 billion of merchant ships, most of which were completed too late for use in that war. Again in the twenties and thirties, a nation that allowed its shipping to die was forced to correct that mistake, and in World War II spend over \$12 billion for ship construction. How much simpler it would be to encourage private enterprise to do in peacetime what later may be forced upon a government in war, with the attendant high costs, waste, and even peril to the nation itself.

This month, all the major American intercoastal steamship lines will band together in an appearance before the ICC to attempt to keep two more lines from entering the trade. This opposition fight will be carried on by Luckenbach, American-Hawaiian, Waterman, Pope & Talbot, and Pacific-Atlantic Steamship Companies. The two companies attempting to get into the intercoastal trade are the Isbrandtsen Company, which wants to handle lumber, particularly, shipments from the US Pacific Coast, and the West Coast Trans-Oceanic SS Line, which is interested in operating six vessels for the carriage of commodities generally.

Proposed legislation on the St. Lawrence Seaway was effectively killed for this session of Congress. The Senate, on June 18, adopted a motion of Senator O'Connor, Democrat of Maryland, to recommit the measure to the Senate Foreign Relations Committee, where it will remain until revived again next year.

Your SIU Washington Reporter

SIU Gets 2nd Mariner, Will Crew First Soon

Steel and parts shortages even before the month-old nationwide steel strike began have slowed up activation of the first postwar Government-built Mariner ships but Seafarers will crew at least one of them by mid-August.

Two of seven Mariner ships already launched have been assigned to SIU - contracted companies, with the probability that another pair will be chartered to SIU operators by the end of 1952. The Maritime Administration's latest assignment was the Cornhusker Mariner to Seas Shipping (Robin Line). Earlier the MA had assigned the Keystone Mariner, prototype for the class, to the Waterman Steamship Company.

Allotted Equally

Seeking equitable distribution, the MA is taking into account the abilities of individual unions to man them, as well as the consideration of dispersing them on different coasts. As the assignments now stand, the SUP on the West Coast will crew two of them, Old Dominion Mariner for American President Lines and Tarheel Mariner for Pacific-Far East Lines. The NMU on the East Coast will man the Buckeye Mariner for States Marine Corporation, Free State Mariner for Farrell Lines and the Old Colony Mariner for US Lines.

Indications from Waterman are that the Keystones will be crewed by August 15, although the date has already been pushed up almost two months. She is presently being fitted at the Sun Shipbuilding

Corporation's yards in Chester, Pa. The newest assignment was to Seas Shipping, which has been notified the Cornhusker Mariner should be ready for them by the middle of October, conditions permitting.

Six more Mariners are expected to come off the ways this year, but assignments will be held off until October 17, according to the Maritime Administration, which is handling negotiations for the Government. Work on all 35 of the ships was held up last year pending Congressional appropriations to get the program going, as well as adequate stocks of short-supply steel.

Pioneer Postwar Fleet

The Mariners, all scheduled to be completed by the end of 1953, are pioneer vessels for a new US merchant fleet. Designed as high speed cargo liners with special defense features not made public, they will be among the largest general cargo ships in the world. They will run about 12,900 deadweight tons at speeds expected to exceed 20 knots, way outclassing any of the war-built ships.

SIU officials are currently working out a manning scale for the ships in advance of the August date when the first of them should take on a crew, and may have to draw up special working rules to take into account some of the radical operations of the new ships.



A determined group of SUP pickets stand by to make sure the Hawaiian Fisherman stays tightly tied to her San Francisco pier. The SUP strike has firmly put a lid on operations of all its contracted companies, allowing only military cargo on MSTs ships to move. The strike was 47 days old today.

PMA Squirms In SUP Vise

With the SUP standing firm in its strike, West Coast operators desperately casting about for a weapon to break the 47-day-old walkout have linked themselves in a strange alliance with Harry Bridges.

The SUP Strike and Negotiating Committee declared that the PMA was using every possible maneuver to pit the longshoremen against the Sailors Union and make it appear that the walkout is a jurisdictional dispute

instead of a fight for bread and butter.

SIU Pledges Aid

As previously reported in the LOG, the SIU & A&G district has gone on record pledging its complete support to the SUP. The West Coast union has been told by the SIU to "just name the ticket" whenever it needs help.

As the SUP Committee put it, the shipowners are apparently playing along with the Bridges group and making much of the question of jurisdiction over the loading of stores in the hope that the NLRB will step into the picture and call it a jurisdictional strike. Loading of stores had been written into the SUP contract previously so that the shipowner's attempts to reopen the question were obviously designed to play up the jurisdictional issue.

Refuse To Negotiate

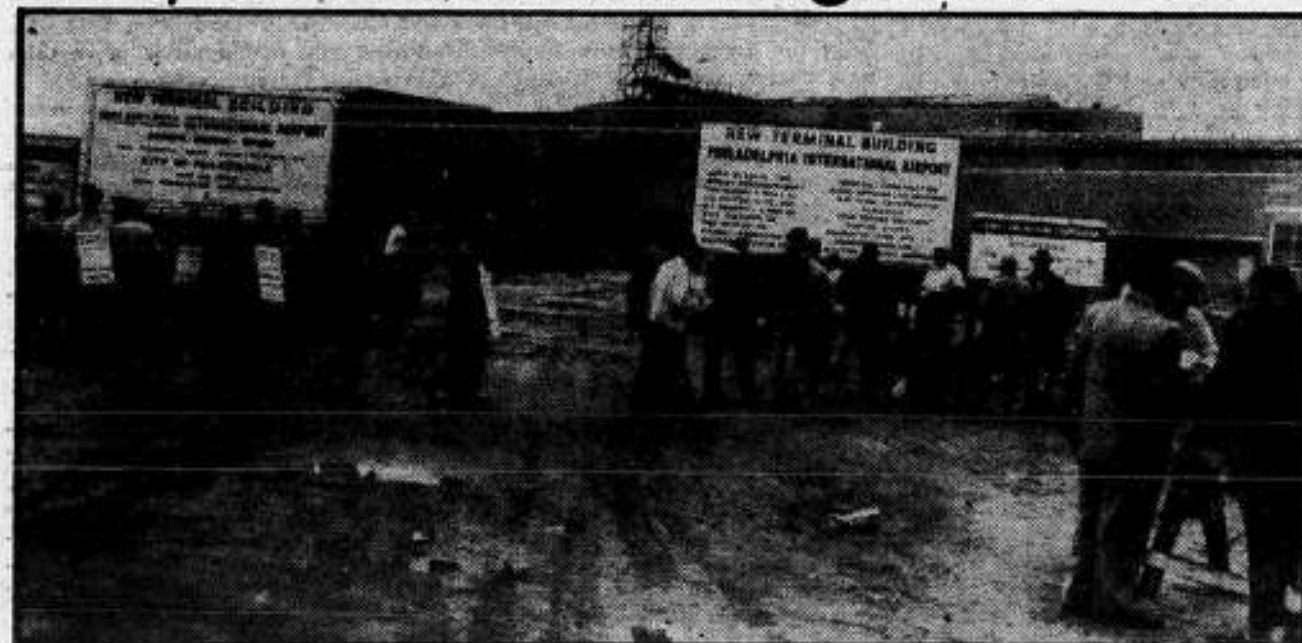
In contrast, the SUP Committee said, the PMA negotiators have consistently refused to consider the dollars and cents demands made by the SUP, concentrating all their fire on the loading question. By attempting to give Bridges' union jurisdiction over loading of stores, cleaning holds,

lashing cargo and the hauling and shifting of ships the shipowners are taking steps which, in the words of the Committee, "could mean the same things the Com-mies tried to put over in 1935 and 1936; namely, that Sailors leave the vessel as soon as the ship is tied up and come back when she is ready to sail."

With the shipowners showing no disposition to negotiate a settlement, the SUP is standing fast on its demands for wage increases and other contract improvements.

Meanwhile, SUP-manned steam-schooners and tankers continue to sail although all ships of the 24 dry cargo companies in the PMA have been tied up as soon as they hit port. Essential military cargoes are being moved on Government-owned ships operated through the Military Sea Transportation Service.

MTD, SIU Back Pa. Engineers' Beef



In keeping with its stated policy of helping other unions who have legitimate economic beefs, the Philadelphia Port Council of the MTD bolsters a picketline of the Philadelphia Operating Engineers. This \$8,000,000 construction job was just one of many that were shut down all over the city. The MTD threw its support behind the engineers beef after being asked for assistance.

PHILADELPHIA.—Seafarers and segments of organized labor from every waterfront union in the area's Maritime Trades Council have thrown their full support to 4,000 AFL operating engineers involved in a citywide construction strike.

Entering the picture with the strike already seven weeks old, members of the MTC affiliates beat down a management-inspired "back-to-work" movement attempted by a few ex-piecards of the engineers' union to break up the strike. Members of the International Union of Operating Engineers, who handle dockside cranes and pier hoists, are seeking payment of back wages due from an earlier dispute.

Every Job Stopped

SIU Port Agent Steve Cardullo, also heading the local maritime trades body, reported the engineers have every building job in the city stopped cold over the full 60 days the beef has dragged on.

Picketlines formed daily at 6 AM look like a "union meeting is

going on," he noted, with business agents and rank-and-file members from all participating unions marching and carrying picket standards detailing the cause of the dispute.

"This is really the first time everybody has gone out together in a solid demonstration of the strength the MTC can bring to bear. We have officials and members of the ILA, MM&P, boiler-makers, 'wood-butchers' who handle ship maintenance, and in fact every single union working on the waterfront on the job to aid these strikers," Cardullo stated.

Aided SIU

He pointed out that Roy Underwood, one of the IUOE strike leaders, had lent his full support

to the SIU in the past, particularly during the campaign aimed at organizing ships operated by the Southern Trading Company, by taking cranes right off the dock and crippling ship loading efforts, and had likewise "consistently" aided ILA officials in coastwise and deep-sea beefs.

Unity Pays Off

"The best way to show our appreciation for their past help is to lend them a hand now that they need it. The way the unions in our port Maritime Trades Council have turned out to help shows the way waterfront unity can pay off for all hands. We intend to stand by the engineers in every way possible until they finish this thing off properly," Cardullo added.

Experimental Ship Goes To SIU Company

Waterman, an SIU-contracted company, has been named to operate the Schuyler Otis Bland on an agency basis for MSTs. The Government's experimental type ship has been operated by American President Lines on a charter basis, but no companies bid to charter the vessel when the APL charter ran out.

The Schuyler Otis Bland is one of the many variations of the C-4, and has been said to be the forerunner of the present Mariner-type vessels now under construction.

The Bland is equipped with newly developed cargo handling gear, and is designed to cruise at about 18 knots. The Mariners, which the Maritime Administration says are refinements of the Bland, will be able to make 20 knots.

Foto Fading? Check Book, Get New One

On checking membership records, headquarters has found that some of the photographs taken when the new membership books were issued are fading. Therefore, it will be necessary for the members involved to send their books into headquarters with four new passport photos, or come up and have their photos taken over again.

Any member who sees that the photo in his book is fading should do the same as it means that the photos on record in headquarters are similarly affected.

When it was discovered that the photos were not holding up, changes were made in the photographic process. These changes assure that photos taken from now on will be permanent.

A list of members whose photos are fading and should get in touch with headquarters is on page 26.

Members on the list should take care of the matter as soon as possible so as to keep the Union records straight and avoid any possible confusion in the future.

Robin Trent A 'Zetrain' 43 Days

Latest Seafarers to join a growing group of SIU specialists who've been riding herd on shipments of animals are a trio who took care of a mixed herd of zebras during a 43-day trip on the Robin Trent (Seas Shipping).

The shipment of 39 zebras, on consignment to a New York importer, is the largest ever to come to the US.

Monkeys In Savannah

A few weeks back, SIU crewmembers pulled in at Savannah on the Steel Director (Isthmian) after wetnursing a load of 500-600 monkeys all the way from Calcutta. The chattering of the banana-loving tree-dwellers could be heard almost clear down to Jacksonville.

The Seafarers who kept up a 'round-the-clock vigil over the black and white stripers brought back on the Robin Trent were Emil Gretskey, bosun; Alfonso Casaro, AB, and Phillip Adkins, AB. Adkins had been a cattle raiser some years ago, so the job was a natural to him.

Captured by lasso-wielding natives somewhere near Arusha in Tanganyika Territory, the zebras were taken on at Mombasa, Kenya Colony, last port of call for the Robin Line ship before it headed back to the States. They were kept out on deck all the way across the Atlantic in individual stalls with sliding tops.

The animals, most of them 18 months to two years old and practically fully grown, subsisted solely on hay, oats and water. Sometime during the trip one of them fell ill in his stall and eventually died of what was described as a heart attack. All the rest, 22 female and 17 males, arrived safely.

Seafarers Praised

All the parties connected with the shipment were loud in their praise for the manner in which the Seafarers handled their stewardship of the beasts who, at times, are particularly ornery.

After being cleared by the Animal Industry Bureau of the US Department of Agriculture, the zebras were loaded onto trailer trucks and taken to the Quarantine Station at Clifton, NJ, for further observation. Once cleared there, they'll head for the Catskill Game Farm Inc., located near Catskill, NY, where the public will be able to get a look at them.



Seafarer Roberi Golder hides his face behind the arm of longshoreman Elmer Cuthbertson while the latter feeds one of the Zebras in a shipment aboard the Robin Trent.

Canada Designs A Ship To Use In Peace Or War

Canada has begun work designing a new-type ship that will fit its needs in either war or peace. The government has set a committee to work on the specifications for the proposed vessel, but whether any will be built right away has not been decided.

The Canadian Government says the project stems from its experience in the last war when the battle of the convoys put a severe strain on the country's shipbuilding program. Too much time was lost, says the government, in waiting for designs before the badly needed vessels were started.

This time, the Canadian Government figures it will design the type of ship it needs, and then if anything breaks, the designs will be all ready and the shipyards can swing right into action without any loss of time.

At the same time, the government found that the vessels built during the last war, mostly slow ships of about 10 knots, were of little use following the war.

Seafarers Escort 1,400 Kids On A Day-Long Outing



A Seafarers delegation stands by as some of the 1,400 orphaned, underprivileged and handicapped children they escorted on a day's outing go aboard an excursion boat in New York. The Seafarers helped escort the group to a beach and amusement park during the day. International Representative Al Bernstein (wearing hat) led the SIU group. Standing at his right is Ed Zeltner, New York Mirror columnist. Other Seafarers include William Thompson, Ed. Glazner, Larry Macklin and Red Nielsen.

Top of the News

CONVENTION FIGHT DOWN TO THE WIRE—The nation was treated to a closeup of the Republican convention in action this week via TV and radio as Taft and Eisenhower factions battled fiercely for advantage in a series of complicated parliamentary maneuvers that baffled most Americans. Taft held an early lead but Eisenhower's forces gained steadily as the days went by. While no other convention ever received such wide coverage night after night over all television stations, the "smoke-filled room" was very much in business. Important decisions were being made as usual behind closed doors and the horse-trading for delegates was going on within the hotel rooms. There were some serious differences over aid to Europe between the two factions but otherwise they stood pretty much on the standard Republican policies of past years. The big show will be repeated two weeks hence when the Democrats get their turn.

DRAFT CALLS GO UP—The Army has announced that it is increasing the number of drafted men this fall. It plans to call up 30,000 men in September and 54,000 men a month after that until the end of the year. The reason for the increased draft calls is that a great many men called into service after the start of the Korean War will be discharged shortly. Army draft calls do not cover manpower sought by the Navy, Air Force and Marine Corps.

MALIK VETOES 'GERM WAR' INQUIRY—A US proposal in the United Nations Security Council calling for an investigation of Communist China's charges of "germ warfare" in Korea has been vetoed by Jacob Malik, the Soviet representative. The US called for the inquiry by the International Red Cross to disprove charges that the US Air Force was spreading disease epidemics among Chinese and North Koreans. The Russian veto was made on the grounds that North Korea and Communist China were not invited to participate in the discussion. Other Council members charged that the veto meant that the Soviet Union did not want an investigation because it would disprove the charges.

NEW CONSTITUTION FOR PUERTO RICO—The US Congress has approved the recently-drafted constitution converting Puerto Rico from a territory to a commonwealth. The change went into effect on July 4. Approval of the constitution means that Congress gives up its veto power over the Puerto Rico legislature and the Governor of the island will now make appointments to executive and judicial jobs. Up until now these appointments had been made by the US President.

MERRY-GO-ROUND IN ACTION AGAIN—The endless list of purges and shakeups continues in East European countries. Latest victim was Ana Pauker, once Foreign Minister of Rumania and herself a spearhead of previous purges and trials of Rumanian political leaders. As in other cases of this kind, the procedure was gradual. First she was dropped from the Rumanian Politburo. Then she was accused of rightist and leftist deviation and apologized for her misdeeds. Now she has been ousted from the Rumanian government altogether and called a traitor, with a trial and execution likely to follow.

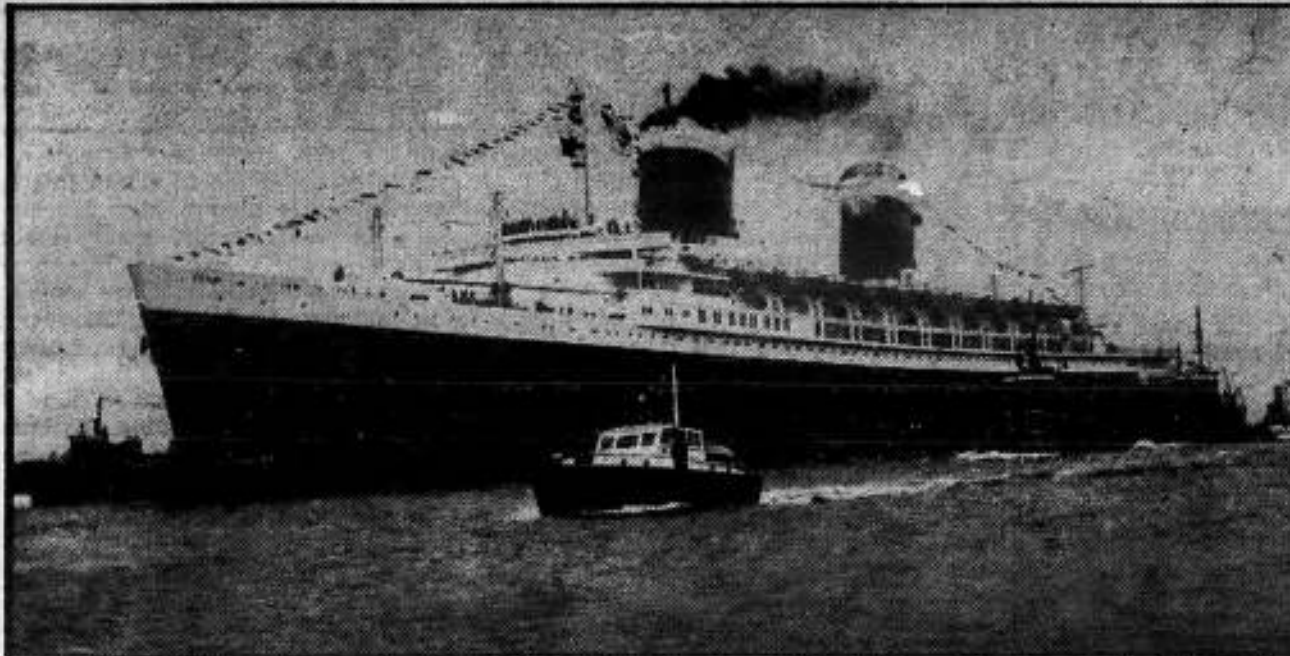
PRICE CONTROLS UNDERCUT—A greatly-weakened price control law was passed by Congress in the last days before adjournment. The bill removed ceilings on fruits and vegetables and further weakened rent controls. Present limits on wages remain although the Wage Stabilization Board's powers to pass on labor disputes has been reduced considerably. At the same time, the legislators approved the \$5 minimum monthly increase in social security benefits and raised the monthly earnings ceiling from \$50 to \$75.

MORE TROOPS IN INDO-CHINA—The Indo-Chinese Vietnam government has announced that it is going to draft and train another 20,000 men for its Army to help in the war against Communist rebels. At present the Vietnam has 130,000 regular and irregular troops in the fighting which has been going on for several years. These are in addition to French armies in the field. The additional two divisions are being equipped through American financial and arms aid with another two divisional groups slated to be added in 1953.

IRAN PREMIER REELECTED—The man who threw the British out of Iran, Premier Mohammed Mossadegh, has been elected to another term as head of the government. This signals approval of his policy of taking over the property of the Anglo-Iranian Oil Company and virtually eliminates any chance of settlement of the oil dispute. Meanwhile, two American businessmen claim they have made a deal with the Iranian premier for delivery of a considerable amount of Iranian oil.

ARMY HIT ON MANPOWER WASTE—A Senate preparedness subcommittee has issued a report highly critical of the waste of manpower in the US Armed forces. The committee accused the Pentagon of "using five men to do the work of one," calling it an old Army game. The committee called for a careful survey of the armed forces manpower situation pointing out, as an example, that a Navy oiler uses 282 men while a commercial tanker can get by with 42. The committee said that this is a disproportionate number of men even though an oiler has to refuel ships at sea. In addition, the committee reported a huge "chair corps" of non-fighting men and an excessive number of officers.

DEGAULLIST PARTY SPLITS UP—General DeGaulle's long fight for supremacy in French politics suffered a severe setback when 28 deputies in the French legislature quit him and announced they were forming a new political party. DeGaulle has long been trying to amend the French Constitution so as to reduce the number of parties and strengthen the central government in the hopes of becoming premier himself. The newest split means another party faction added to the already excessive number of political groups in France.



The United States sails proudly through New York Harbor with just a few of the hundreds of tugs and small craft which escorted her shown here. Within minutes after this picture was taken she began the record breaking speed run on her maiden voyage that ended by making her the new queen of the seas.

US Snares Atlantic Speed Prize

For the first time in over a century, an American ship has brought home the mythical blue ribbon which goes to the vessel that breaks the North Atlantic crossing speed record.

On her maiden voyage, the liner United States snatched the record from England and the Queen Mary by a resounding 10 hours and 2 minutes. The 53,000-ton liner made the 2,942 nautical miles from Ambrose Light to Bishop Rock in the record time of 3 days, 10 hours and 40 minutes. She averaged 35.59 knots for the entire trip.

In 1938, when the Queen Mary set the now-shattered record, she covered the same course in 3 days, 20 hours and 42 minutes at an average speed of 31.69 knots.

While the United States was getting the record for the US, Cunard Line officials were busy denying rumors that the Queen Elizabeth is being readied for a speed run of her own.

The English company explained that new fuel tanks and a 1-day speed run on the Queen Elizabeth's last trip were just "routine," and denied any plans to try to recapture the crossing crown.

The last day of the United States' trip, from noon to noon, covered some 833 miles at an average speed of 36.21 knots.

She arrived in LeHavre a full day ahead of schedule and had to wait until the next day for the welcoming ceremonies that had been planned.

Seafarers Wary As CP Leaflets Flood Ports

More Communist propaganda leaflets have been received in recent days by crews of SIU ships. The latest set comes via the Maryland Peace Council and the Maritime Peace Committee, both being Communist-front organizations in Baltimore.

Since early in the year, SIU ships have been the targets of an irregular barrage of crudely-mimeographed propaganda leaflets. While the names of the organizations have varied, the theme has been the same. They all call for peace in Korea on Communist terms and hold forth the bait of vast trade with China as assuring prosperity for American merchant seamen.

Iberville Gets Set

The crew of the Iberville (Mississippi) turned the latest leaflet over to the LOG with a note signed by five crewmembers declaring "we resent the fact of anyone now living being stupid enough to place this sort of matter on board any SIU ship."

The threat of unemployment in

the industry is played upon heavily in the leaflet. Seamen are told the Liberties are being laid up as coal and grain shipments dwindle and report that China and Russia are ready to sell and buy "huge amounts" of goods.

Peace Conference

After exhorting seamen to help open up world trade, the leaflet suddenly switches to a different theme. It quotes demands for a five power peace conference and suggests that Truman and Stalin get together to settle the world's problems.

The leaflet technique was evidently decided on as the result of declining Communist influence on sea-going unions. With their prestige and power at a low point the party has had to resort to the mimeograph machines instead of approaching seamen directly.

Urge Venezuela Cab Racket Probe

A strong protest against the mistreatment of Seafarers in Venezuela has been made to the US ambassador in Caracas by the SIU. The protest was made after Seafarer David Archia reported he was swindled and pushed around by cab drivers and police in the port of Las Pedras with the result that he nearly missed his ship.

Archia, a veteran of 30 years at sea with a 100 percent spotless record (he has never been logged or fined in his life), was serving as chief steward on the Montebello Hills (Western Tankers) when the incident occurred on June 19.

Archia was on shore leave with the ship scheduled to sail at 3:30 the next morning. At 10:30 PM he decided to go back aboard, giving him plenty of time to get on as it was just a 20 minute cab ride.

Taken For Ride

He hailed a local cabbie and gave him instructions in both English and Spanish to take him down to the docks. Instead, the driver took him 40 miles out in the country. While riding, Archia saw that they were getting nowhere near the destination and protested to the cabbie that he was taking him the wrong way. He told him that he would pay for the mileage if he would take him direct to the ship.

The driver continued riding around aimlessly stopping from time to time when he saw local policemen and conversing with them in whispers. After a while, he found a local cop who ordered Archia out of the cab, struck him with the flat of his sword and took away all his money, \$25, giving him \$1 back.

All the while, Archia protested that he wanted to get back to his ship and that he would miss it if they didn't get him a cab to go back, but the policeman and cabbie merely laughed at him, with the cop telling him, "You will be here a while."

Started Walking

Since it was after 11:30 PM, Archia had no other recourse than to start walking back in the general direction of the ship. Several

cabbies refused to pick him up, laughing at him when he spoke to them in Spanish. After trudging along for over four hours, he was fortunate to meet an American who was driving a pickup truck. The American gave him a ride for a short while until he found a policeman and instructed him to get Archia a cab.

At 4:55 Archia got a taxi and started the journey back to the ship. It was 6:30 when he got to the docks. Fortunately the tanker had been delayed in sailing. It was just pulling away and Archia managed to get aboard by going out on the pilot boat.

Previous Incidents

Once aboard, he was told by another crewmember that the same racket had been worked on him on a previous voyage. When he got back to Philadelphia, the port of payoff, he learned that five seamen had been picked up in the same port on flimsy charges, imprisoned for three months and fined \$500.

When the Union learned of the way Archia was pushed around, a letter of protest was sent to US Ambassador Fletcher Warren in Caracas, Venezuela. The letter urged the Ambassador to investigate this matter and see if steps can be taken to prevent repetition of these incidents.

In the meanwhile, as Archia put it, "I'd advise anybody going ashore in Las Pedras to make sure that he has a group of seamen with him. Otherwise he is liable to wind up in the same fix that I did."



Archia

Have Your Rating Listed In Book

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

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

Cartoon History Of The SIU

The Pacific And Gulf Federations

No. 15



The Maritime Federation of the Pacific, although it started off with all waterfront unions represented, regular meetings and a weekly newspaper, was used from the beginning as a political football by the Communists, and their waterfront stooges led by Harry Bridges, who was the fly in the ointment.



The Gulf Maritime Federation was an organization within all waterfront organizations. The sale of buttons, which constituted membership, was the way funds were collected. The Communists and the IWW gashounds soon took over the Federation, and it became a club of screw-loose, self-styled leaders.



Seamen, who were in no mood to repeat the mistakes of 1915-1921 and let self-seekers take over their unions, soon withdrew from both Federations. Once the legitimate organizations pulled out, the Federations were left impotent, without authority or funds, making their ultimate dissolution inevitable.

PORT REPORTS

Wilmington:

Unions Blasting SUP Forget Own Struggles

Shipping was only fair the last two weeks. Since they just finished the "Miss Universe" beauty pageant in Long Beach, many of the boys hung on the beach to get a view of it.

It has indeed been a long time since so many beautiful gals got together and it was really something to see. As far as shipping is concerned, we expect three payoffs coming up and could use some steward department and black gang men to help us along.

One lone payoff, the Jean Lafitte (Waterman), broke the monotony, along with the Fairport (Waterman), Alamar (Calmar), Steel Designer (Isthmian) and Seamonitor (Orion), which called in transit.

Everything on the payroll of the Lafitte came off smoothly, with special commendation from the crew for Steward W. Brown for doing a bang-up job with his department both here and abroad.

The ILWU and the MC&S have been flooding the harbor area with all sorts of crummy propaganda sheets blasting the SUP. It's a sad state of affairs when other labor groups will back the shipowners against a striking union, but it's a typical commie trick. It seems Bridges and Bryson have quickly forgotten their own 1948 strike when they were out for three months and the SUP respected their battle for decent conditions.

Elsewhere on the labor scene the telephone workers in Long Beach have hit the bricks for higher wages and better conditions. We have pledged our support to them in any way we can help out.

A recent addition to our Brotherhood is T. V. Munz, no relation to "Madman Muntz" of nationwide fame, but certainly well-named for his job as an electrician. A Seafarer for the last six months Munz has nothing but admiration for the organization. No matter where he worked ashore, he says he never came across a Union that has carried the banner for its membership so consistently and secured conditions and benefits like those in the SIU.

While he hasn't any idea of conditions as they existed a few years ago, Munz stated he joined the SIU because "it won't stand still but constantly keeps moving up." A native Californian, he likes the Yokohama shuttle and intends to keep sailing as long as he can.

Sam Cohen
Wilmington Port Agent

New Orleans:

See Pattern For MAW In MMP Ferry Pact

All is well down here, with a couple of jobs open for practically all ratings. Beefs that have come up have been settled in fine order, as the ships coming in have been in good shape.

The following were paid off during the last period: Steel Surveyor (Isthmian); DeSoto, Iberville (Waterman); Alcoa Runner, Puritan (Alcoa); Del Sol, Cape Romain, Citadel Victory (Mississippi). Sign-ons were the Wanda (Epiphany); Christos "M" (Mercador); Alcoa Runner, Roamer, Puritan (Alcoa)

and Del Sud, Del Valle (Mississippi).

Business was helped considerably by a heavy load of in-transit ships including: The Cabins (Mathiasen); Margaret Brown (Bloomfield); Cantigny (Cities Service); Southern Counties, Southern Districts (Southern Trading); Alcoa Patriot, Cavalier, Corsair, Polaris (Alcoa); Steel Advocate, Steel Flyer (Isthmian); Del Valle (Mississippi); Seatrains Louisiana, New Jersey, Georgia (Seatrain); Claiborne, Maiden Creek, Stonewall Jackson, Monarch of the Seas, Morning Light (Waterman).

SUP Doing Okay

The SUP has two ships tied up here and is doing okay as the strike continues. The longshoremen are on record to back the Sailors' beef so there is no chance of the ships getting out.

Another MTD affiliate, the MMP, had a beef with the Algiers Public Service Co. and tied up their ferries over wage demands. All ferries operating between New Orleans and Algiers were shut down, so the other ferries at Gretna and Harvey had a whale of a jam with all the traffic headed their way. The strike was short-lived though, as the men got a raise plus a reduction in the work-week from 48 to 40 hours.

This will be a pattern for us, since the SIU's Marine Allied Workers will soon be negotiating with the same company for the deck hands, firemen and oilers. We expect we will get at least a five percent pay increase and the 40-hour week.

Bus drivers in Algiers are also striking, causing the tie-up of all bus lines across the river. Cab drivers were really raking it in for a while when both the ferries and buses weren't working. The busmen have been out since June 29 and are expected to come out okay on their demands.

Auto Workers' Test

The CIO-UAW put on a demonstration for a couple of days that closed down the Chrysler plant in New Orleans. They walked out last Thursday and returned to work Monday as a show of strength for future talks. The 1,100 workers in the plant went out protesting their wages being lower than those paid in other plants under contract to the auto union.

Their committee is now working on a contract in Detroit. Only the production work of the plant stopped as there were no picket-lines established. All other work was carried on, since installation and machine work does not come under the UAW.

Lindsey J. Williams
New Orleans Port Agent

Mobile:

Everything's Slow But Line For Baby Benefit

It looks like shipping for the coming two weeks will continue at a slow pace, as there seems to be no relief from the slow-up.

Paying off here were the Alcoa Patriot, Cavalier, Polaris and Clipper (Alcoa), plus the Maiden Creek and Monarch of the Sea for Waterman. The Patriot, Polaris, Maiden Creek and Monarch of the Sea signed on again. In-transit ships included the Chicaw and De Soto (Waterman) and Isthmian's Steel Flyer.

During the shipping lull we had a chance to talk things over with a couple of the boys who qualified for that

\$200 plus \$25 bond maternity package. One of them, James F. Byers, remarks time and time again that it sure was a "fortunate day when I got the opportunity to join the SIU."

Byers, who joined the Union during the Isthmian organizing drive in January, 1947, is the father of three children, the youngest being Larry Nelson Byers, born April 5, 1952. He recalled that when his wife received the issue of the LOG announcing the new birth benefit and showed her neighbors how her husband's Union was practically footing the bill, they were amazed.

"It sure makes a man feel good to know that his Union is always on the lookout for the welfare of his family whether he's at sea or ashore," Byers added.

Cal Tanner
Mobile Port Agent

Galveston:

Members Can't Wait To See That New Hall

Non-rated men will find shipping very slow in this port, but ratings are always welcome and much in need. Lake Charles even had to call in here for rated men for two tankers because he was cleaned out.

We paid off the Margaret Brown (Bloomfield), Taddel (Shipenter) and Royal Oak (Cities Service) and signed on the whole lot all over again.

In-transits provided the bulk of the activity. These included the Cantigny, French Creek (Cities

Service); Del Valle (Mississippi); Trinity (Carras); Seatrains New York, Texas, Georgia, Louisiana, New Jersey (Seatrain); Seagarden (Orion) and Maiden Creek (Waterman).

The membership here is pretty pleased the way the voting on the Baltimore building assessment turned out because this means they'll be seeing the beginnings of a real SIU hall in this port before long.

Just to show how eager they were, a couple of them tried to jump the gun and pay their double-sawbuck right after the ballot was completed. You can't hold down some of these Texas men.

Keith Alsop
Galveston Port Agent

Boston:

Ex-Brothers Flocking Out Of Retirement

Business continues at a fair pace here, as a glance at the shipping figures will show.

Several brothers who had retired their books came in this past week to take themselves out of retirement. One of them, Al Page, retired in 1947, and couldn't believe all the things that have happened since then. He did a little quick figuring on how much ahead he'd be if he hadn't checked out when he did, and decided his stockbroker will never forgive him. Bill Blakeley is another one who retired and is going right back to duty.

Just a light turnover this past period in payoffs and sign-ons, with the Tagalam (Seatrade) and Yarmouth (Eastern) in and out again. We had four ships in transit, the Robin Trent and Robin Kirk (Robin), Republic (Trafalgar) and Steel Artisan (Isthmian).

Beef Held Off

There was a little internal beef on the Robin Trent which the crew is carrying to the payoff port of New York. An overtime beef on the Tagalam, paid right on board, involved oilers doing wipers' work. This is an item which should never be disputed, but some of the companies get confused between our ships and those of other unions.

Some of these paymasters get so confused on OT that they'd dispute the bosun making up the captain's room if you can't show them where he can't do it in the agreement. Some tankers can pay off in two hours, but some it takes seven for just such reasons, which costs our brothers some valuable hours ashore and creates unrest.

James Sheehan
Boston Port Agent

Baltimore:

Local MTD Council Is Back In Business

Shipping and the weather for this port are at opposite ends of the plank—the weather is much too hot and shipping is cold.

With all ten of the ore carriers laid up pending settlement of the steel strike, three Bull Line bulk carriers laid up temporarily for lack of cargo and, by a nasty coincidence, other ships coming in for shipyard work or completely bypassing the port, it's easy to see why.

Council Meets

The Baltimore Port Council of the Maritime Trades Department, after several informal meetings, has been officially reactivated. Although we have always been able to get the support of the various AFL waterfront unions, and vice-versa, a permanent and formal organization was necessary. We are

positive that the port council will pay off in dividends for all affiliated unions as it has in the past.

Lately we have had a few Alcoa ships here in transit with a few men paying

off under mutual consent. In the case of a mutual consent sign-off, the man wishing to leave the ship must naturally wait for his replacement, who takes the job with understanding that he is picking up the articles and conditions agreed to by the man signing off. Therefore, if the original sign-on was in Mobile, a replacement comes on in Baltimore, and the ship pays off in Mobile, no transportation is due the man signing on in Baltimore.

Transportation Rule

Of course, if the man signing on in Baltimore was called to replace a man leaving the ship to be hospitalized, then he would be entitled to transportation back to Baltimore in the event of a Mobile payoff.

The real reason behind all this is to remind Seafarers that under no conditions are they to allow the company to deduct money from wages as transportation money for a replacement. The replacement should understand the conditions under which he is taking the job. Furthermore, there is no proof that the company or the captain will turn this money over to the replacement at the end of the trip anyway.

Two Deaths

The past week witnessed the passing of two of our brothers, Elias Telan and Marvi "Mel" Shipley. Telan was a newcomer to the SIU, having joined about 15 months ago. He generally sailed in the stewards department as third cook.

Shipley, well known to most of the oldtimers around Baltimore although he hadn't been shipping out of here recently, had sailed with the SIU since 1944 in the deck department. A candidate in the SIU elections last year, he was active in all strikes and organizational beefs since he became a member.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD

Shipping from June 19 to July 2

PORT	REG.	REG.	REG.	TOTAL	SHIP.	SHIP.	SHIP.	TOTAL
	DECK	ENGINE	STEW.		REG.	DECK	ENG.	
Boston	34	25	39	98	26	25	81	132
New York	192	185	184	561	223	185	179	587
Philadelphia	47	33	33	113	34	32	32	98
Baltimore	180	132	85	397	46	59	33	138
Norfolk	71	72	68	211	65	51	39	155
Savannah	29	23	25	77	19	18	14	51
Tampa	11	12	8	31	7	9	5	21
Mobile	41	55	67	163	60	60	49	169
New Orleans	98	94	75	267	78	89	86	253
Galveston	42	41	22	105	25	22	32	79
West Coast	58	31	31	120	65	64	48	177
Totals	801	703	637	2,141	648	614	598	1,860

PORT REPORTS

Seattle:

MTD Behind Sailors In West Coast Beef

Things are moving along fine out here with problems routine all along the line. We've been helping out the SUP any way we can, while the party-line characters keep on yapping and smearing them locally every way they know how. The MTD has also gone on record 100 percent behind the Sailors.



McBride

We paid off the Seavigil (Orion), which signed right on again for another trip. In-transit were the Fairport (Waterman), Alamar (Calmar), Alaska Spruce (Ocean Tow) and Irenestar (Triton), which was laid up the last two weeks.

We ran into brother William L. McBride on the Spruce, where he's working as crane operator and serving as ship's delegate. McBride, a family man with one child, has been sailing as a Seafarer for quite a while and is a popular man out here.

He had high praise for the latest benefits achieved by the Union in the field of welfare gains, as well as for the Vacation Plan and what it means to the seaman who was never before able to collect on this score under other set-ups. The new maternity and disability gains really top off a healthy helping of benefits enjoyed by SIU men, McBride asserted.

Jeff Morrison
Seattle Port Agent

Philadelphians are holding up pretty well in the City of Brotherly Love. We wish the political conventions were being held here again as in 1948, since then we might at least have a little of this "brotherly love" that figures to be missing from the wrangles out in Chicago.

field; General Patton, formerly Harry T. (Palmer).

Some of the crews seem to have become lax lately about leaving a clean ship for the next crew. We have been receiving quite a few complaints from the new men going aboard some ships on this score, so boarding patrolmen have been instructed to hold up all payoffs until the ship has been cleaned up. We have always had the reputation that an SIU ship is a clean ship and we want to keep it that way.

Agents' Conference

We now have an agents' conference going on here in headquarters with all of the elected port agents from Boston to Galveston attending to represent their respective areas. A lot of work has been done at these meetings, and we feel we will have some very good reports and recommendations to present to the membership for its consideration when we are finished.

The expiration date of our old contracts is drawing near so we will have to set a deadline very shortly for suggestions and ideas for the new contract.

Claude Simmons
Asst. Sec'y-Treas.

Philadelphia:

Seafarers, MTD Aid Operating Engineers

Shipping is holding up pretty well in the City of Brotherly Love. We wish the political conventions were being held here again as in 1948, since then we might at least have a little of this "brotherly love" that figures to be missing from the wrangles out in Chicago.

Statistics for the past two-week period showed nine payoffs, eight sign-ons and six ships calling in transit.

The item of major interest, however, is a citywide strike of AFL operating engineers which we and the Maritime Trades Department have taken part in for the past two weeks. Already seven weeks old when we entered the picture, the beef has stopped every construction job in the city cold.

A phony "back-to-work" movement started by some ex-piecards of the engineers' union hasn't produced any result since we and the MTD stepped in to back the picketlines. Officials and members of every waterfront union in the area are joining to aid these people who are seeking settlement on back wages owed them. They have been good friends of ours throughout the years.

A. S. Cardullo
Philadelphia Port Agent

San Francisco:

Gadsden Again Sailing SIU Out Of Seattle

Over 100 men shipped to regular jobs and an additional 40 to stand-by and lay-up jobs have kept shipping here pretty much on an even keel. However, the lay-up of three Delta Line ships is in the works. These include the David B. Johnson, Justo Arosemena and the St. Augustine Victory.

Ships paying off in the two-week period were the Malden Victory (Mississippi) and Simmons Victory (Bull), both in good shape, and the Fairisle (Waterman), clean except for a water beef which was settled to the satisfaction of the crew prior to the payoff.

Signing on were the Simmons Victory, Fairisle, Madaket (Waterman) and the Burbank Victory (Eastern). In transit to the port were the Alamar, Seamar (Calmar); Steel Designer (Isthmian); Bienville, Fairport (Waterman).

One good piece of news along the coast is that the MV Gadsden, the heavy lift ship owned by American Eastern which had been chartered by a West Coast operator the past year, is again back under the SIU banner. The Ocean Tow Company has chartered her for the Alaska trade, with an option to buy later on.

She is now on the Alaska-Seattle run along with some other smaller Diesel jobs operated by Ocean Tow. She took a full SIU crew from the various ports on this coast and after a few days in the shipyard in Seattle will be ready for her first trip.

SUP Beef Going Strong

On the maritime labor scene, the SUP strike against West Coast operators is moving into its sixth week with the Union in a stronger position than ever determined to see the beef through to victory regardless of the time it takes. In attempting to confuse the public and make their position look good,

the operators are trying to claim jurisdictional disputes between Harry Bridges' longshoremen and the SUP as a main reason for the strike.

However, everyone on the waterfront knows it is purely an economic strike dealing with wages and working conditions, so no one is fooled by the PMA's charges. What really did happen in this regard is that the operators stupidly signed contracts covering certain types of loading work with both the SUP and ILWU, and are now trying to cover their mistake by claiming they are the victims caught right in the middle.

H. J. Fischer
West Coast Representative

Savannah:

Laundry Strike Going Strong In 16th Month

Everything is moving along fairly normal for this port, with enough men on the beach to meet any rush of jobs.

The Southport and Southland (South Atlantic) both paid off in Jacksonville and both are laying up for a while for cargo to pile up. The Southland will be around about 30 days, and the Southport about ten. The Strathbay (Strathmore) called in transit and took a few replacements from us, while the Marina (Bull) is due in this week.

On the labor front here, the E&W laundry strike is still going on, now past the 16-month mark, but the pickets are still holding the fort. They've been out all this time for recognition and a decent wage. Some of these workers were making a fancy 34 cents an hour.

Yellow Cabs 'Unfair'

In case anybody down here forgets, Yellow Cabs are still on our "unfair" list so if you have to do any riding around town, steer clear of them. Garden City cabs are the only union outfit in Savannah, under contract to AFL Teamsters whose business agent incidentally is a chap named Paul Hall.

Although the brothers in this branch were a little disappointed that this port was not included in the ports recommended for new halls, they went all the way on the recent assessment vote. Many figure that by the time the lease in our present building is up three years from now, we can start dickering for a place of our own in Savannah too.

E. B. Tilley
Savannah Port Agent

Lake Charles:

Strengthening Program Keeps Tankers In Yard

Business is cracking along at a right smart pace here. Shipping for rated men is still excellent, but we must woefully report that the non-rated jobs are almost non-existent.

Causing this influx of rated jobs were the Paoli, Lone Jack, Bents Fort, Chiwawa, Government Camp, Archers Hope and Winter Hill, all of the Cities Service fleet. The Federal (Trafalgar) has also been ferrying in here regularly.

Things don't look too bright for the coming weeks, as many of the oil wagons are in the shipyards for 25-35 days having strengthening braces put on. This repair job is to forestall future cracking of some of these welded tankers, two of which split in two just a few months ago in the Atlantic.

Cut Payload

These braces weigh about 180 tons, so of course they will cut down on the payload by about a thousand barrels per trip. It's a considerable loss, but we guess the shipowners can stand it without having to sell more than two or three of their yachts.

On the labor front things are just about as they were at the last writing. Firestone is still stalling on a new contract, but the Metal Trades Council is just about ready to shut them down since it's apparent the company doesn't want to settle.

On the political scene, labor is backing the only man in the Seventh Congressional District race who will give us an even break out of the seven men eyeing the post. Although he has never held a big public office, John W. Clark (no relation) of Eunice, La., is said to have a fine labor record, according to the various AFL councils in the area.

Among the boys who have been honoring us with their presence are A. G. "Tex" Alexander, that big oil man from West Texas, and that native of the Sunshine State of Florida, Jimmy Cheshire. These two were quietly enjoying themselves outside the city limits one night about 11 p.m.—the poor souls thought they were safe out in the woods—when the need arose for two ABs. Since they left an easy trail we had no trouble tracking them down. Soon after they nobly "volunteered" for jobs on the Chiwawa and have since gone north to visit their yankee cousins.

'Phone Shy

We also had brothers J. F. Mapp, Jesse Maloney and Donald Lee Smith calling on us the past week, but they seemed a bit shy. You don't have to run off when the phone rings, boys. It might not be a job after all. Anyhow, we always allow everybody at least 12 hours in this fair city, since any more time would just spoil them.

It was a big day last week for one of our brothers, Steve Stakhovsky, when "Ski" swapped the horizon blue of the U. S. Air Force for the white cap and dungarees of the Seafarers. One of the early organizers in the Cities Service fleet, he never was able to enjoy the benefits of his efforts since he was called by Uncle Sam. He'll be shipping again now, as he just got his discharge.

Leroy Clarke
Lake Charles Port Agent

New York:

Will Hold Up Payoff Till Ship Is Cleaned

The past two weeks have seen shipping and business booming at the headquarters branch, as we witnessed the greatest number of jobs shipped since before the Christmas holidays.

I guess most of the boys were glad to get away as we also broke all records for hot weather too. That won't be a problem after this week since we are now in the process of air-conditioning the headquarters building.

We paid off a total of 33 ships in the New York area and signed 12 on foreign articles during the past period. There were also quite a few in-transit jobs, so all in all everyone was kept jumping to cover them.

Payoff List

The following were the payoffs: Lone Jack, Chiwawa, Bents Fort, Archers Hope, Logans Fort (Cities Service); Seatrains Texas, New Jersey, Georgia, Savannah, New York (Seatrain); Coe Victory (Victory Carriers); Milton H. Smith, Steel Artisan, Steel Traveler, Steel Advocate (Isthmian); Frances, Edith (twice), H. T. Rainey, Puerto Rico, Ines, Suzanne, W. Stratton, Elizabeth (Bull); Lucile Bloomfield (Bloomfield); War Hawk, Wacosta, Choctaw (Waterman); Catahoula (National Nav); Marymar (Calmar); Cecil N. Bean (Dry Trans); The Cabins (Mathiasen); Robin Trent (Robin).

We signed on the Gateway City, Citrus PaEker, Choctaw (Waterman); Coe Victory; Robin Gray, Robin Mowbray (Robin); Steel Advocate, Milton H. Smith, Steel Surveyor (Isthmian); William Caruth (Transfuel); Lucile Bloom-

SIU HALL DIRECTORY

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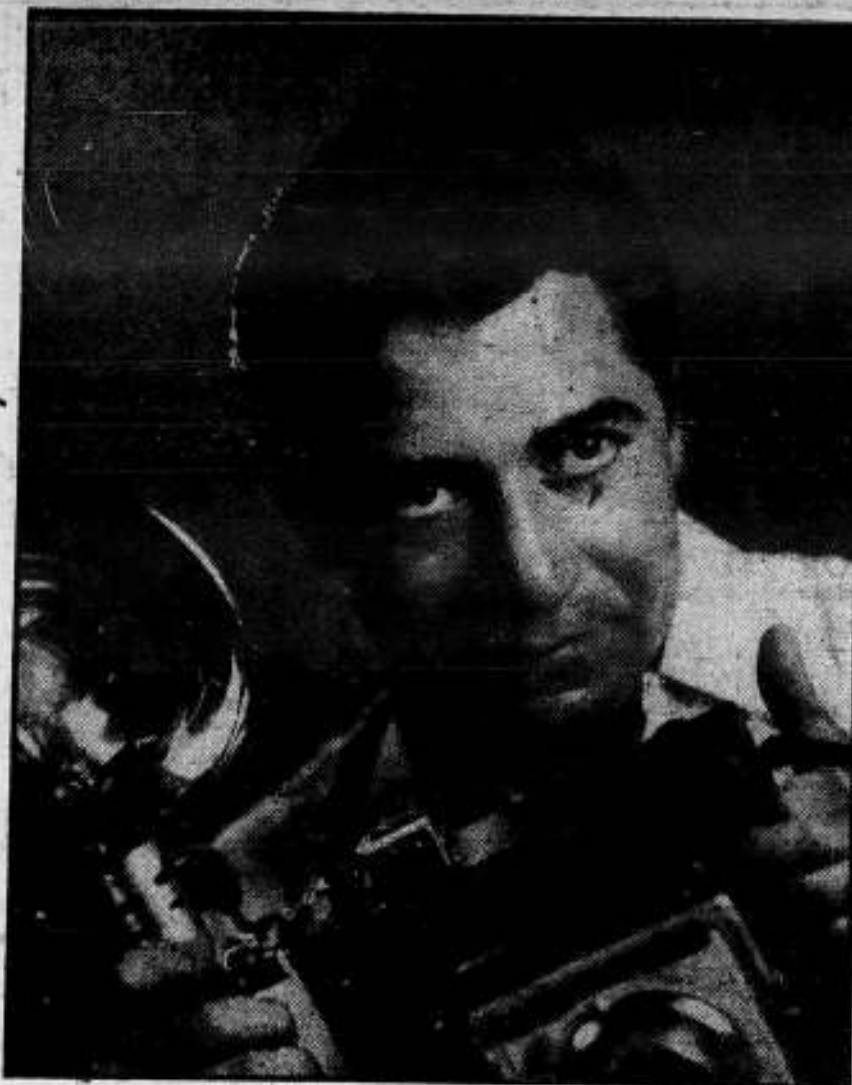
SALTWATER STUDIES

By A Seafarer

Part 1



Philip Korol, wiper; John Burford, messman, and John Kennedy, FWT (left to right) relax on the Steel Maker's deck. Note the facial expressions.



The photographer, Seafarer Sal Terracina, poses with his camera aboard the Steel Maker on his last trip.

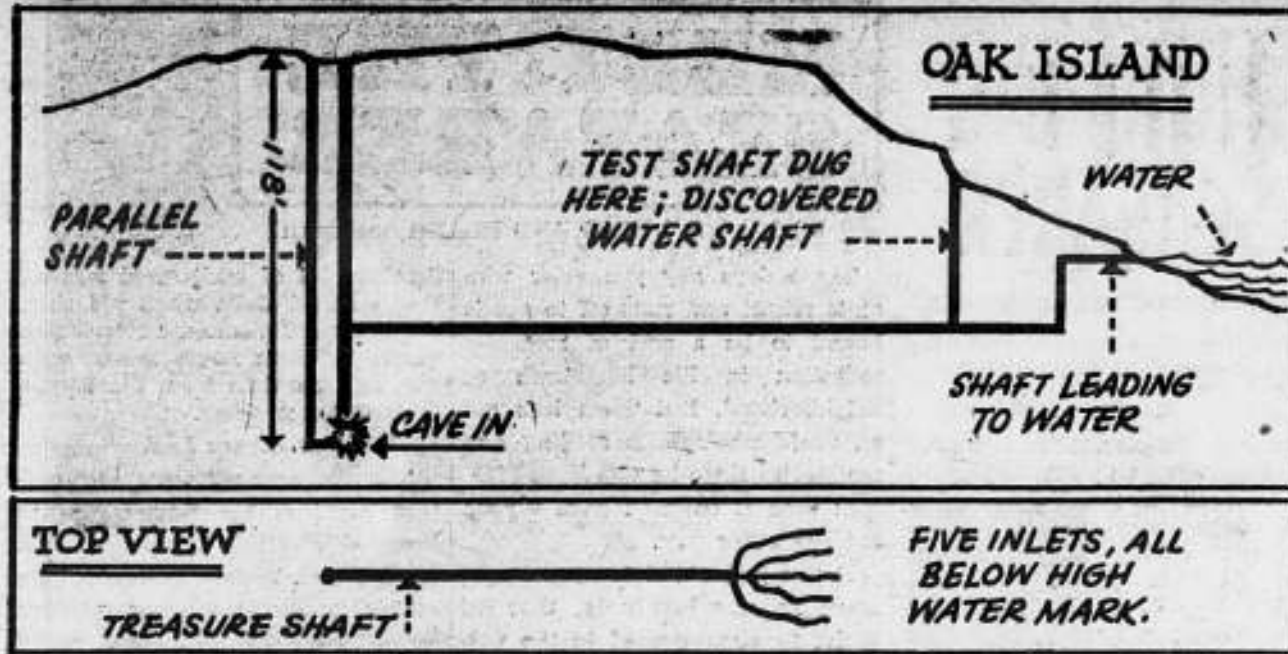
Here's some unusually excellent character studies made aboard the Steel Maker, Isthmian, by Seafarer Sal Terracina. Of course, he had the advantage of professional equipment, but if you watch your lighting and try for "natural" and action shots almost any camera will produce similar results. Another full page of Terracina's work will appear in the next LOG.



Paiges Toomey and Cullen Barnet, both OS, were snapped in the midst of a painting assignment. Again, facial expressions are what make the shot.



Second Cook Andrew Biagtan is caught in his galley in the good humor he had all through the trip.



This cut-away diagram of the island shows the ingenious way that the treasure was buried and protected. The horizontal shaft leading from the shore of the island served to flood the main treasure shaft. The top view shows the way the horizontal shaft branches out into five inlets.

Oak Island's 'Treasure' —Sought For Over 157 Years

Oak Island, a small bit of sand off Nova Scotia, holds what is probably the world's best protected treasure—if it is a treasure at all. For, although nobody knows what is buried there, various expeditions have tried to dig up whatever it is for the past 157 years.

The story has all the elements to excite the imagination of the treasure seekers, however, with mysterious lights, a deserted island, subterranean tunnels and "probable" proof that there is buried treasure.

The story started way back in 1795, when three boys, on a day's outing, saw that the limb of a tree on the deserted island had been sawed off and apparently used as some sort of hoist. A spot about 12 feet in circumference directly under the limb was softer than surrounding earth, so the boys started to do some digging.

Continue Digging

They kept coming back almost every day. When they reached a depth of 10 feet, the shovels struck wood. They thought they had hit the treasure, but it turned out to be a platform of logs.

At the same time they found that people on the mainland remembered on the strange lights on the island in 1720. Two fishermen who went to investigate never returned.

At a depth of 20 feet, the boys hit another platform of logs, and then discontinued their digging for a while. When one of them grew older he interested Dr. John Lynds into forming a company and went back to the spot.

The digging continued, and platforms of logs were found at depths of 30 feet, 40 feet, 50 feet and 60 feet, apparently put there to make sure the surface wouldn't sink and give the spot away.

More Platforms

Throughout the years the digging continued, and at depths of 70 feet and 80 feet, platforms of strange fibrous material was discovered. Putty was found at another tier. Finally, at 90 feet, a huge flat stone was found with a coded message carved on it. The message was deciphered to mean "forty feet below two million pounds are buried."

On a Saturday the diggers reached 95 feet and quit for the weekend. On Monday they found the shaft flooded to within 35 feet of the surface. Efforts to pump it out proved fruitless, since the water seemed to run into the shaft at better than 500 gallons per minute. Apparently, removing the rock had opened a flood gate designed to protect the treasure.

Efforts were stopped and then resumed some time later. A new shaft was dug next to the treasure pit. It was 110 feet deep when the water gushed in and flooded it.

In 1849 another company was

formed. It tried a parallel shaft which was flooded. Then, with the aid of pumps it got workmen more than half way down the treasure shaft, and probed with a long auger.

The result was something like this: at 98 feet the auger went through another log platform. It went 12 inches through earth and then went through four inches of oak (presumed to be the top of a chest). Then through 22 inches of metal in pieces (presumed to be coins), and then through 8 inches of oak (presumed to be the bottom of one chest and the top of another), and then through 22 inches more of metal in pieces (more coins), and finally through 4 inches of oak (the bottom of the second chest). The auger also brought up what was reported to be three links from a gold watch chain.

But the water couldn't be drained out of the shaft, and the company went broke.

A New Tunnel

In succeeding years a new shaft 118 feet deep was sunk and then a tunnel dug directly under the treasure pit. The whole thing collapsed and was flooded. Apparently the treasure had dropped into the tunnel as well.

In 1863 several smaller tunnels were dug, but each flooded. In 1893 a horizontal tunnel was dug a 111 feet, but that, too, was unsuccessful.

It was finally decided that a horizontal tunnel, leading from the sea to the treasure shaft must have been dug originally so that the treasure would be flooded.

An examination of the shore of the island showed five entrances, all below the high water mark and cleverly concealed, which led to a tunnel that went to the treasure shaft. All attempts to stop the flow of water, however, were unsuccessful.

More attempts were made in succeeding years, and one expedition was reported to be in the planning stage only a little more than a year ago.

However, to this day nobody knows what—if anything—lies buried on little Oak Island, and nobody has any idea of who buried it there; buried it so completely and protected it so well.

It seems unlikely, at best, that any pirates would have taken the time, trouble and effort to bury any treasure that completely, even if they had the engineering skill necessary for such a project.

At the same time it would have

been physically impossible for them to have buried it in such a manner within one night or even one week.

So, if there ever was a Treasure of Oak Island, it is still lying at the bottom of a water-filled shaft more than 100 feet below the surface of the island.

'Caught In The Grip Of A Giant Octopus'

Among the favorite tales of the sea, right from the time when Carthage ruled the waves of the Mediterranean, have been the stories told of sea serpents, monsters, and denizens of the deep that only few persons have had the honor of seeing and living to tell about.

Many of the stories have the ring of terrible truth about them, while many others are plainly the overworked imagination of the persons involved. The few, however, that do sound like the truth are enough to make for interesting and awe inspiring story fare, just as the stories of overgrown species of the known types of marine life.

Perhaps one of the most awesome of the tales involves the schooner Pearl, and one of the reasons for this tale's survival is that it is completely documented by all the persons aboard two different vessels.

The incident happened back in 1874, while the 150-ton Pearl was sailing within sight of the steamer Strathmore.

Captain James Floyd of the Pearl, along with some of the crew, spotted a huge black mass rise to the surface of the sea. Thinking it might be some sport, he got his rifle from his cabin and fired a shot into the black mass.

Beast Enraged

He scored a hit, for the sea swirled and the mass turned to show the large eyes and horrible green beak of a giant octopus. Crewmembers later estimated that the monster would have measured well over 180 feet from tip to tip if the tentacles had been spread out.

The shot had apparently hurt the beast and put it in a rage, for it thrashed about the ocean and then headed for the Pearl. The crewmen frantically grabbed axes and hacked at the slimy grey-black

When Death Took A Cruise

The 290-foot cruise ship Portland was always a stirring sight in the 1890s as she steamed past on her regular runs between Boston and Portland.

Always painted a gleaming white, trimmed with sparkling gold, she was a well known ship, and a fast one with her side paddles churning the smooth waters. When her end came, it was an end that shocked a whole nation.

The Portland had weathered many a storm before, and there seemed to be no cause for alarm on Friday, November 26, 1898, when her paddles propelled her away from the India Wharf in Boston. Some 176 persons were aboard when Captain Hollis H. Blanchard gave the order to cast off.

A Mystery

Since that day, there has been a controversy about whether Captain Blanchard sailed against company orders despite storm warnings, or whether he sailed against his better judgment because the company ordered him to go.

Almost as the Portland churned away from the dock at 7:30 PM the seas began to kick up.

At 11 PM, Captain Reuben Cameron of the schooner Grayling sighted the brightly-lit Portland steaming directly for him. Captain Cameron said the cruise ship came so close he lighted a flare to warn her off. He said the Portland was

pitching badly—and the incident happened about 12 miles S by E of Thacher's Island, way off her regular course.

Other vessels also sighted the Portland during the night. Each incident was miles from the Portland's regular course, and each said she was pitching and rolling heavily.

Headed Toward Sea

We can only guess, but it seems likely that as the storm got worse, the Portland headed out to sea to ride out the heavy gale that was roaring across the area. At Boston, the wind reached 72 miles per hour during the night.

At 5:45 AM the following day, Keeper A. C. Fisher of the Race Point Life Saving Station, heard repeated blasts of the steamer's whistle coming out of the storm.

By this time, the storm had reached hurricane proportions.

Storm Calms

The "eye," or calm centre of the storm reached Cape Cod at about 10:30 AM that Sunday morning, and several persons reported seeing what looked like the Portland wallowing in the heavy seas about eight or ten miles out. It was hard to tell at that distance, but she looked badly battered, and in bad shape.

No rescue boats had a chance to go to her, for within 15 minutes the "eye" had passed, and the storm struck with renewed fury.

Nothing happened until 7:45 PM, when Surfman John Johnson of the Peaked Hill Bars Station was walking his lonely patrol along the beach. He saw an object in the surf which turned out to be a life preserver marked "Steamer Portland of Portland."

During the night, doors, bulbs, mattresses, deck chairs, spars, and other items floated up onto the beach.

Most of the debris was from the Portland.

No survivors or bodies were found on the beach.

Three Wrecks

Along with the wreckage from the Portland, however, was some debris from the 96-foot schooner Eddie E. Snow. Later, the schooner Pentagoet was reported missing in the vicinity.

A search of the vicinity later showed that the hull of the Snow was on the bottom a short distance away from the upper cabin of the Portland. The upper cabin of the steamer Pentagoet was found buried in the sand on the beach, right near where the Portland's wreckage washed up.

Bodies Recovered

Some 36 bodies were eventually recovered from the Portland. The other 140, along with the bodies of the persons aboard the Snow and the Pentagoet, were never found.

Shortly after the Portland sank, the engine room clapper of the proud ship, which was mounted on wood, floated to the surface. Most experts took this as proof that, sometime in the midst of the hurricane and huge waves, the Portland and the Snow were hurled together. They said the hull of the Portland would have to have been split open in order to allow the clapper to float free, and this indicated a collision.

What really happened when better than 200 persons lost their lives in the midst of a howling hurricane while almost within sight of shore, is something nobody will ever know.

IN THE WAKE

The custom of performing an elaborate but burlesque ceremony at sea when the equator is crossed dates back many centuries and probably is a survival of a religious exercise. Ancient Greek sailors often stopped their vessels at certain points, particularly off capes, and offered sacrifices to appease the gods who were in control of the seas. By the time of the Middle Ages the ceremony consisted of a visit from Neptune, although it was performed upon entering the tropics as well as crossing the Arctic Circle.

Port as the name of a kind of wine is a shortened form of Porto, the seaport in northern Portugal which ranks second only to Lisbon in population and importance. The Portuguese refer to the city as O Porto, literally "the port," but in English and certain other languages the article O is made a part of the name itself. The name of the country is derived from that of the city . . . Madeira, another famous wine, originated to the southwest on the Portuguese island of that name. The island was called Madeira because it was so thickly wooded when the Spanish and Portuguese first visited it. Madeira actually means timber or forest.

Use of the name Enoch Arden for a law providing for a divorce, annulment or exemption from liability on the ground of an unexplained absence of a husband or wife for five to seven years was suggested by the story of a shipwrecked sailor in a poem by Tennyson published in 1864. In the poem, a sailor called Enoch Arden returned home after being shipwrecked for several years to find his wife, who had supposed him dead, happily married to his friend. Rather than wreck the marriage of his wife and friend, he goes away without making himself known and isn't heard from again.

Natives of South Africa use a captive variety of baboon as a "divining rod" for locating water. In arid regions, it is said, the natives deprive captive chacma baboons of water for several days while giving them salty food to make them thirsty. When released, the ani-

mal sniffs the air, notes the wind direction, smells the roots of grass and apparently seeks other sources of inspiration unknown to humans, then unerringly proceeds to a stream or water hole.

Owing to the flattened figure of the earth, the length of a degree of latitude varies from 69.407 miles near the poles to 68.704 miles near the equator. Thus the width of the torrid zone is about 3,225 miles, and the frigid zones are each slightly more than half that width . . . Though half a dozen American Presidents were army generals, and several others had varied military experience, none of them had any navy experience or connection with ships. The closest any of them came was in the case of both Roosevelts, Theodore and Franklin D., each of whom served as Assistant Secretary of the Navy at one time.

The sailor's "peajacket" took its name, not from the garden vegetable, but from the Dutch word for woolen, which is identical to it in sound. Since the greater part of Greenland is covered with ice and snow "Whiteland" would have been a more appropriate name for the island-continent, but according to legend, Eric the Red named it Greenland in the year 985 to induce colonists from Iceland to settle in the new country. Evidently the ruse paid off, for the old Scandinavian navigator had no difficulty getting people to go with him on his next voyage there.

Japanese merchant ships usually have the word maru added to their names to distinguish them from warships and other craft, as in the Awobasan Maru, one of Japan's newest freighters, the Fujiharu Maru, Masashima Maru and others. There is considerable dispute as to how the word came to gain its significance. In both Chinese and Japanese it means something round or circular, so that one belief is that it may have been originally applied, in the sense of a circle, to ships which started from and returned to a given point, making a complete round trip.

THE INQUIRING SEAFARER

Question: Why do you prefer the ship's department you sail in?

Luis A. Polanco, DM: It's good to be working on deck, especially in weather like this, even with the sun baking you. At least if there's any cool air blowing, you'll be sure to feel it. I can't see being hot all the time in the engine room or roasting in the galley nursing a pot.



H. D. "Rebel" Fouche, FWT: I've been sailing in the engine department, for 20 years because it's the only department fit to work in. In the black gang at least you've got your choice, hot or cold. When it's cold, you warm up by the boilers. When it's hot, you can cool off by the ventilators. It's as simple as that.



Vincent Genco, AB: Well, I started sailing during the war and it seemed to me a good place to be in the deck department, since being out in the open would be the fastest way to the lifeboats. I got a release from a war job to sail as a cook, but I couldn't see doing that at all.



Jim "Whitey" Cann, AB: The deck department is the best in the SIU and I've been sailing with the SIU since I started going to sea six years ago. I like working outdoors and you're always sure of plenty of fresh air when you work in the deck gang. You're not cramped into tight places all the time either.



H. Ekker, oiler: You can take my word for it that the black gang is the best gang on the ship. I've been sailing down there for 13 years and I'm not one bit sorry. The engine department gives you the best chance of advancement too, and that's no small consideration as far as wages are concerned.



Abdul Hassan, galley utilityman: I've been sailing 20 years, half of it in the SIU, and I've always stayed with the stewards department. Of course, some men in the crew can make you sweat a bit sometimes, but I've always thought it was a pretty important department on the ship.



MEET THE SEAFARER

EDWARD BLAHA, messman



These days any youngster who quits school and runs off to sea is bound to be a sort of romantic sensation in his hometown or neighborhood. But when he's got an uncle who's been feeding him sea stories since he was knee high, well then it couldn't have turned out any other way.

It was just about ten years ago, when he was barely 16, that Ed Blaha first succumbed to the web of adventure tales spun by his sea-going relative, known to him and many hundreds of other Seafarers as "Uncle Otto" Preussler. Following in the tradition of his uncle, he started in the stewards department, a field in which "Uncle Otto" had held sway for some 35 years up until then.

Broke In With Otto

On his first ship, a coastal coal barge named the Pineridge, he sailed under the oldtimer to break in properly, but after a few trips, "Uncle Otto" pronounced him fit for deep-sea sailing and sent him off on his own. He then threw in for a job on the Robin Locksley, heading for Africa, Ascension Island and nearby ports.

Another reason for sailing in the galley, he noted, was that he'd gotten just a little taste of it from training in a New York City high school with a specialty in food trades.

"When I got back after my first long trip on the Locksley, I had to make peace with the folks as well as the truant officer who was making me his number one boy. After that I went back to the SIU hall and continued shipping regularly right through the war. I sailed with the Union from the start because my uncle made it plain that was the only way a man should sail, and how right he was."

In the war years, he made a couple of convoy runs, winding up in England in '43 during the London blitz and in Murmansk in '44.

They didn't have any special trouble most of the way to Russia, except a few times when German planes tried to scatter the convoy and pick off special targets.

Another bit of excitement was off the coast of Cuba when his ship, the Norwalk, rammed a Norwegian vessel in dawn hours mixed with fog, and one man from the engine department was lost.

Oldtimer Lost

"I remember we were just getting up that morning when we bumped, and this oldtimer, about 68, ran back to get a picture album of his family. He never made it back." Landed in Cuba, they stayed a month on a wild company-financed spree because there was no transportation available for several weeks.

Then in 1945 the Army got its hooks into him, and he wound up in a transport unit for a year in Korea. Ed made a lot of native friends around Kusan during those 12 months, but once when he was out of the service and returned there on a ship in 1949, a lot of changes had been made. This was during the Communist build-up which eventually produced the Korean war in June, 1950.

In the period since the Army up to the present, Ed has been sailing SIU ships continuously, both freighters and passenger runs. He did make another trip with "Uncle Otto," this time on the old Seatrain Texas, but their paths haven't crossed since.

Settling Down

Married now over a year, he figures he's had enough of traveling around just the way he pleased and really has to begin thinking of a family. "Otto talked me right off the altar twice before because he said if a sailor got married it was his downfall, but things are different now. Everybody's pretty well used to the idea of my going right on sailing and with the SIU a man can't do anything better."

Ed's been on the beach for a while studying under the GI Bill because he eventually wants to try his hand at being a cook. "If I keep sailing and put my schooling to work, I'll be able to build that nest egg for a house that the wife and I have our eye on. One of those Far East runs with SIU pay and conditions ought to get it going in grand style."

TEN YEARS AGO

The 18 to 20-year-olds registered for the draft throughout the nation. . . . Some 800 refugees arrived in New York aboard the Drottningholm and were put through the most intensive customs and immigration examination in history. A small army of government men took four days to clear the passengers off the ship, and even then 300 were held for further investigation. . . . The SIU filed a request for higher and more inclusive bonuses.

The first group of women to join the new WAAC were sworn in and made preparations for their training. The Navy began to talk about setting up a women's auxiliary similar to the Army's WAAC. . . . The American League won the All-Star Game 3 to 1 with the homers of Boudreau and York. . . . The SIU, by fast and strong action, stopped the plans of the Carpenter Steamship Company to import Fiji Islanders to man its ships for slave wages. . . . Over 1,000 bombers hit Bremen.

The Army announced that US troops had landed on New Guinea.

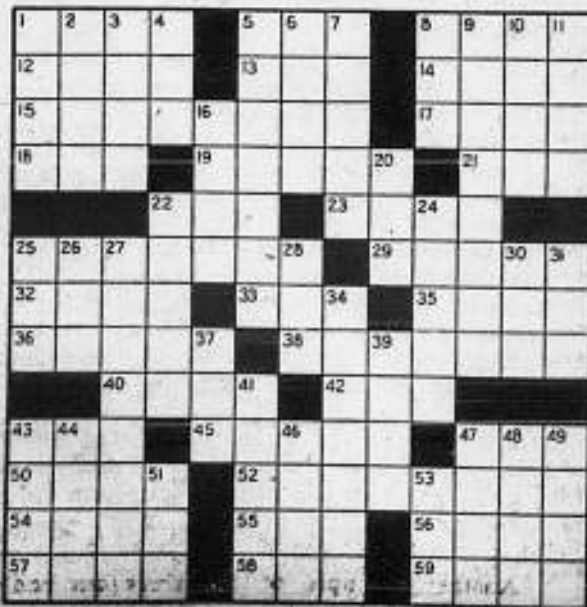
. . . Russia admitted that Sevastopol had fallen to the Nazis. . . . The SIU hit Collier's magazine for printing an article which condemned American seamen as physically and morally unfit. . . . Tola Rose beat Whirlaway to break the Empire record. . . . US subs sank three Japanese destroyers and damaged another in a raid in the Aleutians.

The 28 top leaders of the Bund were indicted and a wholesale roundup of leaders and members took place with well over 200 arrests. . . . The Nazis announced that they had sunk 22 ships out of a 33-ship convoy headed for Russia. The great majority of the 20 American ships in the memorable "July Fourth Convoy" were SIU-manned. . . . The American League All-Stars trampled over the All-Service All-Stars 5 to 0. . . . The SIU told seamen to be sure they made clear their status as seamen if they were captured by the enemy since the prison camps maintained for seamen were usually better than regular internment camps.

The Seafarers Puzzle

- | | | | |
|------------------------------------|------------------------------|--------------------------------|------------------------|
| ACROSS | DOWN | 11. Lightweight champ, 1902 | 34. Seatraders ship |
| 1. SIU contract | 1. Slow | 16. Clock sound | 37. A dope |
| 5. Waterman cargo out of San Pedro | 2. So be it | 20. Label | 39. Cleans cotton |
| 8. Algerian port | 3. Low reefs | 22. Burr, 3rd VP | 41. Legal papers |
| 12. Gen. Bradley | 4. Student recruits, abbr. | 24. Pert. to prisons | 43. Bark used as cloth |
| 13. Puerto Rico product | 5. British ship, 20,186 tons | 25. Cow's stomach | 44. Sharp |
| 14. Atop | 6. Magic | 26. Friend, in Paris | 46. Region |
| 15. Mariner, new cargo ship | 7. Grinding wheel | 27. Cloth used in work clothes | 47. Leave out |
| 17. Bird seen at sea | 8. Fly | 28. side | 48. Constructed |
| 18. Printers' measures | 9. Not in the States | 30. Our union | 49. Again |
| 19. Lifeless | 10. Roman ruler | 31. Tracks over streets | 51. Sea eagle |
| 21. Fish eggs | | | 53. Owns |
| 22. Part of play | | | |
| 23. Complains | | | |
| 26. Waterman ship | | | |
| 29. Water birds | | | |
| 32. River in China | | | |
| 33. Distress call | | | |
| 35. Fix | | | |
| 36. Drunks | | | |
| 38. Flying horse | | | |
| 40. Chew | | | |
| 42. Trouble | | | |
| 43. Chinese pagoda | | | |
| 45. It looks like a shrimp | | | |
| 47. He fought Charles in '51 | | | |
| 50. Palestine port | | | |
| 52. Sailor from Dublin | | | |
| 54. Where to tie up | | | |
| 55. A number | | | |
| 56. Helper | | | |
| 57. Port near Red Sea | | | |
| 58. Sack | | | |
| 59. Served by the cook | | | |

Puzzle Answer on Page 27.



SEAFARERS LOG

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Maritime Booby-Trap

It is no secret that the maritime industry is disappointed with the final version of the Long-Range Shipping Bill. It falls well short of what the SIU and others in the industry had hoped for after kicking around for a year in the house. But no sooner had the bill passed than the LOG learned of new plans afoot to booby-trap our merchant fleet by giving away 50 Libertys to a Japanese company. These would be in addition to 48 LST's which will suddenly become "obsolete."

The sponsor of this deal, which would involve special legislation by-passing the ship sale ban, may be none other than the Defense Department.

It has long been known that powerful groups in Washington oppose the development of a strong US merchant fleet. The State Department for one feels that foreign nations are entitled to increase their dollar earnings at the expense of American shipping. The Treasury argues against shipping tax deferments but is silent about deferments in other industries.

It is a shock to learn that the Defense Department, which should realize the importance of our merchant fleet, might sponsor this latest giveaway. For obviously, all its preparedness plans for a possible emergency will be useless unless there is a modern merchant fleet to carry them out.

Needless to say the SIU will make every effort to defeat this proposal, and believes that the Defense Department has a lot of tall explaining to do.

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Welfare Plan Birthday

When the SIU Welfare Plan reached its second anniversary, July 1, it could boast of two notable years. But more important, the Plan is in such excellent shape that the way is wide open for expansion into new and untouched fields.

In those two years the Plan aided great numbers of Seafarers, as well as families of men who passed on. It gave hundreds of hospital patients \$15 a week every week as long as they have been hospitalized. Among them are patients who have been on the benefits' list ever since the Plan started. It was the Welfare Plan that saved a widow and four children from eviction with a \$2,500 death benefit check. This same Plan took a blind Seafarer out of a poorhouse and put him in a decent home.

Seafarers are usually pictured as hard-boiled, rough-and-ready fellows. The operators in years past used this as an excuse for denying the men protection and security. Rough-and-ready or not, the Seafarer is still vulnerable to disease, injury and death, and has to pay his bills like the next fellow. When the Plan picks up the tab for his baby's birth or helps him when he is ill, it is giving him aid he was denied all through the years.

This Plan is Union-run for the Seafarer. There's no insurance outfit taking a big chunk of the income and tying up seamen in yards of red tape. The big savings from Union operation show up as substantial reserves which are assurance that the Plan will be able to add more benefits for the Seafarer and his family.

~ ~ ~

Solid Success

The subject of Union-administered Plans brings to mind that the first Union-operated Vacation Plan in maritime has paid over \$1 million in benefits since February.

When the Union ventured into this untried field, there were skeptics who said that it was impossible for a vacation plan to work in view of the irregularity of maritime employment. The skeptics are silent now because the SIU Plan has worked with remarkable efficiency and each day pays cash to Seafarers who never had paid vacations before.

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More On Security

The March 7th LOG carried a story charging that the nation's ports were wide open to potential spies and saboteurs who could come and go on foreign ships because of loopholes in our port security. This story attracted a great deal of attention in the press and in Congress.

Now the Saturday Evening Post is making the security expose the major feature of its July 19th issue which will be on the newsstands next Wednesday.

The security story is just one way in which the LOG tries to give its readers a picture of what is going on in maritime. By pointing out these conditions from time to time the LOG hopes to keep right on top of all developments and play a leading role as a source of maritime news.

LETTER of the WEEK

Disability Pay 'Is Wonderful'

To the Editor:

I have read "Uncle Otto's" copy of the SEAFARERS LOG and I am astonished at the good deeds the Union does for the members and their families. "Uncle Otto" stays with us at our place and is living in his trailer home. He appreciates the help he gets through the Welfare Plan. Since that time his physical and mental condition is greatly improved because he gets his weekly benefits regularly on Monday.



Preussler

Now "Uncle Otto" waits for the mailman every Monday morning for his check and then he walks to town which is a mile away.

Somehow he finds his way there and sometimes someone that is a good-natured citizen of Port Orange picks him up and takes him home.

Lives In Trailer

"Uncle Otto" lives in an 18-foot trailer which has lights, water, a refrigerator and a two-burner kerosene stove. He does his own cooking and housekeeping.

Sometimes he misplaces his foods and I have to come over to his trailer and find them for him because he can't read the labels on his canned goods.

"Uncle Otto" is felling better now. His nerves are quieted down a lot. His artificial eye keeps him busy fixing it straight. When he tries to look at those beautiful Florida beauties the eye just won't stand for that. Sometimes he looks too hard and it just jumps out in his lap and he has a hard time finding it again.

If I had enough writing paper I would copy some of his stories out of his diary while he was in the merchant marine and send them to you.

Live Like Citizen

I think it is wonderful what the Union is doing for the disabled Seafarers and also Seafarer Joe Germano to let him know that he can live like a civilized citizen instead of a bum or a tramp before he passes on from this world. This could have happened to "Uncle Otto" if it had not been for the good brothers of the Seafarers Union. Many thanks to you and your brothers in the Union.

I hope you enjoyed the 4th of July holidays and enjoy a cool spot as it is pretty hot here in this section of Florida. "Uncle Otto" goes around in his short pants and sweats like a steam boiler. I will close for now hoping to hear from you soon.

Mrs. June Keyer

(Ed. note: "Uncle Otto" Preussler, a veteran of 46 years at sea, was compelled to retire because of ill health. He is now receiving the SIU disability benefit.)

'We Need Every Man'



As I See It

by PAUL HALL



THROUGHOUT THE NATION

this past week, interest was spotlighted on the Republican National Convention in Chicago, where delegates are meeting to select the party's presidential candidate and to draw up a platform.

With many serious matters occupying the nation on the labor front, such as the steel strike, it would seem that the Republican party leaders would have taken a position on labor problems.

But in a whole week of speech-making, interviews and arguments, not a single word was said one way or another on the question. It is also noteworthy that an outstanding Republican liberal such as Senator Wayne Morse of Oregon, is apparently out in the cold insofar as having a say at the convention or in the development of its policies.

Sidestepping is no substitute for dealing squarely with issues that are so vital to many millions of the citizens of this nation.

~ ~ ~

MUCH HAS BEEN WRITTEN

and said about the brotherhood that exists among men who go to sea. While the shipping industry is a business like any other, seafaring men have a habit of going out of their way to help each other out. That's one of the traditions of the game.

It was like that last week when Brother Mario Reyes on the Beatrice learned of the tragic death of his son back in Staten Island. The Beatrice was on its way to San Juan at the time but the skipper of that ship and of the cruise ship Puerto Rico heading back to New York arranged to meet in mid-ocean so that Reyes could be transferred and come back home.

When the crew of the Puerto Rico learned of Reyes' loss they did something that has become natural among Seafarers—held a tarpaulin muster and raised quite a nice chunk of cash to help Brother Reyes get back home immediately.

Another example of Seafarers

helping their own is the case of Brother Robert Nicolai. As reported in the last issue of the LOG, Brother Nicolai was left with the problem of finding a home for his two small boys when his wife passed away in childbirth. We are happy to say that four families who have sons or relatives in the industry have offered to open their homes to his children.

~ ~ ~

AFTER A GOOD DEAL OF

battling back and forth Congress has passed some kind of Long-Range shipping bill. It's not exactly what your Union felt was best for the industry and the nation, and there is still much to be done in the way of legislation before the maritime industry is on a sound footing.

While some people in Washington can't see their way clear to build the American merchant marine subsidized foreign ships sail into our harbors in increasing numbers every day, and subsidized agriculture and industry continue to strengthen their positions for the country's best interests.

It's hard to see the logic in the arguments used to weaken the Long-Range bill. It would surely be a tragedy if tomorrow we have to turn around and look for a fast, modern American merchant fleet to serve the country in an emergency and the ships just aren't available to do the job.

~ ~ ~

IN A MATTER OF WEEKS NOW,

your Union will start negotiations with its contracted operators for a new agreement. A reminder is in order that all hands should keep on the ball, so that the committee can keep the negotiating sessions pin-pointed on the issues and not have to dissipate any of its energies in dealing with operators' squawks about isolated instances of a guy fouling up here and there.

The best way to push ahead in contractual gains is by observing our end of the present agreement.

seemed to be missing were the chronometer, sextant and ship's papers. A child's toy lay scattered on the cabin floor as though the young daughter had been playing there at the time the crew vanished.

Pots and pans from the last meal had been washed and hung up in the galley.

Contrary to flights of fancy indulged by many writers over the years, including one that told about an egg and two cups of tea on the saloon table, Mr. Deveau asserted before the court that they saw no food on the tables or being cooked in the galley. This seemed to be evidence that the vessel was deserted about midway between the clean-up of one meal and the preparation of another.

Differences in Stories

Some writers tell of the derelict's sails being all set and in perfect order, whereas Mr. Deveau and Captain Morehouse testified that only jib and fore topmast staysail were set, with the lower fore top-sail hanging loosely and the mainsail laying on top of the forward deckhouse. Several sails had blown away and the others were furled.

A complete and factual exposition of the testimony at the court of admiralty is set forth in the best book on the Mary Celeste case: "Mary Celeste, the Odyssey of an Abandoned Ship," by Charles Edey Fay, a book that should be in every maritime library.

The boarding party found the binnacle damaged and compass destroyed. Both the fore hatch and the lazarette hatch had been removed. There was plenty of food and water on board.

Soundings showed three and one-half feet of water in the hold, and the forward deck house, which included the galley, had water in it up to the coamings.

This seemed alarming at first, but when the Mary Celeste was pumped out and no more water showed during the voyage to Gibraltar, it seemed evident that the water had come in from a heavy sea.

After a long and protracted taking of testimony and surveys of the derelict at Gibraltar, the men of the Dei Gratia were allowed salvage money for finding and bringing in the Mary Celeste and her cargo. The court expressed itself as being reluctant to grant the claim and hinted that, somehow or other, the crew of the Dei Gratia were involved in the Mary Celeste's being found derelict.

But no evidence was found to substantiate this feeling and the salvage claim was authorized.

The writer has looked up many stories and articles written about this mystery in literature of the sea extending over the past 50 years.

Many theories about the derelict have been advanced.

One theory is that the crew either mutinied or sampled the alcohol and did away with the Captain and Mrs. Briggs, their child, and the mates, after which they left the ship in the small boat hoping to reach the Azores.

Fatal Malady Theory

Another idea is that all hands may have succumbed to some fatal malady. The last man to survive, it is suggested, threw the bodies over the side and somehow then disappeared himself.

Last log entry was Nov. 25, and last position marked on the charts found aboard the brigantine was Nov. 24, which leaves quite a gap in time between what was probably the date of abandonment and the time she was found by Dei Gratia. On Nov. 25 the log recorded the Mary Celeste as six miles off the island of Santa Maria, Azores.

Because of the water in the hold and galley, the damage to the binnacle and sails and the fact that there was evidence of a sea having gone into the after cabin, one theorist has it that a water spout hit the little ship, frightening the crew into leaving her when they sounded the pump well and found more than three feet of water.

This theory is worthy of some thought because water spouts are not uncommon in the vicinity of the Azores and they have been known not only to badly damage ships but to occasionally throw them on their beam ends and wreck them as well.

Still another suggestion is that pirates came aboard the Mary Celeste and did away with the crew, then left her when they discovered a cargo full of barrelled alcohol which they were not able to handle.

The year 1872, of course, was long after the age of pirates in European waters and this theory does not explain the missing ship's boat or the fact that, according to the men from the Dei Gratia, there was no blood or other signs of conflict on her deck.

In 1913 an article was printed in a British magazine purporting to be an interview with a man named Abel Fosdyk, "sole survivor of the Mary Celeste."

Platform for Girl?

Sailor Fosdyk said that Captain Briggs had the bosun build a kind of platform on the bow of the ship so the little girl could play around the bowsprit as the vessel coursed over the Atlantic.

Later, he said, the captain and mate decided to have a swimming race around the vessel during a calm. As they finished the race at the bow, all hands crowded onto the platform built for the little girl and it collapsed, throwing them into the sea.

This is an improbable story and does not explain where Abel Fosdyk was all the years between 1872 and 1913. Moreover, the ship's articles show no Abel Fosdyk, although there being no discharge books used by seamen in those days, there was nothing to prevent a man from using an alias in signing on for a voyage. Unexplained, too, is the absence of the ship's boat.

The element of fact backing this story, which has been widely quoted, is that two marks were visible, one on each bow of the Mary Celeste, when she was discovered. The Admiralty court, however, did not seem to find these marks significant or interesting in its investigation.

Fosdyk, incidentally, says he clung onto some debris from the broken platform and drifted to the coast of Africa (hundreds of miles away).

That a maniac killed the crew is still another suggestion and one which is certainly not impossible, for crazy men have run amuck on many vessels at sea, killing their mates until being subdued.

As the outstanding authority on the Mary Celeste case and one who has taken great pains to assemble the facts from the fiction about this mystery ship, Mr. C. E. Fay advances this possibility for her abandonment.

He points out that the Mary Celeste had encountered stormy weather during her crossing to the Azores and there had been no opportunity to ventilate the hold, which was desirable procedure, especially with the type of cargo she was carrying.

And so, when warm weather off the Azores was finally encountered, Captain Briggs had the men remove the fore hatch to let air down below. Aside from ventilating the cargo, sailing ship men often did this to ventilate the ship itself, it being a known fact that good fresh air and plenty of it is the best antidote for rot in damp timbers.

It has always puzzled sailing ship men that the court took testimony that the "fore hatch" was taken off and was discovered lying on deck. Even in small windjammers, the hatch usually consisted of a strong back and several hatch boards rather than one piece.

Gas Theory

However, when the fore hatch was removed, gases accumulated from leaking alcohol in the hold gave forth with a rumbling sound which convinced Captain Briggs and his men that an explosion was about to occur. They launched the ship's boat from the main hatch, probably by all hands hoisting her over the side, and everyone piled into her.

He also suggests that they then trailed astern at the end of a line, intending to reboard the ship if the explosion they feared did not take place. Perhaps the line chafed through or the boat may have been swamped, leaving them to the mercy of the sea while their ship sailed on without a crew. No explanation is made, however, of the fact that Mate Deveau of the Dei Gratia does not mention finding a line trailing astern from the Dei Gratia as though it might have served as a towing line or elongated painter for a small boat.

Whatever theory you choose as the most plausible explanation for the Mary Celeste being a derelict, sailing alone upon the seas with her crew completely vanished from her decks, there are improbabilities in the explanation that plunge you back into the deepest mystery.

Perhaps sometime, somewhere, a clue will be found to explain this puzzle. Until then, Mary Celeste will be the number one mystery of the sea.



Only member of the family who did not make the ill-fated voyage, Arthur Stanley Briggs, then seven, is shown with his mother some time before the ship sailed. Arthur was left in school to be cared for by his grandmother until his parents returned.



When he took command of the Mary Celeste in 1872, Captain Benjamin Spooner Briggs was already well-known as a master-mariner.



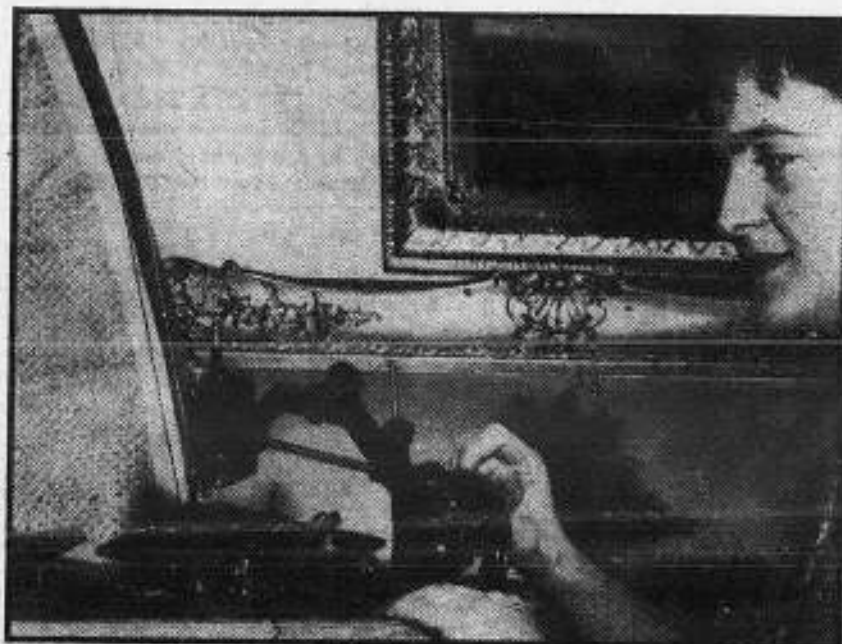
A playing platform built for two-year-old Sophia Matilda Briggs figured in one of the theories offered to explain the mystery.



One of the crew of seven signed on for the voyage, First Mate Albert G. Richardson had previously sailed under Captain Briggs.



Master of the British brigantine Dei Gratia, Captain David Reed Morehouse was one of the first to sight the abandoned ship.



A visitor to the Peabody Museum studies Mrs. Briggs' early design sewing machine, which was salvaged when the ship was found. Probably as a result of previous experience of not having much to do aboard, she took the machine plus a small piano along.

MARITIME

The skipper of a fishing trawler who defied superstition and sailed on Friday the 13th with 13 men aboard died last week when his vessel collided with a tanker east of Cape Cod. The other 12 men in the crew of the Albatross got off the trawler safely and aboard the Esso Chattanooga, but the trawler's captain refused to leave and went down with his ship.

American water-borne commerce is growing rapidly, according to a recent report, and most ports are expanding their facilities to handle the growth. In the ports of the US, over \$300 million in work is now under way to improve port facilities, while much more work is planned. . . . Philadelphia has asked Congress to okay plans to have a 40-foot channel dredged in the Delaware River for the 38 miles between the Philadelphia Naval Base and the Trenton Marine Terminal. The channel is needed, says the city, to handle shipping to keep up with the industrial development planned for the shores of the river.

Passengers aboard the Queen Mary got some unexpected excitement as they crossed the English Channel and the big liner answered an SOS from the Belgian freighter Mahenge. The liner arrived after the crew had already been rescued but the passengers' cameras kept clicking as the big freighter sank in flames. The Mahenge, carrying a cargo of matches, had collided with the French freighter Granville and went up in flames.

The number of vessels using the Panama Canal during the year ending June 30 made an all-time record. Some 6,524 ships used the canal during the 12-month period. The previous record had been set in 1929 when 6,289 vessels passed through the locks. . . . The new Danish vessel Birgitte Torm arrived in New York on her maiden voyage. She's the second of three fast vessels planned for service from Denmark.

The fish around Scotland Lightship had plenty of spuds with their meals last week as three full shiploads of Spanish potatoes were dumped into the sea. The shipments were rejected when signs of Golden Nematode, a dangerous malady which spreads throughout potato fields, was discovered. . . . The Navy has begun construction of the first submarine to use electronic controls instead of the usual pneumatic type.

Passenger traffic to South America has been heavier this year than in any year in the past quarter of a century. . . . The new Japanese ship, Awobasan Maru, arrived in New York on her maiden voyage. She made the crossing from Yokohama, including stops in San Francisco, Los Angeles and Christobal, CZ, in 28 days.

Work has begun to raise the charred hull of the tanker Hayes from the Chesapeake and Delaware Canal, where she sank after a collision that took four lives. . . . An Italian military rescue party has taken 35 crewmen off the British freighter Marvis Hill which went aground on the coast of Somaliland and is considered beyond salvage.

Some lines slated to get the new Mariner class vessels have said they are seriously considering converting the speedy freighters into small passenger, or combination freighter-passenger vessels. The conversions, they said, depend upon the amount of vibration caused at high speed by the single screw. . . . The Pocahontas Fuel has gone into service after over \$1 million in alterations for her job as a collier. A self-trimming cargo device has been installed, the cargo booms taken down, and the deckhouse made lower and smaller. She's the former SIU-contracted Algonquin Victory.

Cunard Lines has announced that three of its vessels will add Bermuda to their ports of call during the present season. . . . The tanker F. E. Berdon, loaded with kerosene, hit some submarine rocks in the Hudson River at Staatsburg, NY, but proceeded to New York under her own power after a few emergency repairs.

The United States Government settled out of court a lawsuit filed by the Oceanic Steamship Co. of San Francisco involving claims for wartime use of the Mariposa and Monterey, two of the company's liners, as troopships. The settlement was for \$2,826,203, and the Government will buy the Monterey for \$3,097,203 for conversion to a troopship. . . . The Navy transports General J. Pope and General A. E. Anderson arrived in San Francisco with troops from the Far East.

THE LABOR ROUND-UP

The big news in labor is the steel strike, for although the "Big Six" still stubbornly refuses to consider settling the strike, the effects of the shutdown are being felt in other industries. Some 36 companies have signed contracts with the Steelworkers under the WSB terms, but the "Big Six" and their large satellites still stand fast.

Congress has officially "requested" President Truman to use a Taft-Hartley injunction against the workers, and the Senate has passed a resolution asking that bargaining be resumed. The Steelworkers, meanwhile, have announced that they are considering filing anti-trust charges against the "Big Six." The union says the "Big Six" has conspired to prevent the settlement of the strike and has prevented many individual companies from signing contracts.

Some 2,700 AFL truck drivers in St. Louis have walked off their jobs after two associations of drayage firms have refused to meet their wage demands. . . . A 24-hour transit tie-up in Baltimore ended after the AFL Street, Electric Railway and Motor Coach Employees won a "haberdashery" dispute. The company ordered the men to wear only grey shirts and refused to let them take out buses and trolleys when they reported for work in their usual white shirts. The Public Service Commission termed the order "unreasonable."

With 7,000 cars of grain clogging sidings in Kansas City, and another 5,000 cars on the way, 15 elevator operators settled a one-day strike by agreeing to a wage boost of 12½ cents an hour now and 2½ cents more on Sept. 1 for 3,000 union members.

The International Ladies Garment Workers has blamed a shortage of romance for unemployment in the industry. It says that with the number of men in the service, women have fewer men to attract, and thus buy less new clothes.

Robert F. Lewis, president of the St. Louis Brewery Workers Council, has announced that the 2,000-member Brewers and Maltsters Local 6 has voted to quit the CIO Brewery Workers and affiliate with the AFL. He predicted the two other locals would follow the same pattern.

All future printing for GOP conventions will bear the union label. The International Typographical Union won this promise after it discovered that some convention printing was done in a non-union plant.

On the Job

With the sweltering summer season here, it is a good time to talk about stowage and refrigeration of food. Proper handling of this problem can save the steward department many a headache, as well as avoid spoilage and consequent beefs on the part of the crew because the perishable foods taste bad or are in short supply.

In addition, proper food stowage is an important sanitary measure which if neglected, could encourage the spread of rats, roaches and other undesirable company aboard the ship. This might lead to serious outbreaks of disease among ship's personnel.

Food Temperatures Vary

While all perishable foods need refrigeration, the temperature at which various types of foods are best preserved varies considerably. That's why on modern ships there are several storage boxes for meat, vegetables, eggs and cheese, fish, and dry storage, each one kept at different temperatures.

Temperatures in the meat box should be as close to zero degrees Fahrenheit as possible, and never more than ten above, nor below zero. Here are stowed all beef, pork, veal, lamb, ham and bacon, sausages, poultry and corned meats. Here also should be kept butter, yeast, ice cream, frozen foods and non-sterile canned meats. If bread has been purchased ashore for a long trip, it too should be kept in the meat box. The fish box should be kept at the same temperature as the meat storage space.

Somewhat higher temperatures are required for eggs, cheese, milk and vegetables.

Shell eggs, fresh milk and mild packaged cheeses are kept in the egg and cheese box at 30 degrees Fahrenheit. The vegetable cooler functions best at between 32 and 34 degrees. Its contents should include all fresh fruits and vegetables, dried fruits, all left-overs, dehydrated eggs, lard, the stronger cheeses and any packaged bread that will be used after a short time.

Keep Air Circulating

The remaining box, used for dry storage, does not have to be kept within any particular temperature limits, but should be reasonably cool and have a fan going to circulate the air. All canned and bottled foods go in here as well as coffee, flour, cereal, salt and sugar, dried beans and peas, and dried and evaporated milk.

Aside from putting food in the proper boxes, the manner in which the supplies are stowed is an important factor in keeping them fresh. Ideally, the refrigerators should not be crowded, although this condition can't always be helped. But if the meats and poultry are stacked too tightly, there will be no free flow of air and the food will not keep as well even though the box is cold enough.

In stacking meat in the box, the pork should go in first, farthest away from the door because it tends to spoil more quickly than other meats. Following the pork come veal, lamb and beef in that order, the beef being last because it keeps best and is usually used more often. Of course any meat that is left over from a previous trip should be stacked nearest the door so that it will be used up first before the fresh supplies. This is a standard rule for all leftover supplies which should be marked or tagged for easy identification.

Any food product like butter, that tends to absorb odors from other foods, should be stowed separately if at all possible. Otherwise, it will taste rancid when it is actually still wholesome.

Proper securing of the supplies once they are stowed is also important. If crates and packages get damaged when the ship starts to roll, the damaged supplies will contribute to spoilage of other food in the box. Consequently, the stacks of food boxes should be stowed at approximately the same height and generous use should be made of dunnage and lashings to keep the stacks from toppling over. It is also advisable to make the food stacks run athwartship so as to minimize the effect of the ship's roll.

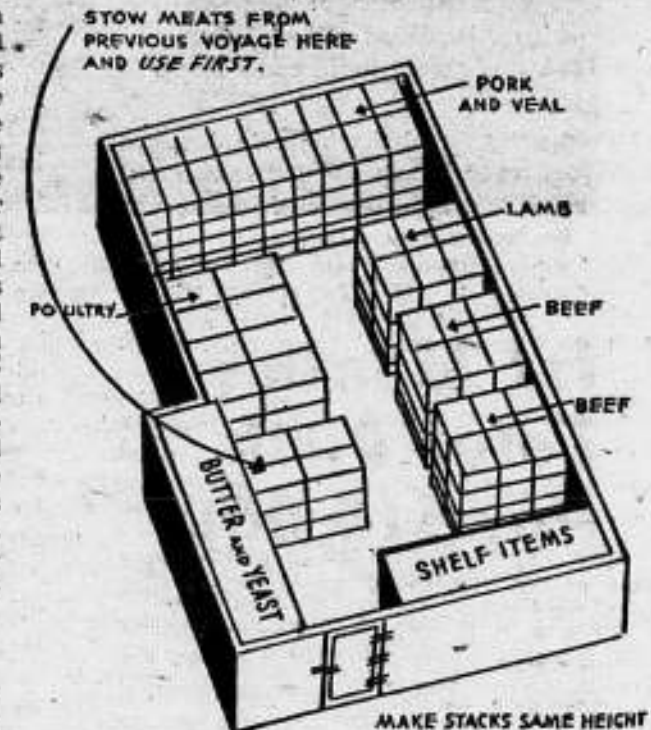


Diagram of meat layout in the chill box.

Burly

Follow Burly Every Issue In The Seafarers Log



Welfare Plan 2 Years Old; 50 Get Birth Pay



Seafarer Ivan Usera and his wife, Jennie, proudly look over their first offspring, Ivan, Jr., who brought them a \$200 check and started out with a \$25 savings bond of his own right from the start.

1st Month's Total Birth Pay \$10,000

(Continued from page 2)

Costigan, Philadelphia; Wellington E. Duke, Darby, Pa.; Wilburn H. McKinney, Santa Rosa, Fla.; George C. Hoffman, New Orleans; Eusebio M. Velazquez, New Orleans; Tommy R. Fillingim, Chick-saw, Ala.; Allen R. Nauman, Roanoke, Ill.; Robert Beach, NYC; Theodore Martinez, Galveston; Julio C. Ruiz, Catano, PR; Guillermo Ortiz, Brooklyn; Edmundo G. Sepulveda, New Orleans; Ivan Usera, NYC.

Good pay, work conditions and all-around security on the job and off it have steadily boosted the percentage of family men in the SIU membership almost to the point where it is the exception rather than the rule to find an unmarried man shipping as a Seafarer today. Union welfare gains like the birth benefits themselves represent awareness of this condition.

It is evident the benefit will prove a considerable inducement to men once reluctant to marry or to have large families, since the costs will no longer be prohibitive. Duplicate payments and bonds are given in the event of multiple births.

Typical of the Seafarers who have collected the benefit is John L. Rivera, who has been sailing as an electrician with the SIU since 1942. Boasting seven children, though the newest, Emelinda, upset the once even balance between girls and boys, Rivera called the maternity program a "wonderful help for the family man. The expenses for our six other kids were really something, but this time the cost didn't even hurt a bit. It's a great thing when a union does this for its members."

Brooklyn Seafarer John "Tex" Clamp is a long way from the Lone Star State now, but his first child, Texas Will Rogers Clamp, born April 6, will be a constant reminder of his former stamping grounds. "Texas Will," Clamp pointed out, "was a compromise name between my wife and I. She

wanted him named 'Tex' after me, and I wanted to name him 'Will Rogers.' Don't know how we could manage today without that \$200 to help out on the bills, but one thing's sure. Texas Will is the beginning of a real SIU family."

To apply for the benefits, Seafarers must present their marriage certificates, the baby's birth certificate and a discharge from their last ship. Processing can be speeded up at least three days by sending in photostatic copies of each document, since this must be done for the record before payments can be made. Applications should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

Broad Gains On Welfare Seen Ahead

(Continued from page 2) at present at the rate of \$2,500 a week or a \$125,000 a year.

None of these benefits were available to Seafarers prior to the start of the SIU Welfare Plan and there is no question that they have done a great deal to help Seafarers and families in time of need.

Broad Eligibility

Another feature of the SIU Welfare Plan which is not contained in other plans, is the broadness of the eligibility provision. It takes just one day's service aboard an SIU-contracted ship in the previous year to make a man eligible to collect all but the disability benefit. Eligibility for that benefit is determined in each individual case by the board of trustees.

With the fund in such excellent shape and Seafarers accorded the fullest possible security through the Welfare Plan and their contract, further additions to the Plan's list of benefits will concern themselves with the Seafarer's family. No definite steps have been taken as yet since the addition of the maternity benefit, but proposals are now under study and will be put into effect as soon as possible.

Don't Send Your Baggage COD

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

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

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

Congress Waters Down Ship Bill, Finally Okays It

(Continued from page 3)

If US shippers cannot compete in daily operation with foreign flag ships then there is no incentive for them to use the construction subsidy features to build new ships with.

The major opposition to the tax deferment feature came from the White House, the Treasury Department and the Budget Bureau. The argument used by President Truman and other members of his administration against the bill was that it was not proper for hidden operating subsidies to be paid to

American flag shipowners through tax deferments.

House and Senate backers of the bill promptly pointed out that many other segments of US industry and agriculture receive hidden and indirect subsidies. Senator Magnuson, who sponsored the bill in the Senate, declared that cheddar cheese manufacturers in Wisconsin alone receive more indirect subsidies through price supports and Commodity Credit Corporation loans than the entire merchant marine.

Other Subsidies

It was also pointed out that airlines receive heavy indirect subsidies from the Postoffice Department both on overseas runs where they face foreign competition and on domestic runs where they do not. Further, supporters of the bill argue that the administration in the past year had been handing out "certificates of necessity" to large steel corporations and other firms entitling them to build new plants for defense and write off the costs through a high rate of tax depreciation, a procedure similar to that suggested in the shipping legislation.

Although the Long-Range bill passed the Senate last August in the form desired by its supporters, it ran into rough going all the way in the House. It was bottled up for months in the House Merchant Marine Committee before a revolt of committee members brought about hearings on the measure.

Competition Rises

In the meanwhile, the industry argues that its competitive position is rapidly deteriorating as other countries add new ships (whose construction and operation is subsidized) to their merchant fleets. With the return of relatively normal conditions the obsolete American merchant fleet will find itself less and less able to meet competition.

New Orleans Pays First Disabled \$

(Continued from page 2)

of nowhere to become the finest seamen's union in the business." Since he started his career on sailing ships, witnessing the gradual and then complete transition to steam and diesel, "Paddy" had seen many changes in the seamen's union movement.

'Used to the Best'

"In the SIU we have grown used to having the best while ashore or afloat. The benefit for disabled oldtimers like myself is recognition by the Union that we who have given our lives to the sea will not be abandoned when our working days are over. My thanks to all those who have made this grand thing possible," he declared.

Generally sailing as a bosun, "Paddy" has confined every day of his career to sailing in the deck department. A staunch Union member down through the years, he will spend the remainder of his years, resting from a life of toil. The comments from his many acquaintances indicate his happy reaction to the new benefit is shared by all.

See Pentagon Behind Ship Giveaway Plan

(Continued from page 3)

build up a 100-ship Japanese merchant fleet at the expense of the US maritime industry and American seamen. Representations have been made to officials in Washington that the SIU cannot look with favor upon any agreement which would act to further cripple

an already-declining American merchant fleet.

The information that the Japanese corporation hoped to acquire the 50 US Libertys came out at a Washington cocktail party given by the company. This was the first time anyone had any knowledge of the existence of the new corporation, as well as any agreement pending to lease or buy surplus Government-owned ships which have been withdrawn from service for lack of cargo or earmarked for scrapping as "obsolete."

Approval of the Department of Defense to a deal providing 50 Libertys for Japanese use was blasted by SIU officials as showing "wholesale ignorance" of the nation's maritime plight. It was pointed out that Liberty ships were the backbone of the US cargo lifeline to all battlefronts during the war and remains the "workhorse" of the merchant fleet even today. Barely a half-dozen Mariner-type ships, representing the only postwar ship program aimed at rebuilding the US merchant fleet, will be ready for service by 1953.

Attention was also focused on the assurance of the Maritime Administration during the emergency ship break-out for the Korean War that every ship that could practically be used had been taken out of reserve for use in ferrying military cargoes to Korea or aid supplies to friendly nations. Putting a dent of 50 in the reserve fleet now, particularly when they would be used in open competition with American shipping, was characterized as an "extremely peculiar way for a Government to foster its own maritime industry and safeguard its defense."

Post Prints LOG Expose On Security

(Continued from page 3)

in ironing out details and accumulating background data in the case.

The Post article (July 19 issue) ties into one complete article the half dozen articles carried in the LOG which in addition to revealing the nation's lack of security, pointed out several instances of loopholes whereby known Communists were allowed to enter the country and foreign-flag ships were allowed to use piers denied to US waterfront workers not having security clearance. The articles also showed the ease with which a fugitive or subversive could leave the country as a crewmember of a Panamanian ship, inasmuch as the country does not require seamen's papers or identification of any sort.

Could Bomb Us

The Post article develops the points, made in the LOG articles one step further and shows how it would be possible for saboteurs to leave a foreign flag ship in New York, journey to key civilian and military installations and destroy them without being detected.

The expose was first undertaken by the LOG as a check of the security program inaugurated by the government to verify the loyalty of America's waterfront workers. While the study revealed that the government had done a thorough job of checking Americans, the door was being left wide open to foreign flag ships.

The LOG's suspicions were directed particularly toward ships of countries which have no regulations governing seamen and have been known to do business with iron curtain nations.

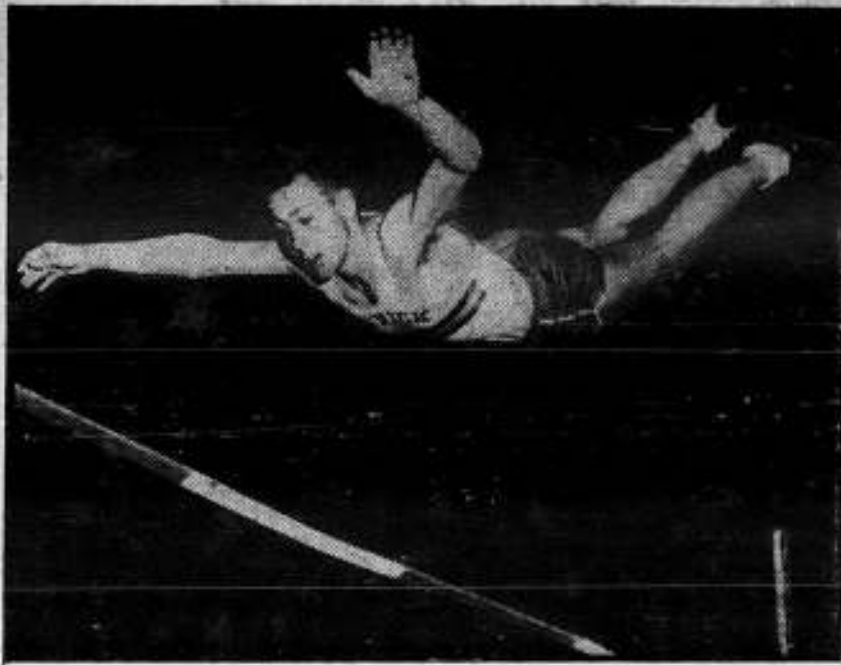
The Union is securing reprints of the article and will put them aboard all ships.

Get New Books Through Agents

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

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

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



Jim Wertz sails high into the air as he whips himself over the bar in pole vault competition at a high school track meet. (Photo courtesy Pittsburgh Press)

Seaman's Son Vault Champ

Seafarer H. C. Wertz, who sails as cook on SIU ships, can boast of one high flyer in the family. His son Jim walked off with pole vault honors at a local high school conference track meet back home in Pittsburgh, Pa.

Jim took the prize in this difficult competition with a vault of 10 feet 6 inches, which is considered quite good in high school ranks. He then tried for 11 feet but knocked down the bar at that height.

Young Jim is attending Carrick High in Pittsburgh. His school took the honors in the three-team competition for the fifth straight year.

Dad didn't say, but he probably has hopes for the Olympic games, four or eight years hence.

Royal Oak Roach A Tricky Foe

The roach-scarred crew of the Royal Oak, long at war with the enemy multitudes, is still looking for a tried and true method of exterminating the unwelcome guests once and for all. But ever since a bomb of insecticide was accidentally punctured, the roaches seem to have developed an immunity to the chief weapon, DDT.

It was a mystery how the roaches still prowled around, but a messman named Chico obtained two spray guns and a few gallons of bug juice (insecticide) and the whole crew, after each meal made an attack in every nook and corner of the mess hall and pantry. Occasionally the galley was gone over too. Within a few weeks, there was not a single pest in sight—a roach, that is.

Unhappy Discovery

Everybody looked happy until another messman was assigned to clean a corner of the storeroom. Immediately he retreated to the messhall and accused Chico of chasing the entire roach population below into the storeroom. So now he would chase them back.

Armed with several bomb type insect killers (one ready in each hand because the bugs became like wounded lions when they

smelled the stuff) he began spraying. Sure enough the roaches made for the ladder. This caused some commotion in the galley where supper was cooking.

A third messman came to the rescue. He suggested a number of foolproof methods to get rid of the roaches for good. For one he proposed a sling-shot brigade to be recruited from volunteers. Ammunition would be beans from the storeroom.

A question was raised as to who would clean up the discharged beans. Because of the legal procedures involved that method was voted down. Then somebody else asserted that since the roaches had trained themselves so well (they could sneak up into your shirt pocket, steal crumbs and run away) the best strategy was to beat them at their own game.

He said that one messman would station himself in the storeroom

and one at the head of the ladder. Both would start spraying at the same time. The storeroom roaches would run up, the galley roaches run down. Then they would bump each other into unconsciousness, be swept up and cast over the side.

Perpetual Subject

When the subject of roaches is taken up in meetings (who knows how many of them are under the tables listening) it is just taken up. They say that ships won't be fumigated unless there are rats aboard.

At one of these meetings it was proposed to designate a certain date and hour when every crewmember would start spraying. This event was so momentous that even the captain came down to see if he could help.

It was apparent from the start that nobody knew exactly how to spray. All they did was to spray promiscuously around corners and under beds, thinking they had killed all the roaches. But a mere sprinkling is not enough. You have to wait a few minutes until the insecticide evicts the roaches out of their hiding places. When they do come out, then you douse them.

Repeat Performance

A day or two later you repeat the procedure in case any rugged individual, a female in particular, survived the assault. (We don't know how to recognize a female roach yet as our experiments haven't reached that stage.) This goes on day after day until whatever roaches are left become so lonely that they come out in the open to surrender.

If you don't want to try any of the aforementioned methods, there is one sure way to keep the bug population at a minimum. This is to examine the stores that are taken aboard because they are the source. Brooms, mops, bananas, and corrugated paper boxes should be checked. You will usually find some eager, homeless roaches in them.

This particular breed of stow-away has been well fed in warehouses. Or they may have been put there by some Russian saboteur from a germ warfare outfit. They are usually very particular about what they eat.

We discovered that fact on the Royal Oak when it was proven that one of the missing pies made by a certain 2nd cook was too heavy for the entire roach population to carry. Even if they could have taken it, they wouldn't have eaten it. Some crewmember must have been very hungry that night and it was, definitely not a roach.

William Calefate

Did You Know . . .

That the figure of "Uncle Sam" as a symbol of the US had a predecessor in "Brother Jonathan," who symbolized the American colonies throughout the world? The name "Brother Jonathan" probably stemmed from Jonathan Trumbull, Governor of Connecticut during the American Revolution.

↓ ↓ ↓

That when people believed the world was flat, they said it rested on four elephants, and the elephants on a turtle? Columbus changed all that in 1492.

↓ ↓ ↓

That Seafarers in the crew of a shipwrecked vessel are given preference over all others to join the ship taking the place of the one that was lost? This rule applies, however, only when the replacement vessel goes into commission within 15 days.

↓ ↓ ↓

That the movement of a cat's jaw differs from that of a dog's? A cat's jaw moves up and down, not sideways. A dog's moves in either direction.

↓ ↓ ↓

That the expression "not giving a rap" originated from a small English coin of little value? Someone who didn't like an idea or didn't think it was worth much would remark that he "wouldn't give a rap" for it, indicating that the suggestion was worth even less than the slight value of the coin itself.

↓ ↓ ↓

That the representatives meeting ships with samples of gear from the Sea Chest at SIU headquarters are Seafarers, not outside canvassers? These members of the SIU are part of the Union's shore-ship service offering identical work and shore gear as that obtainable for low prices at the Sea Chest to those unable to make their purchases on the beach themselves.

↓ ↓ ↓

That the title word Rubaiyat in "Rubaiyat of Omar Khayyam" has

no more romantic meaning than stanza or verse? Rubaiyat means four-line stanza, so that the full name of the piece actually is "The Four-Line Verses of Omar Khayyam." Khayyam incidentally, means tentmaker, the name Omar took probably because of his father's occupation.

↓ ↓ ↓

That there's a lot of difference between a mosquito and a Mosquito? The former is the insect, while the Mosquito is an inhabitant of the Mosquito Coast region in Central America, named after a tribe of Indians in the area.

↓ ↓ ↓

That the faces of half the "jacks" in an ordinary deck of playing cards are shown in profile? The "jacks" of spades and hearts show the profile. No one has come up with a reason for the difference though.

↓ ↓ ↓

That many of the crew suggestions for the new SIU agreement will be presented when negotiations get underway in a few weeks? The SIU is probably the only union where the members were fully polled on their ideas for their own working agreement.

↓ ↓ ↓

That the white chalk that artists and students use originally was alive? Chalk is composed of the shells of minute marine animals who lived centuries ago. One of the best-known deposits is the celebrated White Cliffs of Dover on the English Channel.

↓ ↓ ↓

That Paul Revere was not the only patriot who made a midnight ride to warn the colonists the British were coming on an expedition which proved to be the start of the American Revolution? Two other patriots rode forth with the news, but Revere, who was captured and escaped from his captors the same night, is the only person usually connected with the events, particularly because he was immortalized for his ride in a poem by Longfellow.

English Stowaways' Ocean Voyage Just A Ferry Ride

We had quite a bit of excitement on the Seagale when we were in Liverpool on our last trip. We had just left that port when two young boys who had stowed away-on board were discovered on deck.

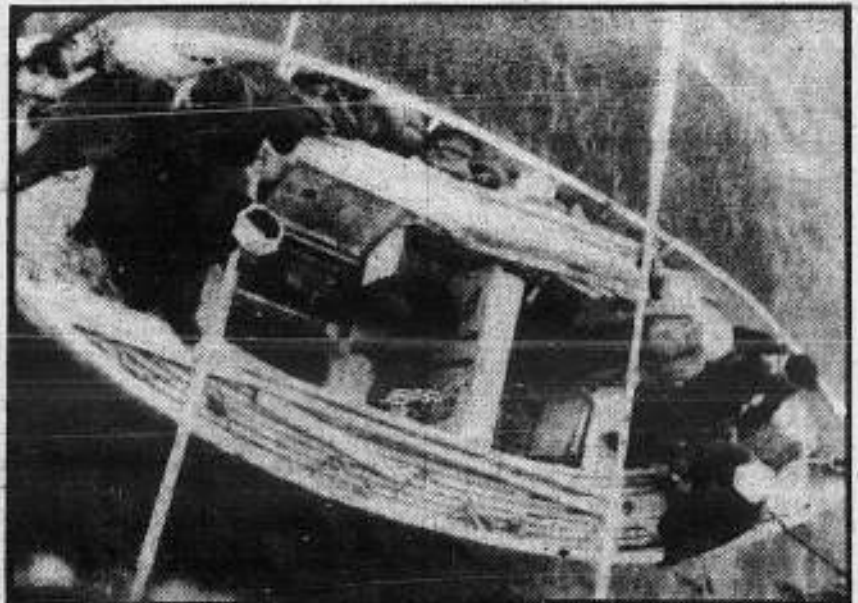
Fortunately, we were still within calling distance of shore, just off the coast of Scotland. The captain got in touch with the authorities and then put the two boys into one of the lifeboats in which they were taken ashore.

It seems they were about 14 or

15 years of age and were running away from home to see America—maybe a few cowboys and Indians to boot. All they got out of their adventure was a little ride in the Seagale's lifeboat which is not exactly the same as crossing the ocean and coming to the United States.

Otherwise it was a quiet trip with nothing unusual happening to break the monotony of the voyage. We did get a little bit of a kick out of these two kids though.

Evaristo Rosa



Their adventures cut short, two English stowaways settle themselves up forward in the Seagale's lifeboat as crewmen prepare to take them ashore. Boat crew included (front, left to right), J. Kehoe, OS; K. Puchulski, AB; Pete, AB, behind them; Micallef, deck engineer, rear left. Chief mate is at tiller.

Method Of Timing Speed Gave Log Book Its Name

Some curiosity has been expressed from time to time as to how the term "ship's log book" originated as the name for the diary of the ship's daily movements and all events taking place aboard her. The following information gotten from Funk and Wagnall's Encyclopedia should do much to clear up the facts.

As the encyclopedia puts it, "A ship's speed was originally reckoned by throwing a log of wood overboard at the bow and record-

ing the time at which it passed the stern. The speeds were chronicled in a "log book."

Mine of Information

From this we can easily see how it happened that in describing the speed of a ship it is customary to say it "logged" so many knots.

Traditionally, the log-book is a notebook in which the captain enters much more information than the speed of the vessel. In there are recorded the courses steered, the distances run, the state of wind, weather and sea, leeway, daily employment of the crew and any infractions by crewmembers, performances of the engines, the observed latitude and longitude, and other incidents which are recorded at the time they happen in the bridge book or deck book. In turn these facts are entered into the log book every day.

The official log book is kept by the commanding officer in charge and is initiated by a member of the crew. An engine room log book is also kept to cover all the doings in that department.

But the term all goes back to that chunk of wood by which the ship's speed was "logged."

Freddie Stewart

Quite A Rig



Seafarer Harry Kronmel admires the fancy getup of a rickshaw driver in Durban, South Africa.

Ship Is Floating Maternity Ward



Doing double duty, Bill Sears, deck engineer (left), keeps two pups happy at once while a third waits impatiently. At right, Don Herlihy, bosun, struggles to line up all eleven puppies for the photographer. Pups were turned out by the Hilton's mascot, Cunoa.

When it comes to emergencies even the maternity kind, there's nobody like a Seafarer. To prove the point, witness the way the men of the Hilton (Bull Line) pitched in and served as nursemaids to a family of eleven new-born babes aboard the ship.

Before anybody gets confused, let it be known that the family of eleven were born to the ship's faithful mascot "Cunoa" (pronounced Koon-yoa). Cunoa seemed to have caught some of the SIU spirit because she went out and produced a bigger and better family than most dogs before her. Incidentally, the females had the edge in the litter by a count of six to five.



Rawlings

According to Seafarers Charles E. Rawlings and Harold Shackman who supplied the information about Cunoa's breath-taking achievement, the event took place while en route to Philadelphia from Baltimore. Cunoa nonchalantly strolled into the deck department 4-8 foc'sle and gave birth to eleven puppies under AB Clem Bairstow's bunk.

Paced the Floor

While all this was taking place Bairstow, Don Herlihy, bosun and Willie Sears, deck engineer, nervously paced the alleyways like expectant fathers.

Since nature did not endow Cunoa with sufficient facilities to feed her entire litter, one of the Seafarers hit on the bright idea of drafting a baby's nursing bottle to feed the weaker pups. This proved to be a success from the start.

Regular Feedings

The gangway was no sooner down in Philly before the boys were ashore buying bottles and nipples to feed the pups with. On the way to Puerto Rico the pups were fed via the bottle route three times daily. "No babies anywhere," Shackman wrote "re-

ceived more care or attention than those eleven puppies." Rawlings echoed the statement declaring, "I would appreciate it very much if you would compliment the swell fellows aboard the Hilton for giving up their spare hours to save the lives of the few weak puppies."

While Cunoa is the official mascot for the Hilton, Rawlings didn't say what the crew planned to do with her offspring. Possibly they could be spread around the rest of the Bull Line fleet so that each vessel could have a mascot, born and bred aboard the company's ship.

Naturally, the crew of the Hilton

is proud of its sea-going record of animal births, and until some ship comes up with an even dozen pups born at sea, are claiming the title of "The Doggonest Ship Afloat." At the same time they were curious to know if they were eligible for the new birth benefit allowance, which with 11 offspring would come to a tidy sum.

Incidentally, there's a bit of a disagreement about the meaning of Cunoa's name. Rawling quotes 2nd cook and baker Don Juan as saying it means "brother in law," while Shackman says it's the Spanish word for "cousin." In either case it might be a good idea to rechristen her "Madre."

Married Men's Problem... Ship Or Go Back Home?

Greetings from the good ship Del Norte. I'm back on board her again after a long absence working as linen keeper (rag picker). I've lost eight pounds already... The crew here likes the LOG very much and three copies are just right. There's one in each department lounge...

Havana Vacation

Hugh Dick, 67 years old and still going strong. He's bedroom steward on here. When he's not sailing, he has the sandwich concession along the docks of New Orleans... Leroy Rinker always has the camera handy to take a few shots of his shipmates whenever he gets a chance... "Razor" Nassor had an unfortunate accident a little while ago when his 1950 Mercury collided with a taxicab. He escaped with a slight in-

jury but his car was pretty badly smashed up...

Before I came to New Orleans I spent five days in Havana. They have fine shows at the Shanghai Theatre there... From there I went to Tampa and paid a visit to the hall...



Hugh Dick, veteran bedroom steward at work in a passenger cabin. Leroy Rinker photo.

Zeke Joblonski is still on the Alcoa Clipper and doing well. His big Chrysler always catches the eye when he drives around in New Orleans... Frank Smith, from Washington County, Va., was walking around in a daze the last I saw of him. Reason? He'd been married just a couple of weeks and couldn't make up his mind whether to ship out or return to home and bride...

"Salty" Dick

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

Seafaring photographers undoubtedly feel that processing their own film is a very complicated business. Actually it is a rather simple matter to produce negatives that will match the best of any commercial house. If you follow directions and do things in their proper order you won't have any trouble. With a tank, a bottle of developer and a bottle of hypo, you no longer have to wait until you reach a port to have your film developed and printed.

Much of the film coming into the LOG office, both developed and undeveloped is very much over-exposed. Many SIU shutter fans are not shooting fast enough or not closing the aperture of the lens small enough. In other words, you're letting in too much light. Developing a few rolls of your own film and making a batch of contact prints will soon show you what a good normal negative is.

Only One Chance

Many a beautiful photo owes a large share of its success to careful development of film, and paper. There is one important fact to remember about developing a piece of film—although you can make any number of fine prints from a good negative—you can develop the negative only once. If you spoil the negative by poor development, you've lost the picture. So take care if you are going to take a crack at processing your own film. The first time is the last time, the only chance you will get.

When a film is exposed in the camera, the light sensitive layer, called the emulsion undergoes a chemical change, and an invisible image is produced. The physical appearance of the film is not changed, however, until it is immersed in a chemical solution known as a photographic developer. After developing the film for a specified time, usually several minutes, a visible image is produced.

The structure of the photographic image consists of silver grains, and if the negative image is enlarged sufficiently, the individual grains become visible. Modern high speed film emulsions have a much finer grain than the materials which were used before 1940, so the necessity for using a developer that will give fine grain is not as urgent today as it was formerly. When extreme enlargement—more than 10 times—is required, a negative with very fine grain is necessary. Fine grain developers usually need extra developing time but the results make it worth while.

Factors in Developing Time

The time of development with various developers is influenced chiefly by four factors—the strength and composition of the developer, the amount of agitation during development, the degree of exhaustion of the developing solution, and the temperature. Negative development times vary from about two minutes with rapid developers to an hour with some special types of solutions. Average times for roll films, film packs, sheet films and plates vary from 5 to 25 minutes in a tank at 69 degrees F, depending on the amount of contrast desired. When you are developing film in a tray, you naturally are agitating the film almost constantly, but when you develop in a tank you have to shake up the tank every couple of minutes for a few seconds. If you take a look at the literature packed with the film you will note that with the same solution the time for tray development is less than for tank development. The advantage of the tank is that once the film is in the tank the rest of the process can be carried on in the light. Lack of agitation will produce objectionable streaks on the negative. Negatives must be rinsed in water for several seconds between development and fixation. This rinse dilutes the developer in the film and lowers the amount of developer carried into the fixing bath. Although water is the simplest type of rinse bath, an acid solution which chemically neutralize the developer is better, since the acid stops the progress of development.

Anti-Fade Procedure

The purpose of the fixing bath is to dissolve the silver salts in the film after development. In the developing solution, only those portions of the film that were exposed to light will be acted upon. There still remain portions of the film that light did not strike. If these remain in the film they will darken on exposure to light and spoil the negative. The chemical sodium hypochlorite, commonly called "hypo" is used for fixing. Hypo will clear the film of milkiness and you can now view your negatives. After a wash they are hung up to dry. The purpose of the wash is to remove all hypo in the film. Hypo left in film or paper is usually the culprit guilty of causing film and prints to fade after a few years.

Quiz Corner

- (1) John's sister, Betty, married Tom's father, Paul. What is the relation of John to Paul?
- (2) In going from the Pacific to the Atlantic through the Panama Canal, does a ship sail (east), (west), (north) or (south)?
- (3) A man spent \$1 more than half of his money, then spent \$2 more than one-seventh of what remained. He later spent four-fifths of what he had plus \$4, and found he had one-twenty-fifth of what he started with. How much did he start with?
- (4) In what country is the Portuguese language spoken by four times as many people as there are in Portugal?
- (5) If aqua and hydro are both words meaning water, what is the difference between an aquaplane and a hydroplane?
- (6) From what date is the age of race horses calculated?
- (7) A group of youngsters on a hike walked 18 miles in a certain time. If the time had been three hours less, their rate would have been one mph more. How long did it take them, and at what rate were they walking?
- (8) What is the largest state east of the Mississippi River? Is it (New York), (Georgia), (Pennsylvania), (Ohio)?
- (9) While George Washington was President of the US, did he live in (Philadelphia), (Washington), (Boston), (New York)?
- (10) Wind velocity is measured at weather bureau stations by an instrument called the (anemometer), (barometer), (ceiling balloon), (barograph)?

(Quiz Answers on Page 27.)

LOG-A-RHYTHM;

The Withered Vine

By Carl Hicks

I wonder why my stupid mind,
Thinks thoughts that puzzle me.
For instance, that poor ailing vine
That's growin' on yonder tree.

From just a weed, I've watched it
grow,
'Till now, 'tis way up high.
The climb was hard, successful
though.

For what? To wilt and die?

Hey look! See that? The snow-
flakes fall.
Poor vine, dies on the tree.
Just death, why worry, but after
all

You know, this bothers me.

For all goes up must come back
down,
Yes even you and I,
From dust, through life, then back
to ground.

'Tis strange, I wonder why.

All Ready For A Dip



Dressed up in life-jackets, crewmembers of the Lone Jack line up on the deck of the Cities Service tanker for lifeboat drill. Photo was taken by Seafarer Dave Singleton.

LOG-A-RHYTHM:

Faith, Brother

By Jesse Watkins

Monthly payments coming due,
Jobs are scarce and very few.
All hands wait for something new
C the board at SIU.

Monday, all day one ship due;
Days 'til rent day very few.
Hope next call there's something new
On the board at SIU.

Tuesday, Wednesday three ships
due;
Spending dollars very few.
Won't you please put something new
On the board at SIU.

Thursday, Friday ten ships due,
Frowns on faces very few.
Brothers Look! It's loaded new.
Hold your faith in SIU.

Why Paint? Salt Air Spoils It

As far as the crew of the Transatlantic (Boise Griffin) is concerned, the captain and mate of the ship are men of a few thousand well-chosen excuses. For four trips now, the crew has been after the old man to okay the painting of crew's quarters, showers and head, and each time he has come up with another reason why the job can't be done.

When the men signed on the ship in New Orleans for a south-bound trip with a load of wheat they found the quarters bearing a slightly rust-eaten aspect. Upon being approached by the delegates to have a few gallons of paint slapped on where they would do the most good, the mate shook his head sadly and said words to this effect: "How can we paint with all this wheat dust flying around?"

Still Dusty
The cargo of wheat was duly disposed of and a load of bauxite taken on. Once again the mate was approached, but he came back readily with a new excuse, "How can we paint with all this bauxite dust flying around?"

Back home to the States with bauxite, the ship discharged cargo and picked up another load of wheat. Very dusty wheat, too. So dusty in fact that the mate threw his hands up in horror at the thought of painting in all that dust. The crew felt that there was something odd about it when the mate broke open a couple of cans of paint for the officers' rooms. It

seemed that the wheat dust was a respecter of the licensed personnel aboard the ship and didn't float past the thresholds of their rooms.

Finally the load of wheat was discharged in Europe and no dusty cargo was brought aboard.

This time the crew was told the company had issued orders that expenses had to be reduced. The old man was sorry, he would have liked to see the crew's quarters painted, but paint costs money and then there was all that overtime to reckon with.

By now the crew was pretty well steamed up. The quarters had been in bad shape to begin with, and the trips since then hadn't improved their condition any. So the men decided that the only way to get any action was to have the Union let the company know that nobody was interested in taking the ship out again until something was done to clean the foc'sles up.

As one crewmember put it, "It seems like the company is waiting to get a cargo of war brides, or have the ship converted into a troop carrier before painting the crew's living quarters." Otherwise the delegates report

it's been a fairly good ship. There's quite a bit of disputed overtime in deck and engine departments which has to be cleared up but there's no complaints as to the chow. As a matter of fact, the crew went on record as saying that this steward department was tops.

Representing the crew on the Transatlantic are M. C. Gaddy as ship's delegate; Paul Turner, deck delegate; J. E. Fisher in the engine room and W. C. Fisher for the galley crew.

Del Oro Saves Eight Fishermen

One morning last month as the good ship Del Oro (Mississippi) was on its course headed for West Africa, Brother Mike Davis who was on watch spotted something waving up and down frantically. On closer inspection he saw it was a small fishing boat, 22 feet long, that was in trouble. As a result,

eight persons who were in the boat and were drifting around on the verge of complete disaster were brought ashore safe and sound.

The crew of the Del Oro is very proud of Brother Davis, one of our oldtimers who holds book G-73, for being on the alert and spotting this small craft. It certainly made us a happy bunch of Seafarers to know that we had saved the lives of all these people.

Boat Taken Aboard

When Mike spotted the boat he called the 2nd mate who was on watch. The mate put his glasses on the boat and saw that they were in bad trouble. He notified the captain who issued the necessary orders to pick up the boat and its crew right away. Within a short time, the boat and its crew of eight were on board our ship through capital handling of the lines by the deck gang aboard the Del Oro.

At the time that the rescued men were brought aboard, it was found that they were in bad shape. Their boat was all out of drinking water, and had become water-logged and was riding very low with disaster close on hand.

As a result of their experience the master was a very sick man, and the other seven men in the boat, three of them young boys in their teens, were in need of care.

Had Given Up Hope

When they were brought aboard, they declared that they had given up all hope of being saved and were prepared for the worst.

Once we got them on the ship the master was taken to the sick bay where he was put under the special attention of the purser. The rest of the survivors were put

on a special diet to which they responded with very good results. The next morning, when they had recovered a little bit from their experience, we put them ashore at

a nearby island. Their thanks were more than could be expressed in words.

D. F. Kelly
Engine Delegate

On July 19 in Helsinki, Finland, muscular young men and women representing 77 nations that enjoy various degrees of comradeship from reasonable friendliness to downright hostility will open the 13th Olympic games.

It was in 1884 that a Frenchman by the name of Pierre de Coubertin first got the idea for these international sports competitions. In those optimistic days it was thought that the Olympics would promote international understanding. There's been some question since whether or not they were successful.

In the last twenty years that the nations of the world have been flexing their artillery at each other the games have been conducted in the harsh glare of national rivalry. Instead of engaging in friendly competition, the athletes are carrying the whole country's reputation on their shoulders. To lose means disgracing the flag.

Off With Their Heads

For example, after the 1936 Olympics the Japanese tried to put a ceiling of 6 feet 2 inches on the height of Olympic basketball players because they took a bad beating from the US entry. Come to think of it, they had some kind of argument there.

There have been quite a few other disputes in which the friendly competitors became enraged at each other. The soccer matches are always good for vociferous complaint about the quality of the refereeing. The boxing tourney has contributed its share of ill feeling because of differences in scoring between American and European judges. More often

than not the loser hollers "foul." The flag-waving is sure to be much in evidence this summer since these are the first Olympics in which a Russian team is participating. As in other situations in which the Russians are involved the attitude will be "No payoff on place and show. You either win or else."

We are reminded of a couple of quaint incidents along these lines. One was an international weightlifting competition in Paris a couple of years back where a pick-up team of American musclemen shellacked a full dress Soviet entry. The Soviet weightlifters had special medals cast for them after the brawl was over so that they could bring something back for the home folks.

Then there was the Soviet basketball team that visited Peiping, China, last winter with its own referee. He called all the fouls against the home team, of course.

Test Of Prestige

Not that Russian athletes necessarily have to have things rigged for them. They have shown a great deal of talent in European track and field competition and are sure to put a strong showing in Helsinki. What it adds up to is that this Olympics is slated to become a test of prestige of the US versus Russia with political repercussions. To add to the feeling of sporting rivalry the Soviet entrants will be quartered across the border instead of living together with all other competitors.

All in all we wouldn't be surprised to see a few verbal brawls and propaganda blasts before the whole thing is over.

GALLEY CLEANINGS

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

Summertime calls for something a little out of the ordinary to delight the eye and the palate while taking the mind off the heat. "Quickie" meals shouldn't be frowned on if they're up to par and can give the galley crew a breather.

That's why Chief Steward Elmer Hansen, with 30 years of galley experience, considers a shellfish "Newburg" an all-around pleaser during summer months. The name for the dish, by the way, seems to have originated in New York's famed Delmonico's Restaurant where a particular lobster sauce caught the fancy of a Mr. Wenburg, a wealthy patron who consistently showed a preference for the dish.



Hansen

Following the custom, the dish was named after him, but the gentleman tired of hearing his name repeated so often by other diners so that he finally appealed to Delmonico's to change it. They did so, reversing the letters WEN in Wenburg to NEW as in Newburg,

and it's been called that ever since. Or so the story goes anyway.

Here's all you need: 1/2 pound butter, 2 cups flour, 2 small cans milk thinned with an equal amount of water, 10 egg yolks, small quantity of sherry flavor (the wine itself will do), salt and pepper to taste, and 10-12 pounds of lobster, crab or shrimp, since either can be used.

Melt the butter in a saucepan; add the flour, then after beating the egg yolks well with the milk, add that in with the seasoning until the mixture reaches a smooth consistency. The shrimp or lobster needs about 20 minutes of cooking before it feels soft, and when it does, just before serving pour the sauce and the sherry flavor over it. It can be served on toast or in patties and takes all of a half hour to prepare. (Feeds 46.)

With it, Hansen suggests a French onion soup with cheese croutons as a sure hit. The trick with the onion soup is in having the beef stock ready for use at any time, so that the whole job is browning the onions for about 20 minutes. To enhance the flavor, make sure the croutons are in the plate before the soup is poured.

Seafarer Sam Says



THE MINUTES OF YOUR SHIP MEETING ARE THE OFFICIAL RECORD OF UNION BUSINESS ABOARD SHIP.

AFTER EVERY MEETING SEND A COPY OF YOUR MINUTES TO SIU HEAD-QUARTERS FOR PUBLICATION IN THE LOG.



'Union Brothers' Not Just Words

To the Editor:
A few days ago while aboard the SS Beatrice (Bull), I received the terrible news that my son had died in an accident. As a result of the treatment which I received aboard that ship and also on the SS Puerto Rico (Bull), to which I was later transferred, I have really come to know the true meaning of the words "Union brothers."

My Union brothers aboard the Beatrice did everything within their power to help ease the pain that such a loss means to a father. Since we were still on our way to Puerto Rico, Captain C allis was kind enough to arrange with Captain Bellhouse of the PR for my transfer to the PR, which was bound for New York.

The transfer was effected and I found myself the recipient of all the kindness possible from my Union brothers aboard that ship. When my case was made known to the crew of the PR, they voted at their regular meeting to give me \$100 out of their ship's fund to help me further in my time of need.

I regret that my knowledge of English is not extensive enough for me to state in words my feelings at having received such fine treatment. My heartfelt thanks to the masters of both vessels for the courtesy they extended to me. I shall never forget their actions.

Mario Reyes

Jaw Bone Poker Purely Amateur

To the Editor:
We had a poker game going all the way over to Greece on the Cecil Bean as the ship became the Monte Carlo of the Atlantic Ocean. We were playing "jaw bone poker." In other words, we played owings and you pay at the end of the trip. What a game it was. Fifteen dollars a card in stud was a sociable bet. Some men were playing a few hundred dollars behind. What a shock it was when all called it quits and no one paid off.

John Morris
Ship's delegate

Anybody Found Chief's Pliers?

To the Editor:
The chief engineer on the Alamar (Calmar) is a very loyal and noteworthy company man. Having come aboard five days before her maiden voyage and still around, he thinks he practically owns the ship. This ambitious individual mislaid a pair of pliers and accused the steward and his department of purloining same, at the same time calling the unlicensed personnel a lot of sundry obscene names.

We are contemplating, at this writing, whether or not to purchase a new pair for him before he has a stroke. In any event, we are going to make an issue of this when the opportunity develops.

David Barry
Ship's delegate

LOGs Available In Bremen Now

To the Editor:
To be sure that SIU ships coming into the port of Bremen, Germany, get the LOG I suggest mailing about 30 copies each issue for a start to the owner of the saloon "Muggenburg." His name is Paul Holtz, and he's a former German seaman who sailed for about 20 years from New Orleans as an AB. His wife is a former resident of Newark, N. J.

The place is not a hangout for

barfys or other sharks on the waterfront, but is a clean saloon which some US seamen already know. Paul doesn't charge "foreign seamen" special prices but treats everyone alike, and will gladly hand out the LOG to any Seafarer coming to the port of Bremen. His saloon is located near the Weserbahnhof, or near the Europahafen.

Anyone whose ship comes into Brake, Nordenham or Bremerhafen may send a letter to Paul and he will mail the LOG to the given address. In other words, any Seafarer who wants the LOG sent to the above ports can write to Paul Holtz, Bremen, Auf der Muggenburg 5.

Franz Pietzak

(Ed. note: LOGs will be at the "Muggenburg" in Bremen from now on.)

His Vacation Pay 1st In 26 Years

To the Editor:
Thanks to the headquarters office for their quick action in sending me the vacation check for \$67.28.

I have been going to sea for 26 years and in that time I have been torpedoed (both afloat and ashore), shanghaied, shipwrecked and won the championship of the merchant marine playing bridge. But this is the first vacation pay I ever received.

Thomas W. King

GI Can't Be Out Of ODs Too Soon

To the Editor:
I just finished reading a copy of the LOG and have a confession to make. All the time I was at sea I never appreciated reading the LOG as I do now.

I had just completed seven months on the Alcoa Pioneer in August, 1950, when I received my "greetings" and in October, I was called into the army. I sailed SIU for just about six years and it really hit hard when I had to retire my book and don these OD clothes. I guess that I was pretty lucky in a way though, because I was assigned to the engineers. My knowledge of rigging helped me to get the breaks.

I am sure looking forward to the Cay when I can get out of the



Frank Verner enjoying some of that classic German brew at a roadside spot near Heidelberg.

army and return to the smooth sailing in the SIU. I would like to take this opportunity to say hello to all of my shipmates, especially around the port of Mobile.

I have always had the LOG sent to my home in Ocean Springs, Miss., and my mother has been sending it to me while I've been in the army in Germany. Here's hoping that I'll be back with you real soon.

Frank L. Verner

• L E T T E R S •

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of July 9, 1952, and are subject to change without notice.

- England, New Zealand, South Africa: \$2.80 per pound sterling.
- Australia: \$2.24 per pound sterling.
- Belgium: 50 francs to the dollar.
- Denmark: 14.45 cents per krone.
- France: 350 francs to the dollar.
- Holland: 3.80 guilders to the dollar.
- Italy: 625 lire to the dollar.
- Norway: 14 cents per krone.
- Portugal: 28.75 escudos to the dollar.
- Sweden: 19.33 cents per krone.
- India: 21 cents per rupee.
- Pakistan: 30.2 cents per rupee.
- Argentina: 14.3 pesos to the dollar.
- Brazil: 5.4 cents per cruzeiro.
- Uruguay: 52.63 cents per peso.
- Venezuela: 29.85 cents per bolivar.

End 'Two-Pot' Smoking Rule

To the Editor:
A few months ago in the LOG, I noticed some complaints from one of our brothers about smoking on the navigation bridge while on lookout. Since I'm a steady reader of the LOG, I have been looking for any other beefs of this kind but nothing has come up so far.

As I'm a heavy smoker, I believe the brother in question was 100 percent right and that it's time to end the unfair system we now have. There are several reasons why the wheelman in sailing ship days was not allowed to smoke in the wheelhouse or on deck, such as the danger of a cigarette or sparks being carried by the wind and burning the sails or even the whole ship.

Set Rules Prevail

But the time of the sailing ship is long past and there are set rules where to smoke and where not to on the ship. As everyone knows, there aren't any "No Smoking" signs in the wheelhouse. Furthermore, ships carrying quartermasters allow them to smoke there and on some Lakes ships they even get a chair, which is not a good idea for deep-sea sailing.

But so far as the smoking goes, let's look at it this way. The quartermaster has a four-hour wheel watch, but gets a half-hour's relief in between for coffeetime. Since he is clean already, he has the full time to rest up.

This is not the case with the AB who stands wheel watch. He works out on deck before going up to the wheel doing all kinds of routine jobs, painting and so on. He usually can't knock off until 15 minutes before going on watch, during which time he has to wash, possibly change into clean pants and shirt, drink his coffee, grab a smoke and prepare a couple of cups of coffee for the bridge. There isn't much time to spare there, if any.

'Two-Pot' System

Then, on the wheel for his two hours he can't smoke while the officer in charge and several bridge visitors smoke continuously. Some officers try to tell you smoking while on the wheel interferes with your visibility. That's a big joke. There's sometimes as many as five officers on the bridge all smoking and using flashlights to read the bell book, etc.

Then we have modern ships running automatic most of the time and the AB on the wheel stays there for two hours, listening to

the baloney and looking for the first chance to light a butt for a few quick, tasteless puffs when the mate turns around. It's a ridiculous situation.

Now that new fire regulations are set up, the companies probably don't mind if a guy smokes, though maybe a few officers will. Hell, if a taxidriver can smoke and drive through New York traffic at night with no troubles, why can't a helmsman at sea with miles and miles of space in front of him do it?

No one likes to smoke in a tight spot or while taking orders from a pilot, especially in a foreign port where most of them don't speak English at all. But on the sea, with everything running smooth, let's all smoke or make the wheelhouse "off-limits" for everyone by putting up "No Smoking" signs.

Frank Gaspar
Ship's delegate

Pay Money Owed, Lube's Pals Ask

To the Editor:
Many of us, members of the SIU and SUP, are going to lose our home, the Wilmington Hotel, unless the members who owe money to Lube Plant, owner of the above hotel, pay their bills and also cash given them by Lube.

Lube not only carries the boys, gives them cash and food, but picks them up at the ships, takes them to the ships all hours of the night and day, takes care of the boys when they are sick, etc.

Send in Dough

Don't the boys who owe her money think Lube should be paid? Please, wherever you are, send her whatever monies are due. Otherwise Lube will be compelled to give us the names of those men who owe her money which will go through the grapevine.

At the present time with the strike on, Lube is helping the boys out and we do not want to see her out of business.

You will remember the writup Lube had in a previous issue of the LOG which showed what a fine place she runs for the merchant seamen.

Signed by 7 Seamen

Asks Change In Messman's Hours

To the Editor:
First, we all know that the SIU is not just one of the best, but is the very best for all it has done for us. To keep it that way, all members should give their opinions to the editor, which I'm sure he won't mind.

Even the committee can see much better and get a better agreement for us all by all members writing to the editor.

I believe that a lot of arguments in the steward's department could be stopped by changing working hours for a messman. At present, their hours are from 6:30 AM to 10 AM, 11 AM to 1 PM, 4 PM to 6:30 PM as the agreement reads.

Not Enough Time

The dinner hour is where most of the trouble lies. They have only one-half hour to set up and most of the men can't do it, which I'm sure quite a few messmen feel the same way.

I suggest that the new hours for all messmen should be 6:30 AM to 9:30 AM, 10:30 AM to 1 PM, 4 PM to 6:30 PM. As you can see that gives messmen one full hour to set up and time to take care of his business.

I'd like to hear some other opinions on this matter.

Chet Gawych

Not Enough OT For Stewards

To the Editor:
There's a general resentment here on the Gateway City (Waterman) following the recent raise given day workers, with the stewards department left out in the cold.



Watts

The resentment, of course, is on the part of men in the stewards department generally, who insist they are day workers. The only real overtime they are allowed to make, now that most of the painting and sougeeing is in the hands of the deck department, is compulsory OT on weekends and holidays.

This OT is forced on them so it is unlike the set-up for the deck and engine departments which gives them the chance (in port) to refuse to work it if they feel like it. But the stewards department has to function regardless.

Incidentally, this feeling isn't only something on this ship. I have talked to many chief stewards and men in the department on several other ships in various ports and they all agree they are the forgotten men.

E. M. Watts
Chief Steward

Afoundria Comes From Far East

To the Editor:
The Afoundria is returning to New York from a Far East run to Hawaii, Japan, Okinawa, Korea and the Philippines. We expect to arrive in New York around July 30.

It's been a long trip and we'll all be glad to get back to the States. Everything has been running smoothly though, with very little disputed overtime.

W. L. Hammond
Ship's delegate

Thanks Men For Aid At Funeral

To the Editor:
I would like to thank the fine men listed below for acting as pallbearers at my wife's funeral May 27 last month while I was away at sea. They were all out of the Baltimore hall: Ed Miemiller, Charles Gill, E. Houde, G. Worham, William Ward.

I would also like to thank the agent, Earl Sheppard, for giving me a list of the names, and also the crew of the Marie Hamill for the flowers they sent from the ship while we were on the way back to the States.

Charles V. Bedell
and family

Can't Beat Crew On The Bluestar

To the Editor:
The Bluestar is just about at its destination for this trip and I want to say that this crew can't be beat or even compared with in the next five years. Any of the oldtimers aboard would echo what I say if they were asked.

The ship has just gotten a time-charter, so it looks like a top payoff. We will more than likely wind up on the West Coast, as the charter covers Yokohama, Japan. Need I say more?

By the way, I can't see why people use an organization in labor, or any organization for that matter, just for the purpose of being able to say to a casual friend, "You see that union. That is my union." What good does it do just to say you belong?

We should all devote ourselves to understanding the high values of the Union before any of us start popping off.

Rocky Milton

LETTERS

Terry Can't Stay Off Seacoral

To the Editor:

Hello Again. I made it back to the old Asiatic homestead, Yokohama. It's a wonderful life.

After paying off the Jean Lafitte, one of Waterman's prize misfits in Wilmington, Cal., a few financial performances left me ready to ride anything that put out three-day and a draw in port.

With nothing in my pocket but a sweaty shipping card, I made a job on the Seacoral. This ship is better known as the tired greyhound. When all the barnacles on the bottom kick their feet she makes a weird eight knots.

After pulling three months on this bucket and swearing by all that is holy never to even look at it again, the ugly duckling makes port and saves my life.

It made me feel kind of sorry for all the bad things I ever said aboard this rapid relic.

Captain Annoyed

Once on board the captain was quick to inform me that he was another ardent reader of the SEAFARERS LOG! It seems the articles I sent in concerning the ship, trip and chow rather upset the gentleman.

We had a good crossing with such guys as "Old Lady" Tommy Lyons as bosun. It's good to have him sailing again. Also there's Bill Parks who has quit again, except for coffee; "Deadeye" Young, deck engineer, whose winches resemble a Japanese lumber yard with wedges jammed all over them; Louis Romero and Red Saunders who both are oiling this three-legged sweetheart with profane caresses.

Thanks to an on-the-ball steward department, the chow has been great.

While on the beach I captured a room in Miss Lube Plant's Wilmington Hotel. She's a fine lady and goes all out for seamen.

This is all from a fast crew on a mighty slow ship.

Terry Paris

↓ ↓ ↓

Some Questions On Work Rules

To the Editor:

Would you please clarify the following:

1. How is overtime to be divided among FWT's working cargo? We know this is to be divided equally but how is this done? Do you have the 12 hours on and 24 off? Does the 8 to 4 FWT work nights? What if one of the firemen doesn't want to change watches so that the other two can make overtime?

2. In the deck and engine departments, does the man who has been on the ship longest have first choice on bunks and watches or is this to be done by cutting cards each trip or some other way?

3. When in a foreign port, is it okay to have a shoreside worker do work for you provided you pay the man yourself?

4. When in a foreign port and one man is taken sick and another takes his place, is he allowed to keep the job after the ship returns to the States, provided he has the endorsement? If he is not allowed to keep the job can he return to his old job or must he get off the ship?

Engine delegate
SS Jean Lafitte

(Ed. note: Question 1: It's up to crewmembers to decide on ro-

tating overtime. The whole question of fireman's overtime will be thrashed out in coming negotiations. Question 2: There's no standing rule on this. A man takes any available bunk when he gets on board. If two men are on the ship the same time they can work out the watch and bunk question between them. Question 3: The SIU is against this practice and hopes to clarify it once and for all in coming negotiations. Question 4: The answer is no. The fellow who is promoted has to go back to his original job unless otherwise cleared through the hall. He stays aboard however.)

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Gear Unsafe Due To Present Locks

To the Editor:

It was agreed by resolution at the membership meeting June 22 on the SS Hurricane (Waterman) that in negotiating the new contract with the various operators a special repair item be included in the agreement applying to all steadily-operating vessels.

The resolution recommended that the present type locks for rooms on this ship, the ones with the long brass key four and a half inches long, be removed and standard Yale locks be installed.

The Yale lock is the type that must be used with a key, not the type that snaps shut automatically when the door is closed. We realize this type of lock doesn't completely safeguard the contents of the rooms, but it will at least provide us with safer quarters than we now have.

A complete checkover of the keys aboard the Hurricane showed that the average crewmember's key fits from two to four doors other than his own. Ten keys were found to fit the 8-12 deck department room, though only three should have fit, and eight keys fit the chief cook's room while only two should be able to open the lock. These rooms were chosen at random, by the way.

Pass Keys Available

Various crewmembers have what are evidently "pass keys" since they fit 90 percent of the locks on one or both sides of the ship.

Five crewmembers had articles stolen from their rooms during the past voyage of slightly more than a month. Their losses varied from \$300 cash to two pairs of pants hanging up to dry. The company has been notified of this condition and has definitely refused to have anything to do with this situation. We feel something should be done about it soon.

James A. Golder
Ship's delegate

↓ ↓ ↓

Hails Proposal To Build Halls

To the Editor:

I read with interest the article on the proposed building fund. I think it would be wonderful if every port could have a hall as well as the one in Mobile which is my home port. I'm very much in favor of the building assessment so that soon a new hall in every port will be a reality.

I notice with interest the LOG is getting larger and more informative which will bring every Seafarer up on current events.

I hope to be released from active duty with the Army soon and I expect to resume my role as AB with an SIU book in my pocket.

Cp. Russell N. Grantham

SEAFARERS CASH BENEFITS

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

TOTAL \$83,246.21

Vacation Plan, June 23-July 3
Welfare Plan, June 15-June 28

VACATION

REPORT NO. 11

By Lloyd Gardner, Asst. Secretary-Treasurer
Period Covered By This Report—June 23-July 3

Cash on Hand	\$170,508.24
Estimated Accounts Receivable	210,000.00
Vacation Benefits Paid in Period	56,482.69
Vacation Benefits Paid Since February 11, 1952	1,005,998.35

We're really putting out the vacation money, that no one can dispute after the achievement of this week when the SIU sailed past the million dollar mark. Every dollar of this sum was handled right here in SIU headquarters and went either directly into the hands of our men here or to the men in the outports by check. Speedy payments and ease of application throughout the little less than five months that the plan has been operating show that such a plan can be put into practice with little or no red tape to hamstring operations. One thing the SIU has always prided itself on is the simplicity of all operations it undertakes. No flowery language or fancy piano roll forms for us. The vacation fund shows that a simple operation is the best way and the way the SIU operates. Let's see how long it takes us to make the five million mark.

Name	Check No.	Amount	Stanley Daunoras	12995	112.00
To Cash Vac. Checks	12941	\$5,000.00	Raymond Long	19996	145.44
William Kumke	12942	40.06	Robert Derosia	12997	80.11
Kasimir Puchalski	12943	38.50	Eugene O'Mara	12998	67.28
Void	12944	Void	Stanley Johnson	12999	47.83
August Williams	12945	44.33	Anthony Balchus	13000	69.61
Virgil Coash	12946	125.61	Carlos Ponce	13001	49.39
Void	12947	Void	Thomas Burgos	13002	40.83
Michael D'Esposito	12948	43.94	Francis Brown	13003	59.50
Jose Sanchez	12949	65.33	John Kovol	13004	65.33
William Holbrook	12950	45.50	Joseph Mallowski	13005	35.78
Robert Puckett	12951	64.56	Homer Gilbert	13006	40.44
Rodolfo Gatica	12952	81.00	Victor Litardi	13007	115.11
Donald Brock	12953	44.72	Heinrich Sterling	13008	66.11
Thomas Chapman	12954	106.89	Clarence Baker	13009	101.11
Charles Greer	12955	44.72	Kenneth Winters	13010	101.89
			Albert Hedges	13011	107.72
			George Scanlon	13012	39.67
			Joseph Duffy	13013	39.67
			Everett Ford	13014	39.67
			George Niemczyk	13015	39.67
			Willett Connors	13016	44.72
			Donato Barrelli	13017	80.89
			Nick Papademas	13018	57.56
			Eugene Martin	13019	123.67
			Olgerda Blues	13020	134.06
			Stanley Pacewicz	13021	98.39
			Harold Arlinghaus	13022	114.72
			Rosendo Mora	13023	38.11
			Isaac Gromala	13024	110.44
			Millard Bryon	13025	43.56
			Lee Briley	13026	42.39
			Paul Dew	13027	42.39
			Jeremiah McNeice	13028	35.39
			Alfonso Surles	13029	35.39
			John Lavery	13030	52.11
			Malvin Nilson	13031	101.50
			James Turner	13032	36.56
			Melvin Keefer	13033	121.72
			John Hatchell	13034	36.17
			Frank Cihlar	13035	43.94
			Arden Hagley	13036	39.67
			Wilford McIntyre	13037	35.39
			Franklin Price	13038	90.17
			Juan Rinodulla	13039	110.96
			Thomas Meuse	13040	99.56

Ernesto Ruiz, messman: Working on a ship seven days a week is not easy, so it is nice to know that you have the money to take a little time off and enjoy yourself.



Guillermo Garcia	13092	74.28
Ian Cumming	13093	49.00
Robert Meehan	13094	87.50
Roberto Hannibal	13095	143.50
Sam Ching	13096	135.33
To Cash Vac. Checks	13097	2,923.68
James Mullin	13098	39.67
Newell Keyes	13099	145.23
Longina Burecy	13100	77.00
Arthur Colburn	13101	117.06
Leon Ryzop	13102	52.11
James Balm	13103	39.28
Frank Adkins	13104	43.56
William Grabenauer	13105	96.39
Joseph DiGrazia	13106	75.83
Cleveland Howell	13107	147.00
James Thompson	13108	56.39
Marcos Medina	13109	86.72
Clyde Kreiss	13110	117.44
Dominick Chirichella	13111	112.00
Albert McCabe	13112	45.50
Paul Dolhancey	13113	96.83
Albert Packert	13114	82.06
Grady Kneec	13115	68.83
Rodwood McKeel	13116	94.89
Jorge Marrero	13117	129.50
Newton Domabo	13118	44.33
Thomas Mercado	13119	56.39
To Cash Vac. Checks	13120	4,000.00
Louis Johnson	13121	50.17
Joseph Fomenet	13122	50.94
Herman Clavier	13123	53.28
George Boroski	13124	85.67
Walter Migaud	13125	69.61
Frank Moskol	13126	117.83
Frank Bamberger	13127	38.11
Walter Brown	13128	150.11
James Shortell	13129	43.56
Edward Borg	13130	86.11
Robert Mulholland	13131	41.22
Nicos Bjorgum	13132	60.28
Leroy Bewing	13133	39.67
George Farnell	13134	64.94
Eldon Froese	13135	112.00
Ygnacio Pedraza	13136	38.50
Thomas Flenting	13137	96.83
Thomas Pilgrim	13138	124.44
John Stark	13139	107.33
Gordon Boehner	13140	43.94
Gilbert Edwards	13141	120.17
Benjamin Boudreau	13142	108.50
Loh Chao	13143	135.33
Talmadge Barbour	13144	45.89
John Buck	13145	53.28
Chester Shivery	13146	56.39

Antonio Infante: FWT: The thing I like is after you get paid for your work on the ship you can come to the Union office and get some more money which you never got before.



Robert Elliott	13058	115.50
Robert Landry	13059	68.06
Billy Walker	13060	109.67
William J Joe	13061	45.89
Herbert Atkinson	13062	101.11
Marcelino Garcia	13063	147.39
Joseph Schwabas	13064	80.22
Jose Marques	13065	104.61
Nee Sun	13066	132.83
William Frank	13067	38.50
John Nash	13068	117.83
Jaannis Stratakis	13069	124.83
Theodore Christiansen	13070	39.28
Leopold Wareham	13071	106.56
Raoul Walladares	13072	\$50.94
Tau Ah Ying	13073	95.06
Ralph Armstrong	13074	64.94
James Dodson	13075	109.28
Joseph Sipes	13076	101.50
Thomas Murphy	13077	73.11
David Donovan	13078	48.78
Void	13079	Void
William Holloway	13080	114.72
Harvey McQuage	13081	135.72
John Haggerty	13082	38.50
William Morris	13083	121.33
Void	13084	Void
Wycyzlaw Chipkowski	13085	148.56
Leon Kane	13086	48.61
To Cash Vac. Checks	13087	4,000.00
Jose Lopez	13088	117.44
Isidore Valles	13089	43.56
John Lynch	13090	50.94
Walter Compton	13091	37.33

Gerald Erlinger, AB: This is the best time of the year to collect vacation money, particularly if the weather gets too hot and you feel like taking off to the beach for a few days.



Clarence Collins	13041	149.72
Michael Loretto	13042	95.28
Anastacio Oconones	13043	127.94
Joseph Richey	13044	147.78
August Thompson	13045	102.26
Clifton Clark	13046	96.06
John Mehalon	13047	106.17
Bernard Lavnes	13048	53.67
William Lawton	13049	103.44
Haskell Copenhaver	13050	66.50
Edward Granderson	13051	128.72
Joseph Cave	13052	35.00
Charles Frey	13053	42.39
William Doyle	13054	38.11
Lacklin Oxley	13055	71.17
Floyd Cummings	13056	91.00
William Turner	13057	62.22

Vacation Every 90 Workdays

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

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$83,246.21

Vacation Plan June 23-July 3 Welfare Plan June 15-June 28

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

(Continued from page 23)

Table with 3 columns: Name, Check No., Amount. Lists names like Norman Lynch, Julian Wade, David Gilmore, etc.

Clarence L. Graham, messman: There's no question that vacation pay for seamen is a good deal and that goes also for the new benefits that the Union has for men who can't work.



Table with 3 columns: Name, Check No., Amount. Lists names like Evangelos Karatzos, John Gowling, Albert Oromaner, etc.

Table with 3 columns: Name, Check No., Amount. Lists names like Andrew Ponzio, Richard Carrillo, Ernesto Torras, etc.

Evaristo Aldahondo, deck: All the time I've been sailing the Union has been making things better for the members. This vacation pay is one of the best things that has happened.



Table with 3 columns: Name, Check No., Amount. Lists names like Heath Clarke, John Powick, Carroll Harthouzen, etc.

Table with 3 columns: Name, Check No., Amount. Lists names like Pal Shin Chuan, Leon Reynolds, Robert Berryman, etc.

Newton Edrington, oiler: If you've ever tried to collect any vacation pay from a shipping company then you can realize what a fine thing it is to have the Union handling it.



Table with 3 columns: Name, Check No., Amount. Lists names like Francis West, Albert Imhof, Roy Tynes, etc.

W. Edwards, messman: I'm very pleased with the speedy set-up they have here. I'll be getting my money in just a couple of minutes. No fuss, no bother.



Table with 3 columns: Name, Check No., Amount. Lists names like Julius Smith, Joseph Schenk, Melvin Flannagan, etc.

Table with 3 columns: Name, Check No., Amount. Lists names like Joseph Wilczak, Leo Lomey, Connor Allen, etc.

Alijo Seraga, utility: I don't have anything special in mind on how I'm going to spend the money, but it's very good to be able to get it just the same.



Table with 3 columns: Name, Check No., Amount. Lists names like Enoch Pringle, William Dixon, Roy Jones, etc.

Table with 3 columns: Name, Check No., Amount. Lists names like George Howard, Harvey Maria Lee, Robert McDonald, etc.

Albert Sacco, OS: This is the second time I've collected. The money is going to come in handy because I'm painting our apartment now and this will cover the cost.



Table with 3 columns: Name, Check No., Amount. Lists names like William Johnson, Lawrence Owens, Joseph Fagan, etc.

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.

SEAFARERS CASH BENEFITS



TOTAL

\$83,246.21
 Vacation Plan
 June 23—July 3
 Welfare Plan
 June 15—June 28

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

WELFARE

REPORT NO. 32

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—June 15-June 28

Cash on Hand	\$162,617.59
US Government Bonds	1,393,648.44
Estimated Accounts Receivable	210,000.00
Hospital Benefits Paid in Period	7,905.00
Death Benefits Paid in Period	14,293.52
Disability Benefits Paid in Period	165.00
Maternity Benefits Paid in Period	4,400.00
Hospital Benefits Paid Since July 1, 1950	177,756.00
Death Benefits Paid Since July 1, 1950	322,226.85
Disability Benefits Paid Since May 1, 1952	360.00
Maternity Benefits Paid Since April 1, 1952	5,000.00

USPHS HOSPITAL BALTIMORE, MD.

John Abraham	\$15.00
Chester Anti	15.00
Earl A. Bink	30.00
Frank J. Bradley	15.00
Louis A. Brown	30.00
Ardell Burkett	15.00
Henry K. Callan	30.00
Manuel Coty	30.00
George F. Crabtree	15.00
Harry J. Cronin	15.00

Maurice A. Gillespie	30.00
Stephanos Glaros	15.00
Walter C. Gray	30.00
William C. Hall	30.00
James E. Hillary	15.00
Nicolas Kailas	15.00
William A. Kammerer	45.00
Richard Kavanaugh	15.00
Clifford Kilgus	15.00
Anthony A. Klavins	15.00
Samuel S. LaPorte	15.00
Phillip C. McBride	30.00
Robert Merton	30.00
Catalino Ombao	30.00
Walter C. Paschall	15.00
William Reinhardt	30.00
Arthur S. Reinholdt	15.00
Ruperto Rivera	15.00
John G. Robinson	30.00
Elias S. Telen	30.00
Willie C. Williams	15.00

Joseph Lucas	15.00
Moses A. Lucas	30.00
C. A. Markell	15.00
Charles G. Miller	45.00
John Miller	30.00
Harold Moore	30.00
Alfred Mueller	30.00
Kurt A. Nagel	30.00
William F. Owens	45.00
Alexander Peffanis	30.00
George Peltonen	30.00
Robert E. Quinn	30.00
Ernesto Ramirez	15.00
John Roberts	15.00
Jose Salgado	30.00
Virgil Sandberg	30.00
Aaron Sasser	15.00
Antonio Schlawone	15.00
Stanley Swienckooski	30.00
Frank Tamburrino	30.00
Thomas Tomlin	30.00
Edward P. Voltz	15.00
Francis D. Wall	30.00
Richard L. Welch	45.00
Joseph H. Wilkin	30.00
William W. Young	45.00

FIRLAND SANATORIUM SEATTLE, WASH.

Emil Austad	\$75.00
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USPHS HOSPITAL SEATTLE, WASH.

Joseph Falasca	\$15.00
Henry Gillkin	45.00

USPHS HOSPITAL NEW ORLEANS, LA.

Lloyd T. Bacon	\$30.00
Walter Campbell	15.00
Oliver Celestine	30.00
Jessie A. Clark	30.00
R. Cruz	30.00
James DeHaven	30.00
J. Fitzpatrick	15.00
E. E. Gross	120.00
Herman Kemp	15.00
Leo H. Lang	30.00
Clyde H. Lanier	30.00
Bernard E. Lannes	15.00
Alfredo Lopes	15.00
W. L. McLellan	30.00
John E. Mayrhat	30.00
S. D. Newman	15.00
Dallo Perez	15.00
Raymond Perry	30.00
Frank Pieczykoln	15.00
Alton E. Porter	15.00
Joseph S. Preshong	30.00
K. Raana	30.00
A. A. Sampson	15.00
Sedrick P. Schieffler	60.00
Weldon Smith	15.00
Wilfred C. Sennler	15.00
Andrew Stauder	30.00
Herman E. Thompson	30.00
J. E. Ward	30.00

USPHS HOSPITAL SAVANNAH, GA.

Terryell D. Adams	\$30.00
William E. Allmon	15.00
Warner W. Allred	30.00
Francis H. Coggins	15.00
Eugene Gardner	30.00
Vincent J. Hartung	15.00
Louis C. Miller	30.00
J. T. Moore	30.00
Jack D. Morrison	30.00
John F. Murphy	30.00
Frank F. Nelson	30.00
J. T. Spivey	15.00

USPHS HOSPITAL SAN FRANCISCO, CAL.

Alphonse Bosarge	\$15.00
Frederick Brown	30.00
Malcom Minton	45.00
Peter Smith	30.00
David Sorenson	30.00
William Timmerman	30.00
Lawson Trussell	15.00
George Vesagas	45.00
Sylvester Walker	15.00
Robert Wiseman	30.00

USPHS HOSPITAL STATEN ISLAND, NY

Leo Allen	\$30.00
Victor Arevalo	30.00
Victor A. Artman	15.00
Wm. Atchason	15.00
Raphael Babiani	45.00
Edward Barron	30.00
Maurice Bernstein	30.00
Ray E. Brault	15.00
Richard Broomhead	15.00
Frank Cardozo	15.00
George N. Clarke	30.00
Charles W. Cothran	30.00
Raphael Diaz	15.00
M. A. Dodge	30.00
R. Edmondson	30.00
Samuel Erlitz	15.00
Joseph P. Farrell	30.00
Wm. Girardeau	30.00
Robert F. Gribben	30.00
Charles O. Gries	60.00
Wladislaw Groholaki	15.00
Hallm Y. Hambourz	45.00
William M. Heriman	30.00
Sabino Intigro	30.00
Louis F. Johnson	60.00
Raymond E. Keller	15.00
George Kitchan	15.00
D. R. Leary	30.00
James R. Lewis	30.00

USPHS HOSPITAL GALVESTON, TEX.

Leo Dwyer	\$15.00
Jimmie M. Helfer	30.00
James F. Kane	30.00
Joseph Neubauer	30.00
Eddie D. Smith	30.00
Joseph L. Springer	15.00
Charles B. Young	15.00

USPHS HOSPITAL PORTLAND, ME.

Ernest P. Belkner	\$15.00
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CAMBRIDGE SANITARIUM CAMBRIDGE, MASS.

Anthony Leva	\$75.00
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USPHS HOSPITAL BRIGHTON, MASS.

Richard P. Bowman	\$30.00
Pasquale A. Carbone	30.00
Edward Cooley	15.00
Christopher Dacey	15.00
Stanley R. Greenridge	30.00
Raymond Harris	30.00
William E. Lake	45.00
Lawrence Myatt	30.00
Lincoln E. Smith	15.00

USPHS HOSPITAL SAN JUAN, PUERTO RICO

Wilbert L. Bush	\$50.00
Alfredo Cedeno	30.00
Leo Koza	15.00
Cruz Negron	15.00
Edward Smith	60.00

SAILORS SNUG HARBOR STATEN ISLAND, NY

Joseph Kosluskus	\$120.00
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USPHS HOSPITAL NORFOLK, VA.

Eibert R. Brown	\$15.00
Julian M. Cuthrell	30.00
Oliver A. Hess	15.00
John N. Hull	15.00
Leslie M. Jackson	15.00
Charles H. Jones	150.00
Joseph Knox	30.00
Shirley E. Roundtree	15.00
Henrich Sterling	30.00
George C. Warren	30.00
Robert R. White	45.00
Albert L. Willis	15.00

USPHS HOSPITAL FORT STANTON, NM

Charles Burton	\$60.00
Francis I. Gibbons	75.00
Thomas Isaksen	60.00
Donald McDonald	60.00
Archibald McGuigan	60.00
Renato A. Villata	60.00

DOCTORS HOSPITAL WASHINGTON, DC

Anthony D. Browne	\$15.00
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USPHS HOSPITAL CHICAGO, ILL.

Clifford Wemack	\$60.00
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COLON HOSPITAL CANAL ZONE

Cesar Laboy	\$15.00
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USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN

Robert Atmore	\$60.00
Carl S. Berra	60.00
Claude F. Blanks	60.00
Edmund C. Blosser	60.00
Paul Cannellos	60.00
Wilson O. Cara	75.00
Walter Chalk	60.00
Emilio Delgado	60.00
James R. Downie	60.00
John J. Driscoll	60.00
John T. Edwards	60.00
Jose Espinoza	75.00
E. Ferrer	60.00
Leonard Franks	60.00
Robert E. Gilbert	60.00
Bart Guranick	60.00
John W. Keenan	60.00
Leo Kulakowski	60.00
Frederick Landry	60.00
James J. Lawlor	60.00
Francis F. Lynch	60.00
David McCreath	60.00
Clifford Middleton	60.00
Vic Milazzo	60.00
Lloyd Miller	60.00
John R. Murdock	60.00
Pedro O. Peralta	60.00
George G. Phifer	60.00
R. A. Ratcliff	60.00
John R. Richters	60.00
G. E. Schumaker	60.00
Robert Sizemore	60.00
Timothy Sullivan	60.00
Albert Thompson	60.00

DEATH BENEFITS

Herbert R. Burke	\$929.82
Emilio P. Collazo	2,500.00
William A. Disbury	2,500.00
Robert F. Larsen	947.69
Margaret Morsette	1,717.60
Gunvald E. Nilsen	698.50
Joseph O'Malley	2,500.00
George P. Ryninger	2,500.00

MATERNITY BENEFITS

Alfonso Rivera	\$200.00
Anthony Timas	200.00
Vincent Bavirsha	200.00
John H. Hunt	200.00
Patrick I. Rogers	200.00
Sigward G. Nielsen	200.00
Dolor F. Stone	200.00

Jackson E. Myer	200.00
Manfredo V. Ciampi	200.00
Robert O. Nicolai	200.00
Walter G. Butterton	200.00
James M. Byers	200.00
John T. Koval	200.00
John Clamp	200.00
Richard Q. Randolph	200.00
Raymond M. Hynes	200.00
Willie E. Dillon	200.00
Osborne M. Brooke	200.00
John I. Rivera	200.00
James E. Griffin	200.00
Demos T. Wheelton	200.00
Amund Pettersen	200.00

DISABILITY BENEFITS

George M. Arnold	\$30.00
James Crone	45.00
Joe Germano	30.00
John Hopkins	30.00
Otto P. Freusser	30.00

RECENT ARRIVALS

All of the following SIU families have collected the \$200 maternity benefit plus a \$25 bond from the Union in the baby's name.

Emellinda Rivera, born April 2, 1952. Parents, Mr. and Mrs. John L. Rivera, 374 Pearl Street, New York.

Linda Marie Ciampi, born April 4, 1952. Parents, Mr. and Mrs. Manfredo V. Ciampi, 8 Upland Road, Somerville, Mass.

Larry Nelson Byers, born April 5, 1952. Parents, Mr. and Mrs. James M. Byers, 566 Surrey Street, Mobile, Ala.

Texas Will Rogers Clamp, born April 6, 1952. Parents, Mr. and Mrs. John Clamp, 232 Garfield Place, Brooklyn, NY.

Edward Lee Meyer, born April 9, 1952. Parents, Mr. and Mrs. Jackson E. Meyer, 811 Henry Street, Savannah, Ga.

John Richard Randolph, born April 10, 1952. Parents, Mr. and Mrs. Richard Q. Randolph, 131 W. 10th Street, Norfolk, Va.

Lynda Ann Hynes, born April 11, 1952. Parents, Mr. and Mrs. Raymond Hynes, 472 Columbia Street, Brooklyn, NY.

William Edward Dillon, born April 5, 1952. Parents, Mr. and Mrs. Willie E. Dillon, Box 46-C, RFD 4, Rugby Road, Pasadena PO, Maryland.

Carol Butterton, born May 1, 1952. Parents, Mr. and Mrs. Walter G. Butterton, 150 Seaboard Avenue, Portsmouth, Va.

Patricia Marie Griffin, born May 2, 1952. Parents, Mr. and Mrs. James E. Griffin, 2136 Heather Road, South Norfolk, Va.

Eddie Eugene Brooke, born May 11, 1952. Parents, Mr. and Mrs. Osborne M. Brooke, 128 Colvin Street, Mobile, Ala.

Geraldine Ann Koval, born May 27, 1952. Mr. and Mrs. John T. Koval, 1445 Bedford Avenue, Brooklyn.

FINAL DISPATCH

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

William Alton Disbury, 46: Brother Disbury died as a result of injuries received aboard the Seacomet on March 11 when he fell coming down a ladder. He is survived by his wife, Hazel Disbury; his daughter, Alicia, and a brother, Gordon S. Disbury. Burial was in Flagler Cemetery, Miami, Fla.

George Paul Ryninger, 61: One of the veterans of the SIU, Ryninger passed away on June 9 of an ulcerated esophagus. Ryninger sailed as chief electrician and held Gulf Book number 7, having joined the Union in New Orleans in December, 1938. He is survived by his wife, Mrs. Ethel Ryninger of 2519 Canal Street, New Orleans, La.

Emilio P. Collazo, 62: Arteriosclerosis and resultant complications took the life of Brother Collazo on June 17 in the New Orleans USPHS Hospital. Collazo sailed as butcher and cook and had been with the SIU since May, 1947, sailing out of the port of New Orleans. He is survived by his wife. Burial took place in St. Vincent De Paul Cemetery, New Orleans.

Joseph O'Malley, 45: A fractured skull caused the death of Brother Joseph O'Malley on June 24, 1952, in the Jersey City Medical Center. O'Malley had been sailing with the SIU since 1946 in the engine department. He is survived by a sister, Mrs. Julia Williams of New York; a brother, William Francis O'Malley of Bound Brook, NJ, and a son who resides in Ohio. Burial was in Gate of Heaven Cemetery, Hawthorne, NY.

... DIGEST of SHIPS' MEETINGS ...

YAKA (Waterman), June 16—Chairman, Blackie Martin; Secretary, Terence White. Each delegate should prepare a repair list for arrival in port. Ship's fund stands at \$68.25. Men agreed to fold up cots when not in use. Washing machine will be cleaned after being used.

STEEL FLYER (Isthmian), May 30—Chairman, Ralph Wilkins; Secretary, D. C. Rollins. Ship's delegate will see the captain about painting decks in engine department fo'c'sles. Ship's delegate will see patrolman about a new washing machine for the crew. Steward asked all hands to turn in cots and linen before the payoff. Steward department got a vote of thanks.

ROBIN LOCKSLEY (Seas Shipping), June 8—Chairman, K. Roberts; Secretary, E. J. Pierson. Captain did not order milk at Durban because the dairy was closed for the holiday. Motion was passed to have the ship's delegate see the captain about painting the deck and steward department fo'c'sles. Engine department quarters were already painted this trip. Menus have not improved since the last meeting. Deck department is out of disinfectant. Voluntary contributions for the ship's fund will be accepted at the first draw in the States.

DE SOTO (Waterman), June 15—Chairman, A. Danne; Secretary, Philip Reyes. Beef about the chief will be taken up with the patrolman. Roberts was elected ship's delegate. Repair list will be turned over to department delegates before arrival in ports. When there are no beefs and all men are in good standing, ship's delegate will contact the hall and obtain permission to pay off without the patrolman, since this is a coastwise ship.

BEAUREGARD (Waterman), June 16—Chairman, Joseph A. Ryan; Secretary, R. A. Eden. R. C. Sheppard was elected steward delegate. Membership was requested not to take guards off bunk lights. New mirrors for deck department heads and showers were requested.

MARINA (Bull), June 4—Chairman, William J. Morris; Secretary, Stan Willis. William J. Morris was elected ship's delegate. Howard Glisson, engine delegate. New coffee urn was requested. Screen doors should be locked while the ship is in port.

JUNE 15—Chairman, J. Meeks; Secretary, Stan Wells. Water was left running in the laundry and soap boxes were thrown on deck. OS and wiper will alternate emptying the trash box. All members will clean up after using the laundry. More variety was requested in the menus. Not so much pork should be served and the meat should not be burned. Recreation hall should be kept clean and keys provided for the fo'c'sles.

TAGALAM (Seatrains), June 10—Chairman, King; Secretary, Rob Lee. Ship's delegate reported many repair beefs have been cleared up and he is now working on the rest. Ship's fund stands at \$31. C. Moss was elected ship's treasurer and unanimously. Motion was passed to buy an iron and magazines.

ANNISTON CITY (Isthmian), June 9—Chairman, John Kulas; Secretary, Michael J. Dembnowski. Captain told the ship's delegate that the crew would have to put the poop deck awning up on their own time. Ship's delegate will see the captain about radiograms, as sparks will not accept messages unless overtime is paid to him for it. Brothers were real hours inside and on deck, and that they should refrain from making too much noise. Brothers were urged to cooperate in keeping all but ship's permitted that men are trying to sleep at sunset from the messroom and crew's quarters. The steward department was praised for good work and the brothers were reminded that the galley is hot and that cooks and messmen deserve cooperation and consideration at all times.

SEACONET (Orion), June 13—Chairman, H. Workman; Secretary, L. Santa Ana. Ship's fund now stands at \$17.81. Motion was passed to have the three delegates get together about the necessary repair work. All quarters should be painted, messroom and recreation

room should also be painted and keys should be made for each room.

STEEL ADVOCATE (Isthmian), June 3—Chairman, Charles Martinez; Secretary, W. J. Gillick. Motion was passed to have the ship's delegate intercede for the wiper in case he is discredited. Incident between the engine delegate and the engine department utility has been satisfactorily settled.

JUNE 8—Chairman, Vincenzo De Giacomo; Secretary, Bill Sutherland. Ship's delegate thanked the crew for its good work and cleanliness. Steward department did a good job. All previous beefs have been settled satisfactorily. Steward will accept donations for the ship's fund at the end of the trip. Dirty linen should be turned in then and fo'c'sles cleaned. Since the repair of the old washing machine would be very expensive, the crew has decided to have the patrolman get a new one from the company.

NORTHWESTERN VICTORY (Victory Carriers), May 25—Chairman, Frank W. Garau; Secretary, not listed. Suggestion was made that each department clean the recreation room and laundry before turning them over for cleaning to the next department.

JUNE 4—Chairman, E. S. Game; Secretary, not listed. Men were reminded to clean and rinse the washing machine after use. \$1 will be donated to the ship's fund by each man after the payoff.

AZALEA CITY (Waterman), June 15—Chairman, L. De Gange; Secretary, C. E. Sansome. Two men missed the ship. Ship's fund stands at \$7. Motion was passed to add to this sum. Discussion was held on the unsatisfactory alophost and the scarcity of cigarettes. Steward department was thanked for the fine food.

MILTON H. SMITH (Isthmian), June 1—Chairman, L. E. Segoual; Secretary, Dan Stasevich. Ship's delegate and deck delegate had a talk with the captain and reached an agreement as to what should be done. One ordinary and one wiper will keep the laundry clean; steward department will clean the recreation room. Steward department was complimented on their good work.

RAPHAEL SEMMES (Waterman), June 15—Chairman, A. Sistrunk; Secretary, P. Reed. Replacement of the life jackets, which are very dirty, will be put on the repair list. Brothers were asked to keep the washing machine, to clean it out after use and not to let it run when not in use. Members should not play dice aft, as this keeps the off watch awake. Pantry and messhall should be kept cleaner at night. Deck department head should be fixed.

SWEETWATER (Mar-Trade), June 15—Chairman, Paul D. Love; Secretary, Albert L. Peves. Crewmembers were asked to stay out of officers' messhall, and officers will keep out of crew's hall. Dispute with engineers has been settled. Members voted to buy a new washing machine, with all hands contributing \$6 towards its purchase. Money left over will go into the ship's fund to buy reading matter. Ship's delegate will see the chief engineer about having the wheelhouse and fo'c'sle fans fixed. Recreation hall will be locked in port.

GOLDEN CITY (Waterman), June 14—Chairman, Callahan; Secretary, D. Piccerelli. Messhall should be kept clean at all times. Ironing board and iron should be kept in the steward's room when not in use. Since the company supplied a new washing machine, the old one was sold to a member for \$15. Patrolman will be notified that the hospital was used for cargo space. Ship's delegate will see the chief engineer about repairing the crew's pantry steam table. If this matter is neglected, it will be reported to the patrolman.

MAE (Bull), June 22—Chairman, E. V. Smith; Secretary, H. P. Bluhm. Ship's fund stands at \$40. Ship's delegate read a statement by the captain stating that the video set belonged to the crew and to the SIU and in the event that the ship lays up, the set will be removed by the port agent or someone authorized by him. A. Bokan was unanimously elected new ship's delegate. Suggestion was offered to have a screen made by the deck department to cover the store's hatch on the stern. Delegates will check fo'c'sles to see where port light screens are needed. They will then tell the chief mate where screens are needed.

'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 payoff. Receipts are issued on the spot.

Dogs around port lights that are frozen up will be freed where necessary.

GAMAS MEADOWS (US Petroleum Carriers), June 15—Chairman, Donald M. Dickson; Secretary, T. W. Carmichael. Ship's first aid kits have been filled. Crew was reminded to take cots off the deck when not in use. Motion was passed to have the captain change the ship's chandler in Naples. Steward advised on purchasing stores in Naples. Captain will advise the ship's delegate and steward at earliest time ship will reach the next port of call so that the steward can estimate the amount of stores needed. First assistant engineer, who has had a good deal of experience in grading meats, volunteered to accompany the steward when he selects meat in Naples.

DEL VIENTO (Mississippi), April 10—Chairman, not listed; Secretary, George L. Kaufman. Acting ship's delegate reported on repairs which were not attended to in New Orleans; they will be put on this trip's repair list. Ship's delegate will write to the negotiating committee to ask them if the butane gas which this ship carries as part of its cargo comprises penalty cargo. Mate will install library shelves as soon as possible. Cups should be returned to the messroom. Ice box in the dry storeroom will be repaired immediately, as well as the lock on the meat box door.

PAOLI (Cities Service), June 8—Chairman, Norman Mable; Secretary, Anthony P. Violante. Engine room head and washing machine are going to be fixed; fans are needed by the cook and messman.

JUNE 22—Chairman, R. J. Jopski; Secretary, Anthony Pasquale Violante. One brother put off for sickness and one missed ship. Fix settees in recreation room and 8-to-12 fo'c'sle. Ventilation system should be installed in passageways since the doors are shut. Motion was passed to make up a repair list for all departments.

GATEWAY CITY (Waterman), May 25—Chairman, C. Greene; Secretary, E. M. Watts. All repairs that were not taken care of in New York are now being taken care of as soon as possible. George McAlpine was elected engine delegate.

PERSONALS

Conrad Shireley
I have been anxious to hear from you for over a year. Write me at Hillside Lake, Wappinger Falls, NY. Leo Movall.

Get in touch with your wife at once. Urgent.

Your children are with your sister at Route 1, Taylorsville, Miss. Write at once.

Contact your wife as soon as possible at AL 5-1788.

Crew, SS Atlantic Water Voyage Signed On 2/13/52 Please get in touch with D. Williamson, 2620 Briggs Ave., Bronx, NY, regarding malaria case.

Your check for maintenance money from Orion SS Co. is at the Wilmington SIU hall.

FRANCES (Bull), June 22—Chairman, M. Grottschalk; Secretary, M. Zelonka. Ship's delegate asked membership for library fund donations. Chief electrician made a motion that the chief engineer stop using sarcastic remarks toward him. Laundry and washing machine should be kept clean.

SEATRAN GEORGIA (Seatrains), June 8—Chairman, Robert Brock; Secretary, M. Peeter. Ship's fund now stands at \$25.00. Donations will be accepted at the payoff. Two men who missed ship were reported to headquarters. Question of the dollar deposit for fo'c'sle keys will be reported to the patrolman. Ship's delegate will speak to the chief engineer about reversing the blower in the messroom to blow in cold air. Cooks asked that fans be installed in the galley. Dishwasher was criticized for his poor work. Steward was asked to order spray guns for mosquitoes.

CARRABULLE (National Navigation), June 17—Chairman, A. T. Arnold; Secretary, A. Goldsmid. Chief officer gave warning that he will not allow anyone under the influence of liquor to turn to on deck. A. T. Arnold was elected ship's delegate by acclamation. A. Goldsmid was elected ship's treasurer by acclamation. Motion was passed to have the delegates check in slopchest prices. Each department should take charge of keeping the recreation room clean for a week. Suggestion was made to install a

hot water line in the washing machine and an electric fan in the laundry. Dirty coffee cups should not be left on the messhall tables and all over the deck. Do not throw cigarette butts through open portholes; use the ash trays.

DEL GORO (Mississippi), June 8—Chairman, George Borck; Secretary, Rodger Baker. B. Allison was elected ship's delegate by acclamation. All but ship's personnel should not be in amidship house. Ship's delegate will hold the ship's fund—which now stands at \$1.35. Each department will clean the laundry for a week in rotation. Ship's delegate will inquire into penalty cargo.

CITRUS PACKER (Waterman), June 21—Chairman, Garland M. Hage; Secretary, Claud N. Johnson. Repair list has been

NOTICES

Photos of the following men are fading, both in their new membership books and in headquarters files. They can either send their book with four passport photos to headquarters or stop in for new ones:

- Lee R. Arnold, A110; James C. Blake, B44; Christopher Bobbe, B53; Robert E. Carry, C43; Rufus Carrington, C47; Prudencio De Jesus, D49; George Dinast, D164; Joseph F. Fiesel, F9; Julio Figueras, F77.
- Angel Cortez, G8; Robert Gresham, G11; Arvid Gylland, G38; Wilmer E. Harper, H11; Alfred Hanstuedt, H36; Cuthbert Hinkson, H38; Charles Haughey, H42; Edmund Larkin, L36; William Lewis, L38.
- Earl P. Larson, L39; Kenneth J. Lewis, L40; Wallace Lowther, L47; Moses A. Lucas, L48; B. F. Lowe, L74; John J. Lawton, L79; Isaac Miller, M35; Acosta J. Soto, S79; Wm. Singleton, S81.
- Paul Tassin, T30; Fabian Cruz, C77; Benigno Cortez, C128; Steve Deri, D33; Billie Doyle, D77; John Durma, D160; Anthony Bender, B172; Julius Bocala, B173; Bacilio Bonafoni, B174.
- Nicholas Brancato, B180; Edison Brown, B181; Floyd Crumpler, C13; Idelfonso Galindez, G126; Jose A. Griffith, G127; Alton Green, G128; Genaro Gonzalez, G129; Joseph Gilliad, G156; Hulet Higginbotham, H75.
- Domingo Lallave, L44; Jose Lopez, L49; Felipe Lugo, L73; Ture Sandstrom, S191; James Shiber, S190; Raymond Torres, T31; Daniel Ticer, T32; Alberto Trevino, T33; Wm. W. Wells, W36; Robert F. Welker, W39; Joseph Wagner, W40.

Seaman's papers are being held at the Wilmington SIU hall for the following men: James B. O'Keefe (Z 99279D2), Dewey H. Slater (Z 24551D1), Isidore Weisbrot (Z 882399). Write there to obtain same.

Crewmember who left roll of 35 mm. film with Lake Charles Agent Leroy Clarke at Lake Charles can obtain same by writing SIU headquarters in Brooklyn.

Crewmembers on voyage which ended in New Orleans recently have approximately \$200 coming to each of them in area bonus money. It can be obtained by writing the Eastern SS Co., 40 Central St., Boston.

turned over to chief mate and chief engineer. Motion was passed to donate to the library fund. Motion was passed to give the washing machine to whoever wants it.

MARVEN (International Navigation), June 8—Chairman, Herman Whirnant; Secretary, Frank Van Dusen. All hands are to keep the messroom clean after

MONEY DUE

The following men listed below have retroactive wages due from Robin Line. Write or call in person at 39 Cortlandt St., NY.

ROBIN TUXFORD:
Van Der Bunk, Jacobus; Burgos, Angel; Matsonnet, Leonica; Monte, Vincent; Dedicatoria, Julian; Johnson, John; Leo, Alexander; Donahoe, Robert; McArthur, William; Grady, Edward; Hogan, Robert; Sinclair, Francis; Priola, Edward; Cortes, Donald; Perry, Chester.

ROBIN SHERWOOD:
Hinnant, George H. Jr.; Longtue, Norman; Reyes, Carmelo; Hassan, Talib; Llanes, Bacilio; Smith, Warren K. Jr.; O'Rourke, John; Houde, Emile; Aviles, Luis; Gable, George; Medvesky, John; Lomakin, Serge; Maldonado, Ramon; Quinones, Felix; Carr, Paul; Undertajlo, Basil; Cotty, Manuel; Timinreck, Frank; Terry, Cecil; Villacian, Vincent; Arnett, Gilbert; Sapia, Ralph; Harris, Walter; Vaughn, Alfred; Day, Sidney; Jensen, Helman.

ROBIN MOWBRAY:
Ross, John; Fair, David; McDaniel, Paul; Sipsey, Robert; Logan, Jeremiah; Purdy, John; Wendt, Robert; Gallio, Marmerto; Gordon, James; Funk, Richard; Spradley, Ellis; Rodl, Joseph; Bonitto, Henry; Torbicki, John; Fisher, Louis.

ROBIN LOCKSLEY:
Dupont, Emil; Williams, Roger; Anderson, Charles; White, Donald; Counts, William; Brunton, John; Edwards, Francis; Giordano, John; Barnes, Grover; Moulter, Arnold; Russell, David; De Leon, Carlos; Parrett, Thomas; Maldonado, Francisco; Sanders, John; Richardson, John; Kellog, Charles; Woenks, Albert; Geudy, John; Slick, Charles; Gill, Marshall; Waddington, William; Schram, Rayford; Gordon, James; Pierson, Schuyler; Frederick, Walter; Walls, William; Pomerlance, Robert; Cinqueciacco, Angelo; Fox, Denton; Gromek, Henry; Thomson, John.

ROBIN KIRK:
Rush, Vernon; Cruz, Fabian; Ulrich, Henry; Dacanay, Fernando; Makko, Victor; Serra, Alexander; Stevenson, Alexander; Consentino, Mario; Ministeri, Gastano.

ROBIN KETTERING:
Hansen, Eivar; Langston, John; Litchfield, Lester; Karlak, Steve; Getes, Edwin; Boles, Bernard; Hewson, Donald; Olsen, Einar; Everhart, Henry; Scragga, Fred; Svenningsen, George; Broughton, Lewis; Fuciu, George; Kirby, Walter; Guild, Roy; Swetska, Franciszek; Daire, Clarence; Ferrandiz, Robert.

ROBIN HOOD:
Hudkins, Robert; Erickson, Nils; Daurie, John; Rigney, George; Da Costa, Jose; Collins, Elmer; Brown, Melvin; Griffith, John; Mason, Francis; McKenzie, Avery; Elverum, Bjorn; Cardoso, Noe; Strickler, Charles; Webb, John; Ombao, Catalinio; Patser, Harold; Kitesky, Peter; Baker, William; Everett, Louis; White, Chester; Howell, William; Burchinal, John.

ROBIN GRAY:
Goldfarb, Abraham; Wallace, Ward; Russo, Antonio; Wandrel, Earl; Cil, Jose; Thomas, William.

ROBIN GOODFELLOW:
Thomas, Lloyd; De Havers, Leonce; Warfield, Van; Hauna, Anthony; Buzalewski, Stanley; Elliott, William; Whitley, Bennie; Martinelli, Albert; Matsonnet, Jose; Kolina, Steve; Grutes, Joseph; Phifer, Robert; Curtul, George; Ziegler, Elmer; Anderegs, Frederick; Walker, John; Schroeder, Elmer; Rohring, George; Werner, Frederick; Rogers, Charles; Green, Elliott; Goodman, Elvin; Lyons, Edward; Menville, John; Militar, Dioscoro; Davis, James; Sisk, Lonnie; Pou, Oscar; Sullivan, James; Hobson, Frank; Squires, Roland; Honre, Philip; Hurley, Louis; Kaminaki, Marion; Masinelli, Pasquale; Gvozdick, Peter; Boles, Richard; Laken, Charles; Claude, Albert; Matonte, Mauro; Leonard, Eugene; Harley, John; Cefaratti, Rudolph.

ROBIN DONCASTER:
Pelinski, Edward; Guinier, Hemsley; Guffin, Robert; Otero, Juan; Makalla, Thomas; Mosher, Albert; Clapp, John; Drewes, Pete; Perez, Jose; Jackson, Wesley; Montes, Reinaldo; Jones, Vincent; Sussman, Albert; Pearce, Irvin; Anzalone, Richard; Morse, Edward; Calleya, Saturnino; Belinsky, Edward; Hopping, Charles; Doyle, James; White, Thomas; Huston, Leo; Pascual, Santiago; Lamourieux, Herbert; Godman, Maurice; Ottaway, Albert; Haggerty, John; Lala, Andrea; Buckner, Henry; Sikorski, Mike; Smigielski, Teoh; Kehrweider, William; McInerney, John; Sorenson, Oscar; Kaminaki, Marian.

WILLIAM STURGIS:
Carlson, Carl; Lane, James; Smith, Lester; Wright, Ray; Manfais, Vasillios; Walker, Manfred; Cahoon, Dennis; Digman, Kirby; Anderson, Ulyss; Gaskill, Weldon; Neese, James; Afentakes, John; Miller, George; Cossman, Walter.

JOHN FISKE:
Kane, William; Stankiewicz, Vincent; Ginecki, William; Garrud, David; Rogan, Hugh; Lweb, But; Marjenhoff, William; Graham, Joseph; Houston, Marchal; Baysell, John; Gutrett, James; Fitch, Robert; McMahon, John; Bosko, Stanley; Mellon, William; Watson, Clifton; Atkinson, Austin.

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, NY.

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... DIGEST of SHIPS' MEETINGS ...

(Continued from page 26)

night lunch. Department delegates will check on fans that need fixing before the weather gets hot.

SEA GARDEN (Penin, Nav.), June 15—Chairman, John Bracht; Secretary, Kenneth Collins. One man jumped ship in New York. Department delegates will see the department heads since, according to the minutes of the last crew, the company has done nothing about the repair lists handed in at that time. Suggestion was made that Argentine butter be used for cooking and baking. Motion was passed to have the delegates inspect the cigarette supply and see if it is possible to get a library on board.

OLYMPIC GAMES (Western Tankers), May 11—Chairman, L. Baldwin; Secretary, Donald Forrest. Ship's fund stands at \$8.76 after several purchases. Motion was passed to press charges against any member fouling up at the next port of call. Members were asked not to grow lax in cleaning washing machine after use and keeping the messroom orderly.

June 1—Chairman, Paul James; Secretary, Don Forrest. Doctor was brought aboard to examine suspected contaminated water. He ordered the tanks pumped out and flushed. Joe Meyerchak was elected ship's delegate by acclamation. Foul-ups will be referred to port officials.

MILTON H. SMITH (Isthmian), June 17—Chairman, Benny Valles; Secretary, T. Thompson. Ship's delegate saw the captain; many things were accomplished and more repairs will be done. Ship needs fumigation. There is not enough hot water for baths.



FAIRISLE (Waterman), June 1—Chairman, C. J. Quint; Secretary, William Stark. Chief engineer asked crew to be careful with the water, as ship is running short. Each department delegate will turn in a repair list. Large number of overtime beefs will be turned over to the patrolman. Gear of washing machine which burned out cannot be fixed. Crewmembers are asked to cooperate in keeping machine clean; crew will request a new one from the company. Delegates will ask the patrolman to check the medicine chest for the next trip. Steward department got a vote of thanks for good chow and service.

June 2—Chairman, Quint, Secretary, W. Stark. Meeting was called to discuss water rationing, with the vessel four days from Okinawa. Several brothers reported this same condition has existed for the last two years. Water now is too hot to use. Members must take a firm stand and stick together; no man is to pay off ship until some definite action is assured. Department delegate will collect \$1 from each man to pay for a telegram to the west coast representative explaining the situation and asking for representation upon the ship's arrival. Extra money will be put in a ship's fund.

ARLYN (Bull), June 14—Chairman, Steven Bergeria; Secretary, Robert L. Anderson. There should be more silence, out of consideration for the rest of the crew. Letter on crewmember refusing to work will be given to the agent at the port of the payoff.

Quiz Answers

- Brother-in-law.
- North, or actually northwest, not east as commonly supposed.
- An even \$100.
- Brazil, originally founded by Portuguese colonists.
- An aqua plane is a platform attached by ropes to a powerboat on which a person rides; a hydroplane is an airplane built to rise from or land on water.
- From January 1. A race horse born in July, 1950, is said to be two years old January 1, 1952.
- It took them nine hours at two mph.
- Georgia.
- New York.
- Anemometer.

Puzzle Answer

P	A	C	T	O	R	E	B	O	N	E
O	M	A	R	R	U	M	O	V	E	R
K	E	Y	S	T	O	N	E	T	E	R
E	N	S	I	N	E	R	T	R	O	E
	A	C	T	Y	A	P	S			
M	A	D	A	K	E	T	G	E	E	S
A	M	U	R	S	O	S	N	A	I	L
W	I	N	O	S	P	E	G	A	S	U
	G	N	A	W	A	I	L			
T	A	A	P	R	A	W	O	M	A	
A	C	R	E	I	R	I	S	H	M	A
P	I	E	R	T	E	N	A	I	D	E
A	D	E	N	S	A	D	S	T	E	W

STEEL CHEMIST (Isthmian), June 14—Chairman, Willie Walker; Secretary, R. Anderson. Any member who comes on board gassed up and makes trouble for the other members will be brought up on charges in first port of payoff. Coffee urn has been tampered with and the messman has trouble making coffee in the morning. Discussion was held on day man coming aboard gassed up and striking the chief cook while he was sleeping, because he could not get tomato juice at one o'clock in the morning.

SEA STAR (Mercador), April 27—Chairman, Louis W. Pepper; Secretary, B. L. Owens. Patrolman should get some action on the repair list before the sign-on, since many repairs were promised after the last trip and were not made. Chief engineer will permit the black gang to paint all foc'sles. Suggestion was made that the ship's delegate see the master about having the crew messhall painted and the patrolman about getting an adequate slopchest next voyage. Deck engineer would like the overhead leak in the foc'sle repaired immediately. Steward department got a vote of thanks for the good service and chow.

June 13—Chairman, F. W. Langley; Secretary, Louis W. Pepper. Very few repairs were taken care of, as requested at the last meeting. Captain refused to have the hideous green color of the messhall changed. Foc'sles have not been painted, as promised by the chief engineer. All hands were asked to be sober at the payoff.

THE CABINS (Cabins), June 24—Chairman, A. Schroter; Secretary, R. Malone. It was suggested that the steward get DDT bombs and that doors and lockers in the steward department foc'sle be repaired.

ABIQUA (Cities Service), May 9—Chairman, Steve Senak; Secretary, R. M. Lafferty. Ship's treasurer reported a balance of \$11.96 and \$10 in US stamps. Ship's delegate will see the chief mate about sootage the foc'sles and painting the heads. Vote of thanks went to the steward department—especially the second cook and baker, Charles Cantwell—for excellent food. Request was made that the slicing machine in the galley be left alone. Washing machine should be cleaned and turned off after use; suggestion was made that a red light be put on the machine as a reminder to shut it off. Ship's delegate reported that the captain will give out two cartons of cigarettes to each man; if the ship is fined, as in France, for undeclared cigarettes, the fine will be divided up among the crew. Slopchest should be opened on one day a week at a convenient time.

ARCHERS HOPE (Cities Service), June 24—Chairman, Frank Vincent; Secretary, Thomas Smith. Washing machine has not been received. Awnings are off and there is no place to stay in hot weather. The ship needs fumigation. Cots have been issued to all members; they should be put away after use.



WARHAWK (Waterman), June 22—Chairman, George Engelhard; Secretary, Ruth Jordan. Motion was passed to have the deck department head fixed before signing on for the next trip. Washing machine should be kept cleaner. Vote of thanks was given to the steward department. Dollar contributions will be made to the ship's fund.

HENRY T. RAINY (Bull), June 1—Chairman, M. J. Robins; Secretary, August Felkenhour. V. A. Reid was elected ship's delegate. Steward department will take care of the recreation hall; deck and engine departments will keep the laundry clean.

June 22—Chairman, W. T. Strickling; Secretary, A. Felkenhour. All delegates will make up repair lists and turn these over to the ship's delegate who will, in turn, give copies to the chief mate and chief engineer.

PUERTO RICO (Bull), June 15—Chairman, Alan Lake; Secretary, Jim Murphy. Two men missed ship in New York. Total of \$10 was donated to the ship's fund. Pete Gonzales was elected ship's delegate. It was suggested that the lifeboatman class take a written exam aboard ship before going before the coast guard, to find out how much they know.

June 20—Chairman, no name; Secretary, no name. Ed Gaudill was elected ship's delegate by acclamation.

June 29—Chairman, Steve Carr; Secretary, Jim Murphy. \$17 was donated to the ship's fund. F. Vega was elected steward department delegate by acclamation. There have been complaints about the messman putting their hands inside the glasses while putting out the setups.

LUCILE BLOOMFIELD (Bloomfield), June 15—Chairman, Mike Sikorsky; Secretary, George Schmidt. Suggestion was made that the delegates see the patrolman about getting innerspring mattresses, or at least new mattresses. Ship's delegate reported no results in speaking to the captain about mattresses and painting steward department foc'sles. Painting was not done although it has been mentioned many times. More care should be taken of the washing machine.

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.

port and the key given to the electrician on watch. Crew should take care of the new washing machine.

STEEL DESIGNER (Isthmian), June 15—Chairman, Joseph Poturski; Secretary, Henry Bearse. Each delegate will draw up a repair list and give it to the ship's delegate for action in West Coast ports. \$37 from the previous ship's fund was handed over to the ship's delegate; it will be used for the crew's recreation. Variety of salads should be served. New washing machine has been installed by the company; one of the old ones will be kept for washing dirty work clothes.

ROYAL OAK (Cities Service), June 7—Chairman, Davis Gilbert; Secretary, A. M. Wilburn. Messhall will be painted this trip. One wiper is getting off due to illness; he will go to the hospital. Motion was passed to get a shore radio repair man to check the crew's radio. No more than \$5 will be spent on this. It was suggested that the agent be contacted to see if ship could get a flat rate on transportation from Galveston to Houston. Pantry and crew messhall should be kept clean; all cups should be put back in the sink.

June 28—Chairman, D. Gilbert; Secretary, A. M. Wilburn. Ship's delegate suggested that all members clean their rooms before leaving the ship at the pay off. Suggestion was made to buy games from the ship's fund, which now stands at \$34.

MARYMAR (Calmar), April 30—Chairman, A. Nicholson; Secretary, Harry L. Franklin. E. C. Ruley was elected ship's delegate. Ship's delegate will inquire about spare fans for the foc'sle. He will also try to get tablecloths for crew's tables, a coffee urn for the pantry and shelves for lockers.

June 14—Chairman, D. C. Gay; Secretary, Harry L. Franklin. Motion was passed to have the delegates go over stores received with the steward before sailing on the next voyage, and reporting results to the crew. Repair lists turned in to the ship's delegate will be given to the patrolman, chief engineer, and one copy retained by the crew. Men on watch should have places reserved for them at meals; the crew's refrigerator needs new ice trays. There have been many complaints about the food: stale and raw potatoes have been served; too much or too little garlic is being used; unsatisfactory night lunch and dinner is served and there is not enough milk. These conditions, however, seem to be improving.

MARY ADAMS (Bloomfield), June 22—Chairman, Red Fink; Secretary, Robert M. Douglas. Chief engineer will have an oiler shipped in San Pedro for the man who missed ship. There is \$31 in the ship's fund. Some repairs have been neglected. They will be taken up with the chief engineer. Ship's fund will be used for pocketbooks in San Pedro. Store list will be turned over to the captain in Panama so that stores can be waiting in San Pedro, since the ship will not be there long.

June 24—Chairman, Harry Mooney; Secretary, Robert M. Douglas. Members were informed by the steward that the captain has received a letter from the home office with instructions to buy nothing but milk and bread in the transit port of San Pedro. Since it is 30 days since the ship has been stored, the crew has voted that the ship should have fresh fruit and vegetables as per agreement.



TRANSATLANTIC (Pac. Waterways), no date—Chairman, T. R. Tarrington; Secretary, John Fisher. Mate has refused the request to have departmental quarters cleaned and painted. There is a lot of disputed overtime. One wiper failed to join the ship when it left France. Men were asked to be sane and sober at the payoff. Living quarters should be left clean and soiled linen turned in. The crew went on record as saying that this was a steward department that was tops in every way. The steward department thinks the crew was well behaved; it was a pleasure to serve them.

ROBIN TRENT (Seas Shipping), June 22—Chairman, John Reed; Secretary, Johnny Hoggie. Captain refused to take back the pounds left over from the draw in Capetown, so some members got stuck with a lot of South African money. Hearty vote of thanks was given to the

steward department for the swell job that they have done this trip, and we all hope to sail with them again some time.

HURRICANE (Waterman), June 22—Chairman, Augie Lazzaro; Secretary, M. Sterne. Deck department rooms and recreation room will be painted this trip. Crew rooms need new locks. Old magazines will be donated to the seamen's club in Bremerhaven. Motion was passed to donate \$3 to the AMMLA whenever they service the ship, plus the same amount to the ASFS library service. Fifty cents will be donated to the ship's fund by each member this trip. Ship's delegate will see about getting new buckets, stores and cool drinks (including papaya juice). Company has been notified that in future crew will not sign on until coast-wise pay has been completed. Ship's delegate reported that someone sneaked into the steward department head and souped grease from engine room workers off the bulkheads during the annual inspection, to save overtime.

ALAWAI (Waterman), June 14—Chairman, Louis M. Henriquez; Secretary, W. A. Perry. Louis M. Henriquez was elected ship's delegate by acclamation.

June 22—Chairman, F. S. Crumpler; Secretary, Robert Benjamin. Repair list was adequately taken care of, although silver trays for the crew messroom were not received. Complaint was made on the absence of soap powder in the laundry, where the pump was clogged up due to the failure of the crew to maintain cleanliness. Each individual should clean the laundry when he uses it, with refuse placed in trash cans which should be emptied periodically by the sanitary men of the respective departments.

GREELEY VICTORY (South Atlantic), June 11—Chairman, Pat Flannagan; Secretary, Pat Ryan. Man who suffered injuries in the hospital, Frank Kon was elected ship's delegate by acclamation; Rosario LaPari was elected deck delegate. Motion was passed to send a letter to headquarters about getting fresh milk for ships on the shuttle run out in the Far East; a letter should also be sent to headquarters and to San Francisco about the captain's attitude towards the crewmembers in regard to hospitalization and medical attention in Japan. Steward was asked to improve the bread situation; the baker will make smaller batches, so that it will be more edible.

CITRUS PACKER (Waterman), May 25—Chairman, Garland H. Haga; Secretary, Claud N. Johnson. Steward reported that all stores are aboard except fresh strawberries. Garland Haga was elected ship's treasurer. Coffee cups should be put back in the ship's sink. All hands should keep feet off the chairs and tables and put dirty linen in the linen locker.

ALCOA PIONEER (Alcoa), June 4—Chairman, Frank Sullivan; Secretary, J. W. Picou. Ship's fund stands at \$21. Washing machine will be raffled and money donated to the ship's fund. Cots and mattresses should be reported to the port agent.



HASTINGS (Waterman), June 8—Chairman, L. L. Stone; Secretary, W. L. Carraway. Ship's delegate reported one man got off the ship at the last moment. Deck delegate reports that the company has the right to hire the shore gang. The slopchest and repairs were not completed. Vic D'India was elected ship's delegate by acclamation. Suggestion was made that each man turn in keys at the payoff and that the patrolman be shown the slopchest. Vote of thanks went to the steward department for the fine chow and service.

No date—Chairman, Jeff Gillette; Secretary, W. L. Carraway. One man who fouled up in the engine room will be brought before the shore patrolman. Motion was passed that no one touch the heating unit but the deck engineer. Ship's delegate should discuss with the captain and patrolman the purchase of milk in Germany. Men getting off should leave quarters clean, turn in soiled linen.

AFOUNDRIA (Waterman), June 21—Chairman, Dan H. Wood; Secretary, William G. Moore. Deck engineer missed ship in Manila and rejoined it on its return six days later. One member was fined for failure to do sanitary work properly. Second cook was put in galley at steward's request and captain's orders. Deck maintenance who left in Honolulu was replaced in Manila. Several men in the deck and engine departments have been logged. Captain says he will get fresh stores and meat in Honolulu. Cots should be stored when not in use. Delegate will see the captain about painting messroom and engine department showers and heads.

STRATHSAY (Strathmore), June 28—Chairman, Fennell; Secretary, Johnson. Brother Neally was elected ship's delegate. Motion was passed to see the captain about getting rid of all old meat and replacing it. Discussion was held on the poor quality of food and the way it is prepared. Steward will check all stores on arrival and not sail short of milk in the future. Steward department will clean the recreation room; deck and engine sanitary men will clean the laundry. Member who got off in Mobile will be reported to the patrolman. Repair list will be made up by each department delegate.

ALCOA CLIPPER (Alcoa), June 29—Chairman, E. J. Riviera; Secretary, Bob White. Clarification regarding stockkeeper

and linen keeper work is needed. Delegate should find out whether or not a crewmember can be notified that he is fined by customs before leaving.

LOGANS FORT (Cities Service), no date—Chairman, not listed; Secretary, not listed. Motion was passed to have the ship's delegate take care of the ship's fund, which now stands at \$21.42; each crewmember will contribute \$1. Cook asked for a fan in the galley and said that the galley back door, which does not shut completely should be repaired. Crewmembers were asked to get to their fire and boat stations promptly.



ATLANTIC WATER (Metrol), June 14—Chairman, Steve Dori; Secretary, G. E. Goodwin. Steve Dori was elected ship's delegate by acclamation. Motion was passed that the ship should not sail again until all repairs have been completed. A vote of thanks went to the steward department for their good work. The three departments will rotate the cleaning of the laundry and recreation room. Ship's delegate asked for the crew's cooperation in keeping the washing machine in good order. He also requested that the captain be made to produce the receipt for the money turned over to the Union for the washing machine which the crew bought. New York will be notified about the captain's action in signing for all stores for this ship without the steward seeing any bills of lading or receipts; the steward did not sign for anything. Suggestion was made that the delegate see the chief engineer about the pantry fan.

STEEL ARTISAN (Isthmian), June 22—Chairman, Leonard Bugajewski; Secretary, M. C. Hart. One man was sent to the hospital in Port Said for eye treatment. Chief steward reported that the preservative used in the fresh water tanks is a black, oily substance which turns all food cooked in water black. Use of this substance should be discontinued at once. Ship's delegate will contact the mate about shelves for the library and the first assistant about the extremely hot water in the shower. Laundry will be locked up while in board. Patrolman will be contacted about a new washing machine; if this cannot be supplied, the old one must be repaired. Laundry faucets need fixing.

Seafarer's Two Sons Offered Foster Homes

(Continued from page 3)

his two sons, Sean, three, and Patrick, two years old.

At present, Nicolai is faced with the happy choice of picking one of the four offers. For the time being he sent the two boys to a summer camp on the advice of the family doctor. This has left him with time to make the necessary arrangements for the boys.

No Place For Boys

Up until the SIU learned of the case, Nicolai had been taking care of both children since his wife's death, approximately nine weeks ago. His infant daughter, Kathleen, is being cared for by his sister, but there was no place for the two boys, whom Nicolai was determined to keep together come what may.

All of the offers came from LOG readers who have family members or relatives in the maritime industry. One woman wrote that she would be only too happy to take in the boys as her own father had died when she was very young. Another couple wrote that their own children were grown up and they would like to take the two small boys into their home.

Thanks To Union

Nicolai, who was much relieved by the favorable turn of events, expressed his thanks to the Union for the aid he had received. As he said at the headquarters membership meeting, "I don't know how to put it, but I want to thank the Union for the great help they've given me."

"I walked up here with a dollar and a half in my pocket and I left the office with \$200. And if that wasn't enough, the Union is now helping me find a place for my two children."



First in Maritime

In 1938, the SIU launched a never-ending battle to better conditions for the men who follow the sea for a livelihood and assure full security as well for their families. Today, Seafarers enjoy:—

- Highest wages
- Complete Job Security
- Top Working Conditions
- 'Round-the-clock Union representation
- First industry-wide guaranteed vacations
- \$2,500 death benefit
- \$15 weekly hospital benefits paid indefinitely
- \$15 weekly disability benefits paid indefinitely
- \$200 maternity benefits plus \$25 bonds for each new child

A solid program for the future guarantees pace-setting conditions for all Seafarers, including modern, membership-owned shore facilities in all branches. You always travel 'first class'—you're a Seafarer!

SEAFARERS INTERNATIONAL UNION

Atlantic and Gulf District A.F.of.L.