

SECURITY LOOPHOLE



LOG EXCLUSIVE!

Wide Open to potential saboteurs, US ports offer foreign agents virtually free access to the country as seamen, a LOG survey reveals. No screening is required of seamen arriving on foreign ships, while American seamen must go through a security check-up. Illustrating the port security loophole are these foreign crewmembers coming down the gangway of a Panamanian ship in New York. They are almost completely free to come and go as they please. (Story on Page 3.)

Members Soon Will Be Issued Deluxe Books

Seafarers in the Atlantic & Gulf District will have a real beauty in their hands before long when distribution is begun on the new SIU Union Book.

The expiration of many books en masse, because they only accommodate a 10-year or 12-year record at most, has necessitated the new book issue, and its promises to be a whopper.

It is expected the trade-ins, old book for new, will begin within a month, since proofs and samples are already completed and mass printing of the valuable little vol-

ume will turn them out in jig time.

The exchange of books will be at no cost to the membership in line with the Union policy of providing all services with no charge attached. They will be distributed a batch at a time, in keeping with a new numbering policy set-up conforming to alphabetical listing. Seafarer Brown will have a B-number and Smith a number beginning with S. Since many men have a sentimental attachment to a number that they've sailed with for so many years, a space has been left in the new book for former book numbers.

The design is similar to the existing model. That's where the comparison stops, however, as a thorough overhauling has been made to bring record entries and all data up to par with current bookkeeping methods of the Union.

14-Carat Job

The book will have an all-leather cover, gold-leaf lettered with the man's name and number, and 14-carat gold tips to keep it whole. Inside pages will be waterproofed and will have a place for an identifying photo of the Seafarer. An attractive folder will be provided.

(Continued on page 17)

Court Bans Tug Aid In Oil Strike

Seeking to gag organized labor support assisting the striking Tidewater Oil Employees Association, oil barge operators have secured a temporary New Jersey restraining order against the International Longshoremen's Association and its Marine Tugboatmen Local 333.

The 2,000 workers in the TOEA, an independent union, broke with management nine weeks ago after balking at stalled negotiations for a new agreement. Their efforts to enforce the beef at the Tidewater oil refinery and tank farm in Bayonne, NJ, have been aided by the ILA, MM&P and the SIU.

Obtaining the injunction in Superior Court, Patterson, the barge operators, who transport oil products in the harbor area, asserted that the activities of longshoremen in helping the strikers was harming their business. Meanwhile, the strike is continuing as actively as before.

Seafarers at a headquarters branch meeting February 13 voted to assist the striking refinery workers with a \$600 cash gift.

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Published biweekly at the headquarters of the Seafarers International Union, Atlantic & Gulf District, AFL, 675 Fourth Avenue, Brooklyn 22, N. Y. Tel. STerling 8-4671. Entered as second class matter at the Post Office in Brooklyn, N. Y., under the Act of August 24, 1912.

SIU Story On Airwaves



Story of SIU operations and Union's newspaper were discussed on industrial relations program over Fordham University's radio station WFUV Thursday, Feb. 28, by Herbert Brand (center) editor, and Bernard Seaman (left), art editor, SEAFARERS LOG. Program's moderator was Robert J. Mozer.

Get Lawyer, NMUers Told

The NMU has a few words of solid advice to its ill members who are unable to collect maintenance and cure benefits from the operators. According to the last issue of the NMU's newspaper, members who have difficulty getting such benefits which are provided for in that union's contract have to pay for legal aid to collect them.

The article, quoting National Secretary Neal Hanley of the NMU,

says flatly that men should get lawyers when "claims for maintenance and cure benefits . . . are contested by the operators and

can not be obtained through the help of the Union representatives."

As far as weekly hospital benefits and death benefits are concerned, the NMU Secretary says that "lawyers are not needed" to collect them, and continues that "Union officials in every port are prepared to give necessary advice needed" in collecting these claims.

Members Victimized

The reassurance on legal aid was offered, the article said, when it was learned that members have been "victimized by having to pay legal fees to obtain claims to which they are justly entitled under the . . . Welfare agreement."

In other words, beneficiaries and members of the NMU in order to collect benefits from the Insurance company to which the NMU turned over its welfare plan, have been compelled in some cases to get a lawyer before they could receive their just due. In at least one instance, previously reported in the LOG, the widow of a NMU member had to go to court to collect a death benefit.

A SIU Welfare Fund spokesman commenting on the article, declared, "The reason so many NMU members and widows of members have had to run to lawyers to get their claims settled is because the NMU has abdicated its responsibility to represent the members and turned over its whole welfare operation to an insurance company."

SIU Handles It

"Where the SIU distributes hospital benefits every week in the form of cash to the men in the hospital, and mails out death benefit checks immediately upon receipt of death certificates, the NMU member or beneficiary has to make application to the insurance company. The company is never anxious to give out money and will investigate and delay and sometimes refuse benefits, compelling the member or his widow to hire a lawyer."

When it comes to maintenance and cure it has always been the practice in the SIU for a Union representative to go after the company and collect such benefits if they are disputed, in contrast to the NMU policy of telling members that the union can do nothing for them.

SIU's Plan 'Amazing:' Sen. Murray

(The following article was written expressly for the SEAFARERS LOG by Senator JAMES E. MURRAY (D.) of Montana, Chairman of the U S Senate Committee on Labor and Public Welfare.)

I first became well acquainted with the Seafarers' International Union, Atlantic and Gulf District, during the investigation by my subcommittee of labor relations between the Union and Cities Service Corporation. The investigation revealed that the Union's efforts

to organize tanker seamen had met with vigorous resistance.

Happily, as we found, the Union was strong and intelligently organized and led, and was able to overcome employer resistance. The struggle was certainly one of the epics in the history of American labor, and at the conclusion of our investigation I had a deep and abiding admiration for your great Union. Incidentally, throughout my boyhood I always wanted to go to sea. Undoubtedly the glamour and romance of seafaring has greatly added to my interest in your affairs.

I was very proud that our investigation played a constructive part in the establishment of good labor relations in the Cities Service tanker fleet. I know that after the high executives of Cities Service learned the facts, they made a determined and effective effort to establish good relations. According to my information, the Union and the corporation now enjoy peaceful and stable relations which contribute much to the well-being of the tanker industry.

I have recently heard of the establishment of your Vacation Plan. I am sure it will do much to assist your members. The Union has assumed a great responsibility in the administration of a joint plan, and so far as I know it is the first union, certainly in the maritime industry, to actually make vacation payments to its members. I think it is an amazing feat that the Union could pay out in excess of \$100,000 in one week, in 13 ports, without a serious mistake.

I have the utmost confidence that your Union will continue its unusual growth in strength and



Senator James E. Murray

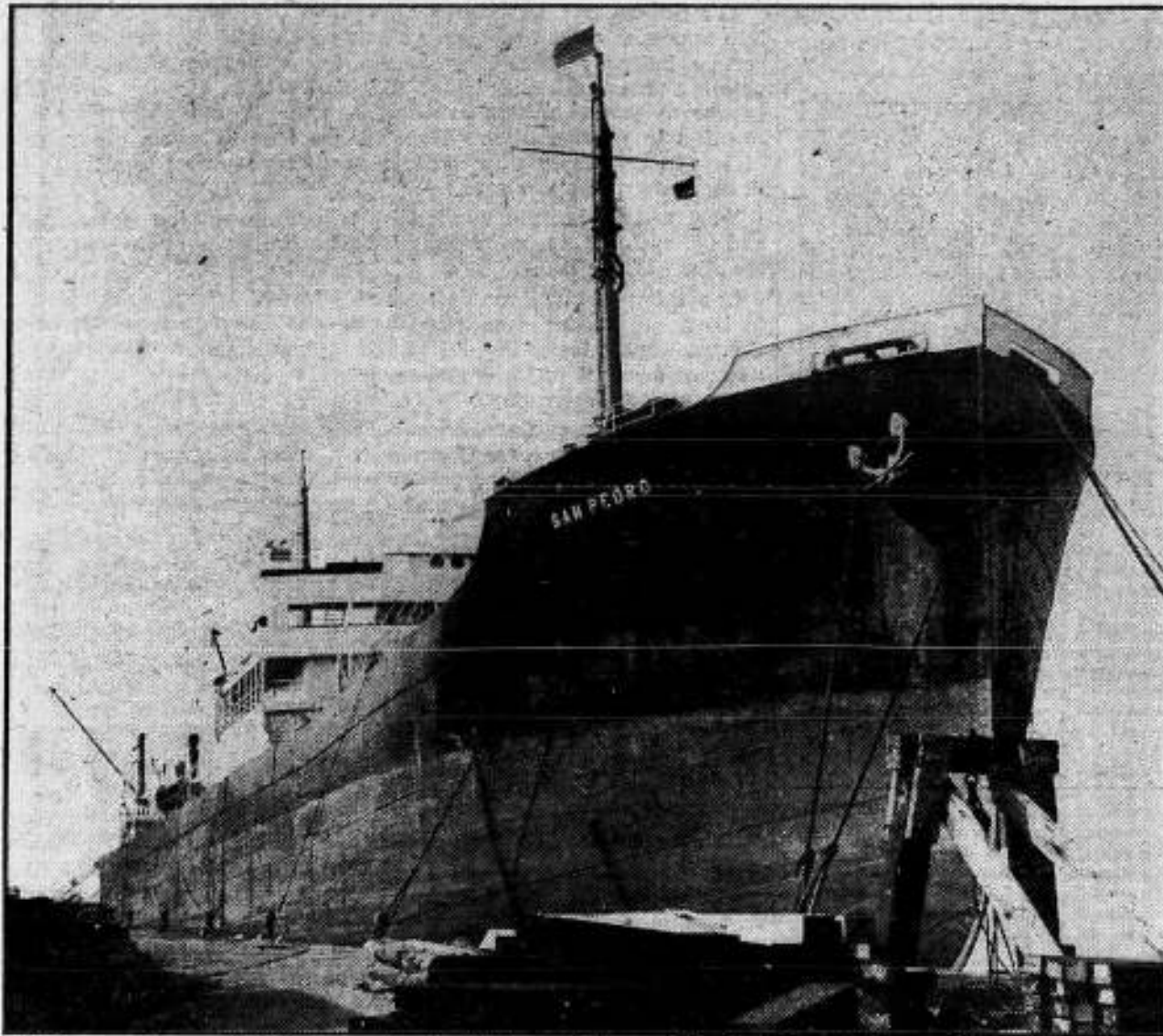
numbers under able and devoted leadership.

I am looking forward to my first opportunity to visit the New York hiring hall and see it in actual operation.

Current LOG Biggest Ever

The new, streamlined LOG will be a 28-pager beginning this issue and continuing through subsequent editions of the Seafarers' own newspaper. The addition of four extra pages has been prompted by the expanding welfare and brand new vacation operations presented in full in the LOG, as well as the desire to include additional news and feature reading matter. The fact that this issue marks the largest SEAFARERS LOG ever presented to SIU readers can be attributed wholly to the mounting interest and support by the membership to make their paper the most alert and attractive Union newspaper in the world.

US Port Security A Myth



Wide open for potential subversive traffic to and from ship, the Panamanian-registered San Pedro lies at dockside at foot of Wolcott Street, Brooklyn. Pier gate was open with no guard and LOG reporter boarded ship and took photos without being questioned. Crewmen were all foreign nationals.

Failure To Screen Foreign-Flag Ships Perils US Security

(Copyright, Seafarers Int. Union, A&G Dist., 1952)

Despite the establishment two years ago of a security program for America's waterfront, our piers, harbor facilities, oil terminals and drydocks are wide open to any potential enemy.

Thousands of seamen aboard foreign-flag ships arrive in United States ports every day with virtually no restriction on their movements or check made of their backgrounds.

Guised as seamen, a small army of saboteurs, spies and spy couriers could be landed in this country with little to stop them.

While the United States Coast Guard, which is charged with operating the security program, has checked the security of the 400,000 American seamen and longshoremen, the biggest danger to the nation's safety has been left unchallenged, and indications are that little if anything is being done to plug the hole in this country's security program.

While American seamen are screened, the procedure made more difficult for American seamen to get duplicates of lost papers and even the men sailing on the Great Lakes must undergo the screening process, the gate is left wide open to a really dangerous

threat. The question might even be raised: Is the security program really aimed at making the ports spy-proof or is its intent to give the Coast Guard tighter control of American seamen?

The staunchly anti-Communist Seafarers International Union, which in this matter is working with the Coast Guard in its attempt to minimize the dangers to the vitally important ports of this country, undertook this week to learn what, if any, steps are being taken to plug the dangerous gap. The result was startling!

The New York office of the Coast Guard reported that it was aware of the shortcomings of the security program as it is now operating, but



SIU Vacation Payments Well On Way; 200G's In 3 Weeks

Continuing to serve up thousands of dollars in vacation benefits with every working day, the SIU Vacation Plan paid out over \$200,000 after only 20 days of operation. While the pace has slackened off a bit

from the early rush, payments in the two-week period Monday, February 19, through Saturday, March 1, totaled \$102,896.59. Added to the money paid out in the first week's operation, the grand total comes to \$202,067.57.

The above-listed figures apply to vacation pay only and do not

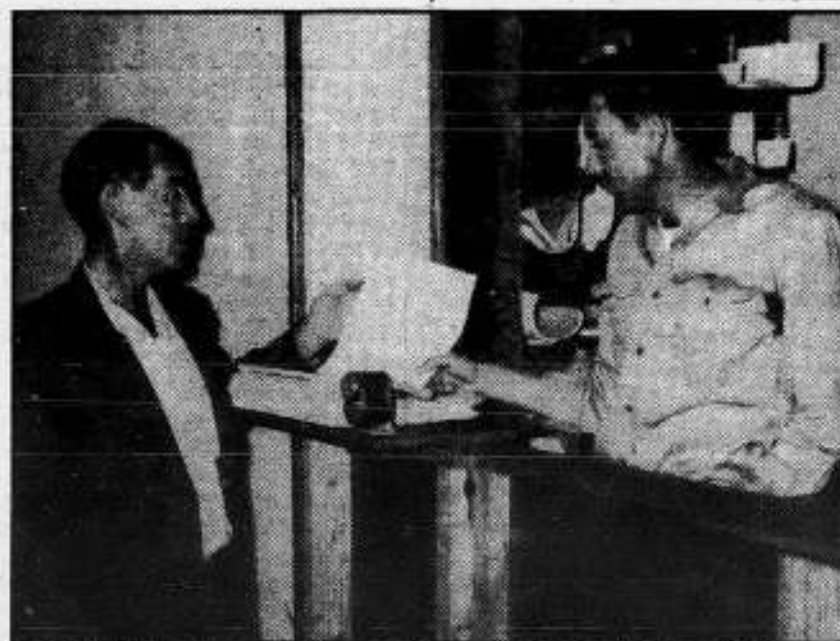
include the thousands of dollars paid out weekly by the Seafarers Welfare Plan in death and hospital benefits.

In the 20 days since the Plan first started paying out benefits, a total of 3,183 Seafarers have received vacation checks from \$35 on up, depending upon the total number of days on their sea and port time discharges. The largest check paid out thus far went to Seafarer Edward Zebrowski, OS, covering the period from June 1, 1951, when the plan went into effect, until February 26, 1952, when he signed off the Lewis Emery Jr. Zebrowski received a \$105.36 for the nine-month period. Maximum obtainable for a full year's sea and port time is \$140. Zebrowski had been riding the Emery steadily on the coal and Army cargo run to Europe.

Smooth Job

Despite the tremendous amount of clerical work involved in handling the applications in New York and in all outports, the job has proceeded with remarkable smoothness. After the initial rush of payments subsides, the Vacation Plan expects to pay out benefits in an even shorter time than it now takes between filing of application and issuance of check. In New York, the Plan has gotten the time limit down to one-half hour and is confident it will be turning out the checks within 15 minutes of filing. Payment in the outports is necessarily limited in speed because of the mailing problem, but

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First Seafarer to apply for vacation pay in Lake Charles, Melton R. Henton (right) hands completed form to SIU Agent Leroy Clarke. He got a check of \$89.04, for 229 workdays.

Co's Nearing Midway Mark In Back Pay

With some shipping companies completing all payments and others not yet beginning, payment of retroactive wages to Seafarers back to November 1, 1951, shows a spotty aspect. A good number of the small companies and some of the larger ones, notably Waterman, Calmar and Cities Service, have virtually wound up the job of making payments. Others are well on the way toward completion.

At this stage it would be difficult to estimate what percentage of

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Daymen Win \$30 Increase

A \$30 increase for all day men in the deck and engine departments, with the exception of wipers who will get \$15, went into effect on March 1. The latest increases were negotiated by the Union under the exclusive SIU reopening clause which allows for renegotiations on

dividing line on overtime rates, the Union emphasizes that the existing overtime rates paid for the various ratings will continue for the remainder of the contract. **Stewards Overtime** In addition to the wage increases, clarification was reached on the question of stewards department overtime on freight ships. Under the existing contract, stewards department workers are

to receive overtime in the home port for work before 8 AM or after 5 PM. Questions have arisen under this clause as to what the home port was. It was determined in negotiation sessions that the home port was the port of payoff with two exceptions. The home port for all Robin Lines ships is New York, and for all company-owned ships of the Mississippi

could not report that steps are being taken to clamp down. Restrictions on foreign seamen aboard foreign-flag ships actually are no more stringent today than they were prior to the security program.

Half-Way Check

The Department of Immigration stated that it checks crews of foreign ships for possible undesir-

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Lame Ship Draws Shrimp Boat But Coast Guard Aint A 'Comin

Mobile.—Like the traditional "Queen for a Day" stripped of her trappings the morning after, the SS Cape Corwin retraced its ghostlike course to New Orleans and once again comfortably settled herself in this port's layup fleet.

Allocated to the Waterman Steamship Company under government authority, the vessel was withdrawn from the boneyard near Mobile and, with an SIU riding crew aboard, towed to New Orleans to be refitted for active service. She no sooner arrived there, after a hectic 17-day tow on a trip normally taking three to four days, when she was declared unfit for service and marked for a return to the reserve fleet.

The incident, costly in dollars to the Government and in hardship for the four Seafarers making up the riding crew, also drew the fire of the SIU participants because of the role of the Coast Guard in the situation. In a report to the LOG, brothers Paul Chattey, W. H. Graddick, Charles O. Lee and Clyde Rayford set forth what transpired.

The Cape Corwin left Mobile for New Orleans on the last day of January under tow of the tug H. C. Whiteman for New Orleans. On February 1, the tow line parted and, due to heavy seas, the tug was unable to make contact with the powerless ship. Drifting for several hours, the Seafarers sounded 10 fathoms of water and dropped anchor; however, the hook would not hold until they drifted into nine feet of water.

No Lifeboat

The following day, the men noted, the sea had gone down enough for them to have been able to launch a lifeboat—if they had one—and get supplies from the tug, which was standing about five miles out from them, but the tug made no attempt to find out their condition.

A Coast Guard boat, the Nike 112, appeared February 3 and though it chinned with the tug for a while, also made no attempt to contact the Cape Corwin, despite distress flags flying, a barrel of oil burning on deck and other indications that aid was needed at once. The next day, the Whiteman moved in to about three miles away and sent over a boat—but still no groceries. Fortunately, no one aboard was sick or hurt at the time, the SIU quartet agreed.

February 5 brought no change in the situation and the men took to chopping up hatch boards for heat. Some of the water supply was used up the following day for washing so the men could get themselves clean and finally the skipper, who was riding with them, was told that if no attempt would be made to get fuel to cook and heat with they'd be forced to get ashore some other way.

This was accomplished by one of the Seafarers "hitching" a ride on a shrimp boat to the tug H. C. Smith, and getting in touch from there with SIU officials in Mobile, who contacted Waterman and arranged for a shrimp boat to deliver stores, fuel and cigarettes to the men on the evening of the seventh, after a week of foundering.

With the outside world now aware of their plight, assistance was rushed to the scene and tow lines were gotten aboard to float the ship down to New Orleans.

The fact that the ship was subsequently found not up to standard and towed right back again where it came from, with a different crew aboard, was bad enough from the taxpayers' standpoint, the Seafarers remarked, but why the Coast Guard didn't see fit to look in on them or let them in on the secret if they had changed distress signals is one of the mysteries they'd like answered.



Trip on "ghost queen" Cape Corwin was a real hard-luck junket for (L-R) Seafarers Clyde Rayford, W. H. Graddick, Charles O. Lee and Paul Chattey.

MCS Charges Flop; CG Clears SUP Men

Five SUP crewmembers of the Alaska Bear have been cleared by a Coast Guard examiner of charges brought against them for violent and unruly behavior aboard the ship and in foreign ports. At the same time, members of the steward department, who brought the charges, are still awaiting hearings for delaying the vessel in Karachi, India, and refusing to work the ship. The steward men are members of the Communist-controlled Marine, Cooks and Stewards Union.

Exonerated of the five deck hands was hailed by the SUP as foiling a frame-up.

The Alaska Bear left San Fran-

New Radar Rig Seen Aiding Ships Safety

A plastic "reflection plotter" designed to cut down chances of error in utilizing marine radar data may help nip future collisions at sea.

Designed to fit over the radar scope, the plotter enables the navigator to visually track the course and speed of vessels to determine the point where they may meet or cross. The non-reflecting plastic screen is edge-lighted and has an optical set-up-permitting speedier interpretation of observable data.

Use of the new device does not require the navigator to remember the information or utilize a maneuvering board. Wax-pencil markings on the plotting surface appear to be reflected as though they were on the face of the screen, so that the luminous radar "pips" can be retained. Several successive "readings" will enable a calculation of the exact course and the point where the ships might meet, as well as the probable time of contact.

If constantly followed, the process could mean fewer sea mishaps and losses of life, maritime observers say.

cisco last October 4 for the Orient. Upon arriving in Karachi, India, the steward department told the captain they would refuse to work unless the five SUP men were discharged. The reason given for this was that their lives were threatened by the sailors and they could not continue work.

Stewards Obstinate

A hearing was then held by the American vice-consul in the port of Karachi. He found no grounds for the steward department behavior and ordered them to sail the ship. However, when the vessel left Karachi, the men refused to work, and the captain put them in the brig on bread and water. One of the SUP men involved, Gottfried Ruff, a carpenter, took over the galley for the next leg of the trip. When the ship arrived in Cochin the stewards went back to work.

On the ship's return to San Francisco, January 17, the stewards department and the five SUP men were taken off for an investigation by the hearing examiner of the local Coast Guard in San Francisco, who found nothing against any of the deck hands. The men subsequently returned to work on the Alaska Bear.

However, they were not in the clear yet. Just before the ship was ready to leave again, the stewards department refused to sign on and on February 3, the Coast Guard again took the five men off to face 21 charges preferred against them by the stewards. A trial was then held before Daniel H. Grace, Coast Guard hearing examiner from New Orleans who was brought in as an impartial outside hearing officer.

After a five day trial, during which the chief mate testified that the SUP men had done their work properly and fulfilled all orders, the examiner dismissed all the charges as unfounded.

The SUP is still looking forward with interest to the outcome of a Coast Guard hearing on the members of the steward department for their refusal to work the ship out of Karachi.

SIU NEWSLETTER from WASHINGTON

The current investigation by the special Congressional subcommittee into tanker sales of the former Maritime Commission, negotiated with certain interests headed by Joseph Casey (former Congressman) is pointing up the alien control of US corporations engaged in shipping. Insofar as the acquisition of ships from the Commission is concerned, the Senate subcommittee will never be able to prove any violation of law in the Casey ship dealings or that undue influence was used in receiving the allocations.

What will be brought out is that, legally, everything was on the up and up, and that everyone complied with the letter of the law but not the spirit of the law.

One thing that will result from this investigation, however, is sure to be a recommendation from the special Senate subcommittee that Congress enact legislation to tighten up any loopholes existing now in Sections 9 and 37 of the Shipping Act, 1917, having to do with transfer of vessels to foreign flags.

Another result of the current hearings into the Casey ship dealings with the former Maritime Commission is the revelation that US owners may charter to foreign corporations at very low rates and, therefore, reap a huge profit, tax free, through the operation of the vessels under foreign registry.

The US Coast Guard, it will be recalled, was authorized sometime back to use 500 officers and 4,200 men to conduct a limited port security program in 10 major ports of the United States and in 4 fields of activities. These four fields consisted of, first, screening of seamen to eliminate subversives; screening of dock workers; protection of all port areas; and the control of shipments for explosive loadings.

Throughout the country, Coast Guard has issued some 225,000 validated seamen's documents so that this phase of the activities is pretty well cleaned up.

However, the stevedore problem is still before the Coast Guard, and it is expected that by the end of June 30, 1952, about 225,000 stevedores also will have been screened.

Something that has been brewing for a long time but has never been faced head-on is the subject of Government competition with private enterprise in the steamship business. This matter will come in for a lot of attention in a couple of months before a special Subcommittee on Sea and Harbor Transportation, of the House Armed Services Committee.

During the past few weeks some elements at the Capitol, not directly connected with the House Armed Services Committee, have quietly been digging up facts as to competition to privately-owned ships offered by the Military Sea Transportation Service. Although this matter at the moment is held to be confidential, figures thus far unearthed by some of the staff boys in Congress will show that numerous passengers (in addition to cargo) have been carried on MSTTS vessels that could, and should, have been carried by American privately-owned vessels.

In addition to Government competition with shipping on the high seas, the special House Armed Services Subcommittee also has been delving into the matter of Army-Navy competition with private barge-tug operators within the immediate port areas throughout the country.

The Chairman of the special Subcommittee, Representative Havenner, California, is very friendly to the cause of private enterprise, wants to keep the Government's competitive ship operations down and, with just a little persuasion from those interested in the merchant marine, would be only too happy to recommend, in the final analysis, a firm policy prohibiting Government competition when privately-owned ships and tugs are available to do the job.

Over the objections of some maritime unions, the Departments of Commerce, Treasury and the Federal Communications Commission are teaming together to work for passage of legislation to suspend the 6 months previous service requirement during the emergency, in connection with radio operators on cargo vessels.

The position of these Government agencies is based on the current shortage of radio operators.

The Federal Communications Commission recalls that some unions had opposed such a move, primarily on the basis that safety required that radio operators be experienced. However, FCC emphasizes that the proposed legislation it favors does not automatically suspend the previous sea experience requirement but would only give FCC authority to modify or suspend it for limited periods of time when it might appear that such action is necessary.

Officials of FCC, recognizing the desirability of having experienced radio men as operators aboard ships, state that they are no more inclined to waive this requirement "except when necessary," than they are to waive any other requirements of its rules designed to insure operators are fully qualified.

For many months, the US merchant marine has been expanding, primarily because of the addition of Government-owned tonnage thrown in to take care of abnormal requirements. However, the peak has been reached, with the active merchant fleet amounting to about 2,046 vessels. Unless the emergency becomes worse, this fleet gradually will begin to decline, and when all of the Government ships have been returned to reserve, will amount to a maximum of 1,250 privately-owned vessels still in operation.

In the meantime, American shipowners will keep the Government advised as to the availability of privately-owned ships to carry foreign aid shipments so that the Government can schedule the orderly return to inactive status of government-owned ships now carrying the coal, grain and other bulk cargo shipments.

Your SIU Washington Reporter

Insurance Agents Laud SIU Support In Strike

Expressions of thanks for aid rendered by the SIU to the Prudential Insurance strikers have been received from both national and local officers of that organization.

The insurance strikers, members of the Insurance Agents International Union, recently concluded an 82-day strike against the Prudential Insurance Company which won them wage increases and other improvements for some 15,000 agents. It was the first successful large-scale white collar strike of its kind.

In the course of the strike the

SIU membership twice voted financial contributions totaling \$1,250 to the insurance agents. Seafarers also made daily trips to strike headquarters in Newark with coffee, donuts and cigarettes for the strikers. The SIU's assistance to the strikers, financially and otherwise, was greater than that rendered by any other union in the New York area, the heart of the walkout.

"Morale Booster"

Isidore A. Landsman, regional organizer for the Union, wrote to SIU Secretary Treasurer Paul Hall that the daily trips made by Seafarers with donuts, coffee and cigarettes "was certainly a great morale booster."

"The visit by the striking agents to your fabulous headquarters in Brooklyn," he added, "was an inspiration to them."

Similarly, Oscar d'Adolph, acting president of Local 19 of the union wrote, "Mere acknowledgment of your contribution . . . could not possibly express for my membership and myself our deep appreciation."

"Please accept my heartfelt appreciation for all you have done for us and our neighboring locals in New Jersey."

James Moran, Jr., trustee for the Insurance Agents, wrote in a similar vein, declaring, "I wish to thank you and other members of the Seafarers Union for the great help they have been to us in the strike. Their generosity made this small success possible."

Yarmouth, Eva Sales Stalled By US Rules

Efforts by the Eastern SS Company to sell two popular cruise ships long familiar to Seafarers have been snagged so far by governmental requirements imposed on the prospective buyer despite US Maritime Administration approval of the sale to Brazilian interests.

Affected by the proposed sale to the Companhia de Navegacao Sao Paulo are the sister ships Evangelina and Yarmouth, both of which had worked the cruise lanes between New York, Boston, Nova Scotia and the Bahamas.

Holding up the sale are a maze of federal regulations that would make the buyer conform strictly to US laws, according to a spokesman at Eastern.

Among these are the requirements that the ships be made available to the US during an emergency, that they not be sold without Federal Maritime Board permission or transferred to another flag, and that they have to be sold or chartered to the US, upon request, under the same conditions as if they were owned by an American citizen.

Additional limitations are imposed on where they may sail. The new owners must agree not to operate them in trade with Soviet-dominated countries or anywhere else than the Western Hemisphere, this last further limited by a ban on calling at ports of the US and its possessions.

The Evangelina has been out of service since September, 1950, laid up at a Hudson River pier. Company officials state, however, that summer cruise plans for the Yarmouth are going forward unless the sale is completed before then.

Ship Switching To Great Lakes

A 6,020-ton ocean freighter will go into service as a Great Lakes cement carrier by 1953.

The Coastal Delegate, now under charter to the Bull Line for trade between New York and the West Indies, will continue in that service until mid-1952, when it is expected to go into a Hoboken shipyard for alterations in preparation for its new career.

The 321-foot vessel will be brought to the Lakes through the Mississippi River and the Illinois waterway. Owned by the Southern Steamship Company, she has been purchased by the Huron Portland Cement Co. of Detroit.

Master Deaf To Crew Plea As 1 Dies of Food Poison

Just returned from a hospital siege in the Azores, two Seafarers off the Longview Victory related a harrowing tale of food poisoning striking down six crewmembers and bringing death to one of them. They charged neglect by the captain was indirectly responsible for the death of James Doherty, AB, and prolonged and serious illness for Clarence E. Arnold, wiper; and M. M. Currier, AB who were worst affected by the ailment.



Clarence Arnold (left) and M. M. Currier, crewmembers of the Longview Victory, back in New York after suffering a severe case of food poisoning on the ship which led to their hospitalization.

Furthermore, they said the ship's operator, Victory Carriers, was not far behind in its callous neglect of the ill seamen. After the men had been put ashore in the Azores Arnold said, the company not only failed to notify his wife but cut off the allotment on which his wife and two children were dependent, without a word of explanation to her.

Just Left Port
The Longview Victory had just left the port of Brake, Germany, near Bremerhaven January 31 and was running into the English channel when Doherty, Arnold and Currier suddenly took ill about a half hour after lunch. They suffered from continuous vomiting, diarrhea and severe cramps. Several other crewmembers were stricken that same evening. The exact cause of the poisoning is not known, although some maggots were found in creamed corn which was served to the crew.

Although within easy reach of half a dozen channel ports where he could have put the men off for medical attention, the captain failed to do so. The men involved sent word to the captain that they were in bad shape, but evidently the captain and mate thought that they were putting it on, because as the mate put it, "they don't have a temperature."

Belated Advice
Further, as far as Arnold and Currier can tell, it was not until they were well out to sea and still severely ill that the captain radioed for medical advice. He was notified that the men were suffering from food poisoning and should be given milk of bismuth. By this time, however, they could no longer put into port as they were out at sea. It wasn't until they were ill for a full week that the ship finally put in at Horta Fayel in the Azores on February 6. But it was too late for Doherty. He died before he could get medical aid.

Even ashore the sick men's troubles were not over. Hospital facilities in Horta Fayel were primitive, as there was no heat nor any modern equipment. The two men could not understand why they were not put ashore in Puerto Delgado which is the largest city in the Azores where they could get better care. The same viewpoint was held by the American consul in Puerto Delgado. "Incidentally" Arnold said, "the consul was never notified of our illness, though the captain was supposed to send word to him. It was only when we got out of the hospital 18 days later and went to Puerto Delgado ourselves that he found out about it."

Back home now, the two men are still receiving treatment. Arnold's eyes have been affected by the illness and are badly blood-shot. Currier, who had only one kidney to begin with, has apparently suffered damage to it as he still has back cramps and headaches.

An SIU headquarters representative, when notified of the case, declared, "This kind of treatment is further evidence of the utter disregard some operators have for human lives in their pursuit of the dollar. It isn't the first time that seamen have been neglected in foreign ports because there isn't any Union representative around to keep the operators in line."

Oil Paintings Lead In SIU Art Entries

Oil paintings held an early lead as entries started coming in from far and wide in the First Annual Seafarers Art Contest. The number of oil paintings which have been received thus far came as somewhat of a surprise in view of the high degree of skill required to produce a good oil.

With the deadline for entries set at May 10, 1952, there is still plenty of time for all ambitious Seafarer artists to enter any one of the four categories covered by the contest: oils, watercolors, drawings and miscellaneous which includes any type of sculpture, carving or handicraft work. There's plenty of opportunity to pick up a prize too, since three prizes will

be distributed in each category, and there is no limit on the number of entries or on one man entering more than one category in the contest. Nor is there any limitation on the subject matter of the art work.

Some well-known Seafarer pen and ink artists are yet to be heard from. Interestingly enough, most of the entries coming in so far are from men who had never contributed to the LOG previously.

Use Registered Mail
Contestants who want to submit entries should mail them to the Art Editor, SEAFARERS LOG, 675 4th Avenue, Brooklyn. It is desirable to send the entry by registered mail to make sure the work doesn't get lost. It is also very important for the contestant to identify his entry very clearly by putting his name and address on the back or bottom.

All entries, winners and losers, will be exhibited in New York headquarters for a week following conclusion of the contest. Entries will then be returned to the owners.

'Convoy Safe' In Simulated War Sailing

A Navy tactical maneuver in the middle Atlantic area involving simulated attack by undersea craft on a "dummy" merchant ship convoy indicates that the Defense Department is employing a lock-the-barn-before-the-horse-is-stolen philosophy should an emergency arise.

Atlantic Fleet exercise Convex III, concerned with the protection of merchant shipping, is now underway with about a hundred ships. The first convoy to "safely" reach port pulled in at Charleston, SC, last week. No merchant ships are actually being used in the maneuver.

Through the simulated "enemy" attack, the Navy strategists hope to develop techniques for defending US merchantmen, too often sitting ducks in the face of enemy attack, if and when the necessity for transporting troops and supplies in another war develops.

A force of 60,000 is engaged in the exercises. Seafarers sailing the sealanes along the Atlantic seaboard from Maine to the Caribbean may possibly observe the operation, which will continue through March 19.

SS Alice Brown 'Hits the Bricks'

Philadelphia—The SS Alice Brown took an unexpected cargo to sea with it, although the extra load never got to the vessel's next port of call. The hazy weather obstructing the view of the pilot when the Bloomfield ship departed from pier number five caused the ship to take half of the tower at the head of the pier to sea with it, Pat McCann, ship's delegate, reported. Though the ship suffered no damages, it is unofficially disclosed that the bricklayers of Philadelphia extended a vote of thanks to the ship for making extra jobs for the local membership because of repairs necessary to the tower.

Aftermath Of "Air Raid"



Bomb "casualties" are treated by Civil Defense aids and nurses in course of mock air-raid drill held at SIU headquarters in Brooklyn. "Victim" is receiving plasma transfusion while other "wounded civilians" await further care.

New Drugs TB Seamen's Cure?

New hope for the many Seafarers who suffer from tuberculosis is contained in the announcement that two new "miracle" drugs have proved highly effective in treating the disease.

Thus far the two drugs, rimifin (or hydrazid) and marsilid have been utilized on an experimental basis in ten hospitals only, two of them being New York City hospitals and the other eight being Veterans Administration Hospitals. A limited number of patients at the hospitals involved have been receiving treatment and have shown marked improvement in advanced cases of TB. All experts in the field, however, are unanimous in cautioning the public that it is too early to tell the real value of the new compounds.

Not in USPHS

A spokesman at the Staten Island Public Health Service Hospital said that at present none of the USPHS hospitals where Seafarers are treated have yet received any supply of the new medications.

TB has long been a scourge of seamen, particularly in the days gone by of poor food, overcrowding, and ill-ventilated foc'sles which contributed to its spread.

Seafarers at the Manhattan Beach hospital, which is an institution for TB patients, were reported to be considerably cheered over the new development. Seafarer

Matthew Bruno, a patient at the hospital, declared, "We're all happy about the news but the doctors are not too optimistic. They've been fooled so many times before that they want to wait and see before saying anything. They do say that they have some of these new drugs on order for us. It has made us a whole lot happier and everybody is keeping up with the stories about it in the papers."

The two new drugs have been six years in the making at two drug companies. They are synthetic compounds made out of coal tar derivatives and promise to become very cheap when mass-produced. The actual production of the drug involves only two major steps, conversion of a coal tar derivative known as gamma picoline into isonicotinic acid, and then into rimifin.

While the new drugs have had dramatic effects on TB patients who were too far gone to operate, doctors are cautious because the



Bruno

TB germ might develop resistance to them. In order for the drug to be effective in the long run, it has to be able to overcome this resistance.

Patients who have received the drug at Sea View Hospital, a New York City institution on Staten Island, were those who were considered hopeless. Appetites were quickly regained, and became ravenous. Coughing stopped and weight gains of five to ten pounds a week were common. Patients who were bed ridden could get up and walk.

Super-Super Oil Tankers To Be Built

Giant super-super tankers, able to carry more oil than five typical pre-war ships, are expected to be under construction by next year in the yards of the Bethlehem Steel Co.

Two 44,000 deadweight ton tankers ordered from British builders by the same company have already lost their title as the world's largest with the placing of orders for two 45,400-ton capacity bottoms 700 feet in length. The ships will be longer than the biggest American flag liner now in service, the America, although they will still be dwarfed by the 990-foot United States.

The super-supers will be operated by owners of the largest independent tanker fleet, World Tankers, and will have speeds exceeding 16 knots, despite single screw propulsion.

An estimated cost of \$10,000,000 will turn the vessels out by December, 1953, for active service, double the price of currently working 28,000-ton super-tankers and six times the price brought by T-2s sold by the government under the ship sales act.

Each of the 45,400-ton giants will have three-fourths the displacement of the Cunard passenger Queens.

NSA Retires 7 Ships As Coal Needs Drop

A sudden slack-off in European needs for coal has caused the Maritime Administration to withdraw seven ships from service. The ships are all operated by the National Shipping Authority under GAA charter to private owners.

The seven ships, six of which are crewed up by the National Maritime Union and none by the SIU, will not go back to the moth-ball fleet but for the time being will be anchored at docks in New York and Norfolk. In the event the cutback continues they will be put back in the boneyard.

Others Stand By

Aside from these first seven ships, additional ships of an undetermined number are being put on standby status. They will keep skeleton crews on board until such time as it is determined what their fate will be. Sixteen other vessels on which work had begun in the

boneyards to recommission them are remaining in the reserve fleet.

Most of the ships operated under the GAA charter have been carrying coal and grain to Europe and elsewhere. Mild winter weather in Europe has built up coal stockpiles and grain shipments abroad have also decreased. Since it is the policy of the National Shipping Authority to stay in business only so long as private operators cannot handle all cargoes the cutbacks are more or less automatic once cargoes decline. Additional retirements of NSA ships are expected in spring and summer months as the demand for coal declines.

Union Chief Learns SIU Methods



Explanation of how SIU vacation pay works is given by Vacation Plan representative to two hg. visitors from the American Federation of State, County and Municipal Employees, President Arnold Zander (right), and International Representative Jerry Wurf.

Top of the News

THEY'RE MAKING IT OFFICIAL NOW—With representatives of 14 countries attending in Lisbon, Portugal, the North Atlantic Treaty Organization (NATO for short) has agreed on formal establishment of a united armed force for Europe, including divisions from West Germany, France, Italy, Belgium, the Netherlands and Luxemburg. Present plans call for the establishment of an army of 50 divisions by the end of 1952 in Western Europe, as well as for the construction of airfields, roads, depots, and other building projects. Greek and Turkish troops were brought under General Eisenhower's command, although they will be apart from the so-called "European Defense Community." This setup makes it possible for German troops to participate in the united armed force without being a full-fledged partner in "NATO."



THE BIGGER THEY ARE . . .—Texas oil millionaire Glenn McCarthy, quite a headline grabber these past few years, is suffering from a widespread ailment common to us all—financial trouble. McCarthy is in hock to the tune of \$34,100,000 to the Equitable Life Insurance Company and hasn't been able to meet payments. The insurance company is consequently taking over management of his oil properties in addition to the fabulous Shamrock Hotel in Houston, Texas. He also owes a mere \$5 million or so to the Metropolitan Life Insurance Company. Action was taken by Equitable when McCarthy fell two years behind in payments. While all that may be an awful load of debt to carry around, it takes a good man to touch someone for a \$34 million loan.



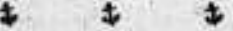
THEY WEREN'T APPEALING ENOUGH—The United States Court of Appeals has upheld lower courts in two important cases, that of Julius and Ethel Rosenberg, convicted as A-bomb spies, and James J. Moran, who perjured himself before the Kefauver committee. The court unanimously approved the Rosenbergs' convictions based on the grounds that they had transmitted secret information about the structure of an atom bomb to agents of the Soviet Union. In doing so, the court upheld the death sentence originally imposed by Federal Judge Irving R. Kaufman in April, 1951. A further appeal to the Supreme Court is pending. In Moran's case, the former side-kick of New York's ex-Mayor, William O'Dwyer, had his five year sentence for perjury affirmed. Moran was found guilty of lying to the Kefauver Committee about the visits of a number of racketeers to his office when he was with the Fire Department. Moran has just been sentenced to 13½ additional years for his role in fuel-oil inspection shakedowns.



GARDEN OF EDEN REVIVAL?—The government of Iraq has announced adoption of a long-range irrigation plan using the waters of the Tigris and Euphrates rivers to bring millions of acres under cultivation. Ancient Mesopotamia, legendary site of the Garden of Eden, was a very fertile country several thousands of years ago when legendary kingdoms constructed elaborate irrigation works long since fallen into disuse. The new plan will be financed in part from oil revenues and will be an attempt to get back to the "good old Mesopotamian days."



HOW TO MAKE A QUICK BUCK—Under act of Congress, the Internal Revenue Bureau is allowed to pay up to a total of \$500,000 to tipsters who inform the bureau about delinquent taxpayers. Last year the bureau paid out the full amount and collected \$9,700,000 in unpaid taxes. Tipsters usually are given about 10 percent of the amount of taxes collected, although this is not a fixed figure. The largest award last year, \$62,000, went to an informer who let the bureau know about one taxpayer's practice of keeping two sets of books with different figures in them—one for himself and one for benefit of the tax collector.



ORDER ONE FROM SEARS-ROEBUCK—Great Britain has announced that she has produced an atomic bomb and has a plant ready to go into regular production. The British version of nuclear fission in action will be tested sometime this summer in the arid and empty interior of Australia. Two fully-loaded freighters have already left home for the long trip to the test site, a trip made necessary by the lack of suitable open space in England to conduct such a test. The British announcement means that three countries, US, USSR and England, now have atom bombs with other nations probably preparing to get in on the act. What was once the world's greatest secret is now becoming almost as common as a washing machine—though slightly more expensive.



A SLIGHT LEAKAGE OF FUNDS—Waste of funds in construction of huge air bases in Morocco is the latest subject of Congressional inquiry. An army auditor and other investigators have told a House of Representatives subcommittee that at least \$50 million has gone down the drain in the form of waste, kickbacks, and collusion on overcharges for equipment. Biggest source of waste was on overcharges for supplies and equipment with consequent kickbacks to the purchasers. Arab workers on the job were shaken down in order to get employment. Much of the material purchased by the Army for base construction was bought without advertising for competitive bids. Total cost of the bases is estimated in excess of \$300 million.



DEMO CANDIDATE NUMBER 2—With still no word from President Truman as to his 1952 intentions, another Democrat has thrown his hat in the ring, Senator Richard Russell of Georgia. Senator Russell attracted attention by his chairmanship of the MacArthur hearings and is expected to have strong Dixiecrat backing as well as support from party regulars in the South. Meanwhile Senator Kefauver is pressing his campaign vigorously and will oppose President Truman in the New Hampshire preferential primary and elsewhere. The president, while his name has been entered in New Hampshire, isn't talking about his future plans but has again praised Governor Adlai Stevenson of Illinois. Another candidate mentioned as a possible Truman choice is Senator Robert Kerr, Oklahoma oil millionaire.

Sea Calls Back Oiler, 72

The sea's own will return to her when their country needs them, and Gerald Fitzjames, 72, is just back from an eight-month foreign trip to prove it.

Fitzjames left sailors Snug Harbor on Staten Island after a comfortable sojourn of less than a year there in answer to the feverish Government appeal for rated men to return to sea during the current emergency. He's been out since then in engine ratings with the North Platte Victory (Mississippi) on trips to the Near East, Germany and Japan.

Now looking to ship as a deck engineer—those "black gang" jobs are a little too wearing on the legs from having to climb around so much—he urged younger men now sailing to realize the multitude of benefits that have come their way through the SIU.

Still vigorous, though with energy belying his age, Fitzjames first

shipped from San Francisco on the sailing ship Maid of Sydney back in 1894. He has been going to sea since then, and expects to stick to it until he can't pull his share of the work any longer.



"I guess I've had a lucky star over me all the time," he recalled, as he recounted the days when steam replaced sail and some of his experiences in two major world wars, both of which he sailed through without a scratch. He noted particularly being in there

D-Day in Normandy, though he was a ripe old 65 at the time.

"Time was when you had to bring your own bedding, knife, fork and spoon with you," he declared, "but today, a seaman sailing with the Seafarers has every advantage he can think of." As long as a man does his job and pitches in with his shipmates, the 72-year-old cautioned, he'll live a good life.

SIU Raps Bid To Reopen Ship Sales

The SIU has concurred in protests by American shipowners against a proposed law enabling Philippine interests to purchase eight government-owned, war-built vessels as a dangerous precedent.

Legislation permitting the sale would reopen the Ship Sales Act of 1946 at a time when American buyers are unable to secure additional vessels from the government reserve fleet and chartered ships now active are being returned to layup status.

The measure, now being weighed by a Senate Committee on Interstate and Foreign Commerce, was attacked as presenting a one-sided advantage to foreign buyers who, it was pointed out, had the same opportunity as American buyers to secure ships when the Act was in force but failed to take advantage of it.

Unfair to Market

Creating a precedent in allowing foreign buyers to secure the vessels would unfairly affect the current market as well as open the door to future sales by the same method, opponents urged. Philippine citizens are the only foreigners presently permitted to charter American ships.

It is not up to the US Congress to bolster foreign maritime fleets at a time when the American merchant fleet is at low strength and few steps are being taken to insure its active future.

Seafarer officials point to the continuing national apathy toward the projected Long Range Shipping Bill which has long languished in Congress, as sharply contrasting with the legislation favoring the foreign sale.

Split Ship's Stern Towed Into Port



The stern section of the crippled Fort Mercer passes under the Brooklyn Bridge as tugs haul her to berth at 23rd Street in Brooklyn after taking her in tow off Cape Cod.

Thirteen crew members of the ill-fated tanker Fort Mercer won their battle against the sea by riding the stern section of their ship into New York last week. The Fort Mercer, along with the tanker Pendleton, had been broken in two in a severe storm off Cape Cod.

Both sections of the Pendleton were completely wrecked in the storm, as was the bow of the Fort Mercer, but the stern stayed afloat and was subsequently taken in tow.

Thirteen members of the crew stayed aboard the stern half of the tanker, deciding to ride it out. Although five men on the bow lost their lives, the men stayed on the stern reported that they were comfortable at all times. The ship's power plant was working, so that there was plenty of heat, light and good food.

Stick It Out

When the ship split, there were 34 men left on the stern and 11 on the bow section, five of whom were subsequently casualties. The Coast Guard removed 21 men from the stern of the ship but the remaining 13 decided to stick it out until they

were taken in tow off Nantucket lightship.

Crewmen disclosed that they ate very well throughout the ordeal, since the galley was in the extreme stern of the wreck. With food stocked for 45 men, the remaining 13 had ample supplies of steak, turkey, bacon, milk, eggs and other eatables.

After being taken in tow, the Mercer was still not out of danger as she had to negotiate the tricky waters of Hell Gate on her way to Brooklyn. Nevertheless, the towing passed without mishap. In addition to saving half of the ship, the owners recovered some 45,000 barrels of oil carried in her stern section tanks.

Crewmembers of the unfortunate Pendleton were not so lucky. Nine out of the crew of 41 lost their lives in her splitup, with half of the ship going on the rocks and the other half sinking soon after the crew had jumped onto life rafts floated over by a Coast Guard cutter.

FIRST ANNUAL seafarers art contest

1. OILS
2. DRAWINGS
3. WATER COLORS
4. MISCELLANEOUS

THREE PRIZES IN EACH CLASS



send your work in now to

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SEAFARERS LOG

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CONTEST
CLOSES

MAY 10

1952

Cartoon History Of The SIU

Government Fink Halls

No. 6



All fink halls and crimp joints hewed to the same pattern. A five spot counted more than ability with good jobs peddled over the board. Only the union's strength and the wartime shortage of ratings kept the Shipping Board's private fink halls from monopolizing hiring.



The set-up was part of a plan for post-war union smashing by shipowner and bureaucrat. Fearful of the union's growth, they used the war emergency to build their union-busting apparatus. Seamen had served their purpose and they were out to return them to pre-war slavery.



The war's end saw soldiers coming home and shipping at its peak. Contracts had expired but prosperous shipowners wouldn't talk wage increases. A strike called on May 1, 1919, brought quick surrender, with a two-year contract that was the best ever up until then.

PORT REPORTS

Mobile:

Shipping Slowing a Bit After a Stretch in High

The outlook for the coming two weeks indicates that things will be very slow around here, considerably quieter than it has been in this port for quite a while.

We had the Beauregard, Warrior and Morning Light (Waterman) in here for payoff, plus a run of Alcoa ships, the Cavalier, Pennant, Roamer, Patriot and Clipper, and the North Platte Victory (Mississippi).

On the other side of the ledger, the sign-ons were: John Kulukundis (Mar Trade); Monarch of the Seas, Beauregard (Waterman); Alcoa Pennant and Roamer, and the North Platte Victory. In-transit to this port was the Alcoa Ranger.

Just back from several trips on the Morning Light is brother Alfred Wright, a member of the SIU since 1941 who sails in the deck department. He came by to apply for his vacation and was glad to hear about the smooth operations of the system set up in headquarters to handle these applications.

Al thought it would be quite a while before he'd see his check, but he found to his amazement that he'd just have to stick around a few days or a week at most. In this way he can take a rest, pick up his money and be ready to ship all over again.

He asked to add his thanks, like many other members, to the officials of the Union, for a job well done on the many benefits he receives through our negotiators' long hours of work and effort to make Seafarers' conditions the best in the maritime field.

There's little doing of note in town. But our members in the marine hospital could use a little cheering up by mail or in person. Among them are W. J. Gray, T. Burke, J. Jones, E. E. Dykes, G. Robinson and S. S. Irby.

Cal Tanner
Mobile Port Agent

Seattle:

Shipping Pace Out Here 'Best in the Northwest'

We're still holding up our end on shipping as it remains consistently good. As far as shipping goes here, we'll stick to our slogan—The Best in the Northwest.

Since the weather's improving, we hope some rated men will head out this way as they're sure to get out in jig time. We always have to send to the outports to get the men as fast as they're needed.

The David B. Johnson (Mississippi) paid off in Portland with just routine beefs aboard her and signed on again. Also signing on were the Fairport (Waterman) and

SUP Offices In New Hall

The SUP's office is at the SIU A&G Hall where the complete facilities of the building are available to Sailors Union men. Shipping, beefs, mail and all other SUP services are maintained at the 675 4th Ave., Brooklyn, address.

the Alaska Cedar (Ocean Towing), which limped in here after suffering a crack in her hull during a storm up north. She's been fixed up and is back in shape.

The Seastar (Triton) and Massmar (Calmar) were in for a short stay as intransits. The last-named of these, plus the Fairisle and Johnson, took on a couple of the few remaining men on the beach and nearly cleaned us out.

We are having a bit of trouble with Ocean Towing regarding the black gangs on their ships, but we hope to have this straightened out before long.

Vacations are still the topic on everyone's tongue. The boys are really happy with the set-up and hail this gain as one of our greatest.

Emil Austad and F. I. Gibbons, two of the brothers in the local marine hospital, could use a little cheering up via mail or a visit the next time one of their shipmates comes to town.

Generally, our slim crop of men, especially those with ratings, is making our hair grow a little thin. We can't even shake a first-tripper out of the bushes, let alone find an oldtimer on the beach.

Jeff Morrison
Seattle Port Agent

Savannah:

Shipping In This Port Heavier for a Change

The picture down here is looking up as far as shipping goes. We shipped men to eight ships that turned into this port and also racked up a half dozen each in payoffs and sign-ons.

Among the ships that took men off the beach were the following: Dorothy (Bull); Zane Grey (Isthmian); Robin Wentley (Robin); Cape San Martin, Southstar, Southwind; Jesse H. Metcalf (Eastern), and our port namesake, the Seatrain Savannah (Seatrain).

Business is expected to continue at this healthy pace for the coming two weeks, according to present indications. The number of men on the beach being small, there was no regular branch meeting.

The men coming in are a happy gang because of our new Vacation Plan set-up, which is surely making a hit both near and far. Fact is, the men must be figuring their vacation dollars every time they sign on, or should I say sign-on, because every day they work adds up to a husky check when they put in more than 90 days time.

E. B. Tilley
Savannah Port Agent

Wilmington:

Lynn Victory Deck Gang Cheered as Fire-Killers

Just as we anticipated in this port of seesawing activity, shipping was just fair for the past two weeks, the bulk of business provided by in-transits to the port.

Two payoffs and sign-ons highlighted the picture. The Lynn Victory (Triton) and Madaket (Waterman) paid off and signed-on right away again.

The in-transits kept us busy for a while. These included: the Republic (Trafalgar), which came in twice; Portmar, Seamar, Marymar (Calmar); Yaka, Fairport (Waterman); Steel Admiral, Steel Flyer (Isthmian), and Angus MacDonald (Mississippi).

We had a little hassle on the Lynn Victory when the captain failed to set sea watches and the ship did not clear port. I managed to secure 440 hours there. The old man's excuse was that he was trying to get engineers, but he did not make provisions of launch service for the crew. It took a phone call direct to the owner to get the okay, but the crew stuck and did not pay off until we squared away the beef.

Ammo-Slinging

The deck department on this same ship came in for high praise from the chief mate as the best crew he'd had in the last 30 years. When a fire broke out in number three hold, the crew jumped in and put it out, even slinging around cases that were beginning to burn by hand. The kicker in this story is that the hold was loaded with ammo.

There is a growing tendency of men missing ships and then squaring it away with a fine. They just pile off here and then try to get the Korean run. The only trouble with that is they're getting fooled. We have very few ships going into Korea. Most of them go directly to Japan.

There are many smiling faces on the beach these days with the vacation checks coming through. Money flows on the boulevard, and the boys are digging down deep bringing out their discharges.

Among our old timers out here are brother "Babe" Aulicino, Teddy Freeland, Jesse Lewis and "Red" McManus. In the marine hospital and eager for a bit of mail from their friends are F. Cohen, T. G. Lyons and E. L. Pritchard.

Well, generally we've got no beefs. The weather has been great and shipping, though not at a peak, is holding its own. We haven't

shipped too many jobs, but with the climate being so wonderful and the women dandy and handy, nobody has a desire to move out too fast. But those who do will have a chance soon as we expect a regular boom here in about two weeks.

Sam Cohen
Wilmington Port Agent

Boston:

Paying Off at Sea Easy Way to Trouble in Port

The business of the port wound up fair, better than usual anyway, for the period, although the weather was at the other extreme.

We had eight payoffs and two sign-ons during the last two weeks to keep us in practice.

In for payoff were the following: Anson Mills (Seas Shipping); The Cabins, Julesburg (Mathiasen); Trinity (Carras), plus the French Creek, Government Camp, Bradford Island and Bents Fort (Cities Service). The Anson Mills and The Cabins signed-on for another trip.

There was an overtime dispute on the Anson Mills which we got paid, and a slopchest beef which we easily squared away before she sailed for France. We have been repeatedly warning the men about paying off at sea, but the crew on the Julesburg went at it anyway. We took hold of an OT dispute on her when she came in and got it cleaned up.

Agents Thanked SIU

Our regular meeting featured a discussion on the Welfare Plan and the ships that are sailing short-handed. Some of the representatives of the Prudential Insurance Agents were on hand to thank the members for their support during that beef. They had full use of our hall and all other help we could give them during their strike.

The brothers at the meeting were also pleased to see our two Union films, This Is The SIU and The Battle of Wall Street, the first time most of them around here had seen them.

Those of us working in the port want to know how the membership feels on the matter of issuing skis, snowshoes or a small dog-sled to us so we can make the ships. The trains have been stopped, the roads are blocked to buses and there is no way to get to the ships unless you have a good dog-team on hand. We will knock off for now as we have to go out front and shovel eight more inches of new snow off the sidewalks.

James Sheehan
Boston Port Agent

San Francisco:

Labor-Backed Mayor No Bargain to AFL Carmen

Shipping turned mighty fine this period—although it had stood very low for a long time. We're having some nice sunny weather after a spell of rain, so that both shipping-wise and weather-wise things are looking up.

All the ships that called here took some men off the beach, so we could use some hands out here, particularly rated sea-going men.

Two ships in for payoff, Brightstar (Dolphin) and Malden Victory (Mississippi), and both signed on again. The in-transits to the port totaled seven, including: Marymar, Portmar, Massmar (Calmar); Steel Admiral (Isthmian), and Yaka, John B. Waterman and Madaket (Waterman).

The activity shaping up for next two weeks looks good too, with four payoffs and three in-transits already in sight. These figure to be the following: Arizpa, Ponce De Leon (Waterman); Carroll Victory, Bessemer Victory (South Atlantic), all payoffs; Yaka, Jean Lafitte (Waterman) and Steel Flyer (Isthmian), in-transits.

We just had routine beefs on all the ships coming in, but plenty of big smiles over the vacation pay.

Short Strike

There's nothing much new in town either, except for a short strike by the AFL Carmen's Union.

From where I sit, it looks like the Mayor tried to give the boys a rough go, although he was well backed by labor in the last election. The beef centered around the fact that the city

wanted the men to put in their eight hours a day over a period exceeding 10 hours, despite a city charter provision calling for eight hours work to be done within 10.

After a couple of days a court rule was handed down stating that these men were right to demand the existing set-up of eight in 10. The guys are back on their jobs now, but the Mayor is still belly-aching that the city is going bankrupt. We didn't have to send in any support during the beef, as the Union had an effective strike and no outside help was needed.

We had brother Arvel J. Bearden in here off the Portmar, a man who said he'd get a chicken farm and went ahead and got one. A native of Louisiana and member of the SIU since May, 1943, Bearden sails nothing but carpenter and is one of the best, on ship or ashore. Most of the vessels he rides he acts as ship's delegate or deck delegate, and he always brings in a clean ship with all beefs in first class order.

His place is located northeast of Los Angeles and now that he's on the beach, Brother Bearden expects to head home and see if anything hatched while he was away.

Another of our members, R. Ulmer, who just paid off the Madaket in LA, came in for a breather, but before he could get it was shipped to the John B. Johnson in Portland. A tough go, the brother admits, but when the Union needs men, it's up to everyone to turn to as a replacement.

The thing to do, he says, is ship when you're needed and take your vacation later on when things turn slow.

H. J. Fischer
West Coast Representative

A & G SHIPPING RECORD

Shipping from February 13 to February 27

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	49	27	9	85	23	17	10	50
New York	199	170	104	473	171	162	93	426
Philadelphia	62	66	32	160	42	43	20	105
Baltimore	168	112	101	381	187	135	112	434
Norfolk	165	130	104	399	124	102	98	324
Savannah	26	25	29	80	33	39	27	99
Tampa	12	11	12	35	21	19	16	56
Mobile	51	48	45	144	45	43	44	132
New Orleans	109	60	62	231	126	81	93	300
Galveston	54	54	56	164	73	70	54	197
West Coast	54	65	47	166	81	59	60	200
TOTALS	949	768	601	2,318	926	769	627	2,322

PORT REPORTS

New York:

Outlook Turning Better For Men Seeking Berth

The pace of shipping has been a little slow these past few weeks, although it has picked-up in the last couple of days, and prospects for the coming period look good. Quite a few ships due in for pay-offs.

We paid off a total of 21 ships and signed-on four in the last two weeks. The big difference between the payoffs and sign-ons is due to the fact that a large number of the ships are on continuous articles. All of our payoffs ran fairly smooth, however, with all berths being taken care of at the time.

The following were in the tally for this period: Lone Jack, Abiqua, Salem Maritime, Council Grove, Winter Hill, Cantigny, Royal Oak (Cities Service); LaSalle, Hastings, Wacosta, Gateway City (Waterman); Binghampton Victory, Beatrice, Inez, Puerto Rico (Bull); Shinnecock Bay (Mar-Trade); Seatrains Georgia and New York (Seatrains); Sea Magic (Orion); Steel Vendor (Isthmian), and Fort Bridger (US Petroleum).

Our sign-ons were the Steel Inventor and Steel Voyager (Isthmian); Wild Ranger (Waterman), and Robin Mowbray (Robin).

Puerto Rico Back

That strike down in Puerto Rico is over, and we have the good ship Puerto Rico back on her regular run again. We hope she runs steady for a while. Those boys have had more vacations in the past six months than a Standard Oil sailor gets in three years.

There's a happy note in that we are able to report that we haven't been plagued by performers aboard the ships in port for the past couple of weeks.

Bar Busy

The Port O' Call bar is now doing a rushing business with a great number of the boys' coming ashore to their own bar to quench their thirst. It must be quite an attraction, as I have seen some of the oldtimers around lately that I hadn't seen for some time.

I must say also that I've seen some really big smiles around the counter on the third floor where the vacation pay is being paid out. Many of the men who have been going to sea for 10 and 15 years had never collected a dime for vacation before. They have good reason to be happy about the new Vacation Plan.

Claude Simmons
Asst. Sec'y-Treas.



New Orleans:

Farmers Union Pickets Bring Home the Berries

We're happy to say that everything's running along very smoothly here. The port has settled down to the regular routine, with the election for governor and the Mardi Gras over.

Shipping is very good with plenty of jobs for the takers, and no major berths cropping up except the usual run of disputes handed at the payoffs or sign-ons.

Payoffs for the period included the following: Del Oro, Del Sud, Del Aires, James Duke (Mississippi); Alcoa Puritan, Pilgrim, Ranger (Alcoa); Clearwater Victory, Steel Surveyor (Isthmian),

and Robert Lowry (Bloomfield). The Joyce Kilmer (Mississippi) crewed up finally after leaving drydock, as did the Del Mundo, Sud, Oro (Mississippi); Puritan, Pilgrim, Ranger (Alcoa); Clearwater Victory and Robert Lowry.

In-transit activity was a-humming, with the following recorded: Alcoa Corsair, Pennant, Cavalier, Roamer (Alcoa); Steel Vendor (Isthmian); Del Mundo, Oro (Mississippi); Seatrains Louisiana, New Jersey, Georgia (Seatrains); Monarch of the Seas, Afoundria (Waterman); John Kulukundis (Mar Trade); Southern Counties (Southern Trading), and Margaret Brown (Bloomfield).

Since the last report the AFL Electricians went out at the Kaiser plant in a beef against a sub-contractor who had the idea he could hire and fire as he saw fit, or can a man for any trivial reason. Without electricians at the plant it will not be long before Kaiser will straighten out this sub-contractor in order to get things going in full swing. These anti-labor characters have to be put in their place or they'll run wild.

Berry Pickers Win

The other strike situation involves the Louisiana Fruit and Vegetable Producers Local 312 in the strawberry country. After picketing several berry plants in Ponchatoula, Hammond, Albany and White Hall, the union has gained complete control of the strawberry crop in the state. Five major handlers of berries tried to hold out against the farmers, but learning from past experience, the farmers were not going to be deprived of the packers and handlers before the berry crop started in. Last year the farmers struck late in the season and although they got their price it was too late in the season and some berries were lost. They made sure no berries would go to non-union handlers this season by striking early.

Market Control

As in the past, the berries will be auctioned at Hammond by competitive bids, but by controlling the berries no one market will be flooded and thereby lower the price in that area. The union has now set its sights on handlers in both Tennessee and Arkansas. When these are organized, a controlled flow of berries from three states will enable stable market prices.

Quite a few brothers from this port live in the strawberry country or have families or friends there. There is no doubt that their being with the SIU spread a lot of unionism in that area.

Lindsey J. Williams
New Orleans Port Agent

Lake Charles:

SIU Stands By to Help As Electricians Picket

Shipping and business in this lovely city has definitely been booming the past two weeks. If there's anything we like to see around here, it's plenty of ships and mucho jobs to keep the boys happy.

The local prosperity is abetting no end by the comings and goings of Cities Service ships, the recent crop including the Lone Jack, Winter Hill, Fort Hoskins, Government Camp, Cantigny, Bents Fort, Salem Maritime, French Creek and Bradford Island, all of whom shipped quite a few men each.

Over in Port Arthur, Texas, the good ship Federal (Trafalgar) came in, shuttling between the mighty Mississippi and Texas ports. The

boys positively do not quit her as she is running in competition with the US mint in making money.

We also had one of the SUP tankers, the Frank A. Morgan, which carried a large number of SIU brothers. We went down and paid her off in company with the SUP representative and everything ran off okay.

On the local labor scene, the AFL Metal Trades Council is negotiating for a new contract and has served notice on the refineries that they intend to get it or else. The AFL Electricians have a picketline on the air base here against one of the contractors, and the Building Trades Council is making headway in its contract talks. We've notified the IBEW that the SIU branch in this port stands ready to give them all the aid it possibly can.

Machinists Active

Lastly, the AFL Machinists are moving to organize local garages and are meeting with huge success. To date, they have every garage in town signed up with pledge cards and expect to call for an NLRB election very soon.

Things are quieting down on the political front now that labor's friend has been reelected sheriff of the parish (county) for another four years. He won by over 3,000 votes and showed the anti-labor gang that we do not intend to have goons around when we strike to uphold our rights.

The only old timer we have on the beach at present is brother



Crews

Leroy Clarke
Lake Charles Agent



Baltimore:

Wide Search on to Get New SIU Hall for Port

Shipping has really gone over the top in this port, with over 400 men moving out during the past period. The exact figure, 434 shipped in all departments, is a record peak for this branch.

Contributing to the heavy activity were 24 ships paying off, 13 sign-ons and six ships in-transit. With the exception of a couple of small berths submitted for clarification, all vessels paid off and signed-on without a hitch.

We would like to impress on the brothers at this time the responsibility they have in the education of newcomers which the Union is taking in, due to the overabundance of shipping. Since we can't help but get a few performers and foul-ups in taking in these men, it is therefore up to each member to help the Union as much as possible to keep performing at a minimum.

Of special interest in this port are the efforts now being put forth to obtain a new branch hall in the port. A search for suitable buildings is now going on and it is expected one or two sites will eventually be selected for the mem-

bership's approval. Our SIU Washington representative, Robert Matthews, has been in the city assisting in the search and looking over a few sites we have lined up. We expect to hear from headquarters concerning this plan for the port of Baltimore in the near future.

The membership will also be pleased to note that the wage discussions for day workers on SIU-contracted ships have been climaxed with the Union securing a \$30 monthly for all daymen in the deck and engine departments, with the exception of wipers, who will receive a \$15 monthly increase in base pay.

Despite the huge outgoing flow of manpower through the SIU hall here these last two weeks no ships were delayed in sailing for lack of men.

Earl Sheppard
Baltimore Port Agent



Galveston:

Snappy Graham Crew Wins Plaudits for SIU

This port was really humming with activity as shipping over the past period turned very good.

We had six ships in for payoff and the same bunch signed on again. Among them were the following: Sunion (Kea); Neva West (Bloomfield); William Carruth (Trans Fuel); Oceanstar (Trifton); James H. Price (South Atlantic), and William A. Graham (Waterman).

A flock of in-transits pulled in during the period, including: Bradford Island, Logans Fort, Abiqua, Chihuahua (Cities Service); Seatrains New York, New Jersey, Texas (Seatrains); Petrolite, Julesburg (Mathiasen); Schuykill; Afoundria, Beauregard (Waterman); Evelyn (Bull); Compass (Compass); Frank Morgan; Del Oro (Mississippi); Catahoula (National Nav); Southern Counties (Southern Trading), and Cape Grieg, just out of the boneyard.

The William A. Graham, in for payoff from India, came in very clean and smooth. Nothing could compare with the cleanliness of that ship, both inside and outside. The boys made plenty of overtime, and you could see it all by the looks of everything when you walked aboard the ship.

As a matter of fact, Capt. Miller of the US Maritime Administration, the port captain, called the hall and stated he wanted to commend the SIU, its officials and especially the crew of this ship for the condition of the vessel and the conduct of the crew during their voyage.

Keith Alsop
Galveston Port Agent

SIU HALL DIRECTORY

SIU, A&G District		Canadian District	
BALTIMORE	14 North Gay St.	MONTREAL	463 McGill St.
BOSTON	276 State St.	HALIFAX, N.S.	125 1/2 Hollis St.
BUFFALO, N. Y.	190 Main St.	PORT WILMIAM	118 1/2 Syndicate Ave.
BURTON	1000 1/2 Main St.		
CHICAGO	2602 Carroll St.		
CLEVELAND	1038 3rd St.		
DALLAS	1038 3rd St.		
DENVER	1038 3rd St.		
DULUTH	531 W. Michigan St.		
EL PASO	3361 E. 92nd St.		
HONOLULU	16 Merchant St.		
LOS ANGELES	111 W. Burnside St.		
MEMPHIS	257 5th St.		
MIAMI	257 5th St.		
MINNEAPOLIS	450 Harrison St.		
MOBILE	1 Douglas St.		
NEW ORLEANS	523 Bienville St.		
NEW YORK	675 4th Ave.		
NORFOLK	127-129 Bank St.		
PHILADELPHIA	337 Market St.		
SAN FRANCISCO	450 Harrison St.		
SEATTLE	2700 1st Ave.		
WILMINGTON	440 Avalon Blvd.		

Be Sure to Get Dues Receipts

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

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

Panamanian Flag Ships —Ideal for Subversives

Panamanian registry, long a loophole through which ship-owners can escape maritime safety codes, wage standards and other regulations, also provides one of the biggest gaps in the security of US ports.

While ships of all foreign nations provide easy access for interested parties to and from this country, Panamanian flag ships are a special case. Other foreign ships are usually manned by their own nationals and as such under control of that nation. Panama not being a seafaring country, ships under its flag are manned by a conglomeration of foreign and American seamen who are more or less outside the regulatory scope of their native countries.

No Questions Asked

The procedure for getting aboard a Panamanian ship is short and sweet, indicating that they would be an easy mark for anybody in-

terested in getting out of the US in a hurry. Inquiries made by a LOG staffer at the Panamanian consulate in New York, produced a list of 25 shipping companies and agencies in New York alone where a seaman could get a job. The consulate sought no evidence of seamen's papers and said that it did not issue credentials. The consulate merely referred the man to the shipping companies.

It is the general practice of Panamanian companies and their agencies to ask for seamen's papers. Papers of any maritime nation are acceptable, so that a seaman from Poland, to cite one example, could ship on Panama flag ships. But there is nothing in US law to com-

pel them to require such papers. It is possible then, for someone wishing to leave the country to get himself a job on a Panamanian ship without seamen's papers.

No Outgoing Check

All that the US government demands of the Panamanian company or any other foreign ship, is a full and accurate list of the crews' names. Failure to supply a complete list or use of assumed names on the list would subject the company at most to a small fine.

Of course, if the company knowingly conspired with a fugitive from justice it could suffer more serious penalties. But that wouldn't stop a man from getting aboard under an assumed name without seamen's papers if the company were so disposed to hire him. This would probably be much easier in



Tin cup days still live on Panamanian ships. Note bare wood table and wooden benches. Crew has to help itself as there is no messman. In contrast, officers eat in banquet-like atmosphere—and the two pot system prevails.

some of the smaller ports where a Panamanian ship might pick up a man as replacement on a pierhead jump, or through a local one-shot agent.

Aside from the possible exodus of US citizens on a sub-rosa basis, Panamanian ships would be ideal for any foreign agent interested in doing a job of plain or fancy

spying in this country. Once the man obtained a set of seamen's papers from any country, he could run regularly to and from the US on Panamanian ships with nobody being the wiser for it. The fact that many Panamanian ships run regularly to Iron Curtain countries, help make them an easy pipeline for two way traffic of undesirables.

US Lacking Port Security

(Continued from page 3)

ables: fugitives, men who have records of being deported previously and men who have criminal records. A cursory check is also made for possible subversion, based primarily on information that has been furnished the agency from other sources. In other words, they work much the way the Customs men do in apprehending smugglers. Unfortunately, a search won't reveal a man's subversive tendencies.

The Immigration Office in New York told the LOG that it is impossible to make a close check on all foreign seamen entering the country. A shortage of personnel is part of the story; the department has also discontinued its practice of fingerprinting foreign seamen and now only does so if a man has stayed in the country over 29 days.

In a recent television show an official of the Immigration Department told of the recent deportation of over 100 alien seamen—men who had jumped ship in this country and had been here for months and years. Anyone of these men could have been a threat to this nation's security. And for every 100 departed, there are dozens of others who are not apprehended. "We're too lax with foreign seamen. We don't have control," was the way the immigration official summed it up to the LOG reporter.

Other federal agencies whose work is of an investigative nature were checked by the LOG to learn what role they played in the security program. The answers given the

LOG ranged from "We've got nothing to do with it" to "we do enter into the picture, but our role cannot be publicized."

None of the agencies, however, reported that there was any program in effect or in the planning stage to combat the danger.

State Dept. Policy

Several questions could be raised as to the wisdom of certain practices of this nation in relation to foreign-flag ships. One well-known policy of this country's State Department has been to oppose a large American merchant marine except in time of war. The State Department believes that goods for foreign countries should be carried in foreign bottoms to help the trade balance. The problem of what the State Department would do in time of sudden hostilities when a large foreign—and unscreened—merchant marine would raise grave questions of reliability and security has never been made clear.

In the government, the security program for the nation's waterfront was set up by government agencies with little working knowledge of the waterfront.

The Coast Guard's job until World War II was one completely apart from the actual operation of the merchant marine. Merchant seamen until then were under the Department of Commerce's jurisdiction.

When the Coast Guard was handed the additional duties of issuing seamen's certificates and maintaining hearing units for disciplining seamen, its set-up

brought American civilian seamen under the jurisdiction of a military group. The hearing units, so similar to courts martial proceedings, have never been endorsed by the men of the merchant marine, who feel they should be tried in civil courts.

The Coast Guard has done an excellent job in its screening program. American seamen have found that the appeals boards have been fair where a question arose as to a man's security; however, the Seafarers International Union has never given blanket endorsement to its quasi-military rule of the merchant marine.

At the same time the SIU does not seek preferential treatment for men on American ships, nor does it believe foreign seamen should be the target of any special witch hunt. The SIU, however, questions the direction of a program in which precautions are aimed almost primarily against the American seamen.

The Seafarers International Union has felt that from the beginning of the security program the maritime unions of this country—the men who know the waterfront best—should have been consulted.

Throughout the country wherever ships tie up, the potential danger to this country is ever present.

No Law Barrier

Citizens of foreign nations who wish to visit the United States must be screened under the provisions of the McCarran Act. In many cases persons who have applied for visas to come to the United States have been barred. There is no such procedure for foreign seamen. If a spy or saboteur were to attempt entry into the United States, his best bet would be to become a crewmember of a ship hitting the United States.

It wouldn't be difficult. In a one-day spot-check of the ship arrivals in New York 39 ships entered New York harbor. Of these, 19 were foreign-flag ships. These ships tied up at piers throughout the city—oil docks, drydocks, passenger terminals and piers recently declared restricted.

In New York on March 1 ten piers were classified restricted areas. Longshoremen working the piers have to carry port security cards in order to work these classified areas. Yet at three of the

ten piers last week ships of foreign registry were tied up; one British, one Panamanian and one Honduran. Moreover, the Coast Guard stated that these ships would continue to use these restricted piers.

At these restricted piers the only precaution being taken by the Coast Guard is the posting of additional guards.

These ships in restricted piers were not tramp vessels, which may not touch an American port again for months or years, but were ships in regular service—an ideal set-up for subversive elements. One of the ships, the passenger ship Argentina, is in regular service to South American ports. Another ship at the restricted dock, the Horta, is in regular service to Portugal and the Azores. And outside of the restricted areas, ships of Panamanian, Honduran and all maritime flags of the world tie up regularly.

LOG Boarded Ship

In New York this week a LOG reporter boarded a Panamanian-flag ship at its pier. There was no guard at the gate, no pier official anywhere to check the going and coming of seamen. The reporter boarded the ship, took pictures and left without once being met by anyone except an Italian speaking crewmember.

Not only are New York piers open to foreign flag ships but tankers of all of the nations have the right to enter strategic high-octane gasoline production centers situated along our coast.

With the decline of the Communist Party in American waterfront unions it is only natural to assume that the Communists would have to resort to the use of foreign flag ships for their operations. While Gerhardt Eisler escaped from this country as a stowaway aboard the Batory, it is also very possible that the Communist fugitives presently at large escaped aboard other vessels flying flags of other nations.

Particularly useful by subversive elements would be ships flying Panamanian flag.

According to the survey made by the United States Naval Intelligence—verified with photographs and names—most of the ships trading with Communist China and other Communist controlled areas fly the Panamanian flag, a good many of them owned—ironically—by American interests. Many of the foreign flag ships in this trade

were purchased under the Merchant Marine Act of 1946, when this country was glad to help "our friends to gain their maritime standing and rebuild their economy to withstand the pressure of communism."

Means of Escape

While foreign flag ships, notably those of Panamanian and Honduran registry, might well constitute a threat to our security through the transporting of subversives to this country, these vessels could also serve as a means of refuge for Communists, spies, saboteurs and fugitive Americans who wish to escape this country.

While an American must carry a seaman's certificate and be screened before he can work on an American ship, no such provisions are made for crewmembers of Panamanian flag vessels. For a man to get a job aboard a Panamanian flag ship he needs no seamen's papers, no passport, no previous experience—nothing except the rules of a Panamanian Steamship Company. All these potential enemies of our country could theoretically leave on one of these vessels. The regulations under which ships of Panamanian registry operate are extremely loose and are almost totally at the discretion of the vessels' owners.

According to a spokesman for the Seamen's Syndicate of Panama, which supplies men in this country for Panamanian flag ships, possession of a book issued by the Panamanian consulate would be authorization enough to secure a berth on a Panamanian ship.

In the vital oil terminals along the coast foreign-flag tankers arrive daily. At Norfolk, the hub of coal shipments for European rearmament, ships of all nations are at the loading piers constantly. In the Gulf and on the West Coast the situation is the same.

The threat to the piers and the port cities of our country is a very apparent one and a very tempting one to our enemies. From these facilities this nation will launch its armies and its supplies if it has to stop an aggressive enemy. Our enemies are well aware of that. Here, too, is the gateway for the spies and saboteurs whose targets are inside our country.

Our ports are our outposts against the enemies of our country. They are outposts which are defenseless.

Editor,
SEAFARERS LOG,
675 Fourth Ave.,
Brooklyn 32, N. Y.

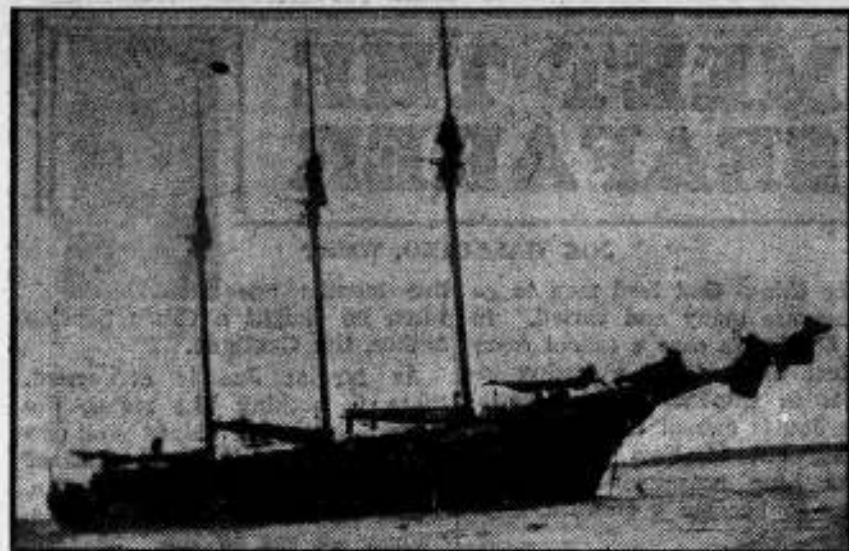
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Three-masted lumber schooner, the Nomis, is pictured at anchor, sails furled, with a full load of lumber on her deck and in the hold.

Life On A Schooner —Way Back In '35

It's the rare seaman who has an opportunity to turn back the clock and find what sailing was actually like a century ago. Seafarer Leroy Martin is one of a handful that have undergone this unusual experience. In 1935, at the age of 19, he signed up for a voyage under sail aboard a small lumber schooner, the Nomis, which gave him a thorough taste of the sea as it used to be.

Aside from the use of an auxiliary gasoline engine to raise anchor and sails, life and work aboard the Nomis was pretty much the same as it was on the hey-day of sail, 100 years ago. Even the owner-skipper, Captain Charles C. Clausen, fell into the same pattern. He was a true "sea dog" 80 years old, who had been on sailing ships since the age of ten, starting out in 1865 right after the Civil War. In his day, Captain Clausen had commanded passenger packets, the cream of the sailing trade, catering to the tastes of trans-Atlantic travelers. He continued sailing for some time afterwards and was nearly 90 when he died.



Martin

Sailing A Hobby

Martin's spell of service aboard the Nomis grew out of his enthusiasm for sailing as a hobby. He, his brother and two friends owned a small sailboat which they operated in the waters of the Raritan River near their home town, Perth Amboy. At that time there were a dozen lumber schooners running regularly into Perth Amboy, many of them from as far off as Nova Scotia. When the Nomis put in at Perth Amboy at the end of one of her coastwise trips, the quartet signed on as her deck gang.

The Nomis was a three-masted



The Nomis shown going "wing and wing" with the wind directly aft. Martin was at wheel.

ship displacing 457 tons. She used to run regularly between Charleston, SC, and the New York-New England area, carrying lumber, with an occasional load of coal or potatoes from Maine's Aroostook County. While Martin was uncertain of her history, indications are that she was built in Maine shipyards in the period just prior to the first World War. At that time there was a brief revival of sailing ship construction, mostly for the lumber trade.

Sank Off Hatteras

Shortly after Martin's trip aboard her, the Nomis came to an untimely end on the treacherous reefs near Cape Hatteras. She ran aground at Ocracoke Inlet in a storm and broke up after the crew was taken off her by breeches buoy.

After Martin and his friends signed on as deck hands at \$45 per month, the Nomis ran from Perth Amboy to Charleston, a trip which took 13 days. She spent a couple of weeks there taking on a cargo of planks. The lumber was stacked by hand in the hold, as well as ten feet high all around the deck. While in Charleston Martin ran into a common nautical problem, the size of the draw. Captain Clausen evidently kept a firm hand on his mariners, for he only allowed two draws of \$5 each while in port.

When fully loaded, the Nomis ran back to New York and from there to Bridgeport, Connecticut, before returning to Perth Amboy. The entire trip took some 10 weeks in all.

Aside from its four man deck gang, which slept forward, the Nomis carried three others; captain, mate and cook whose quarters were aft. In theory, the deck gang's day was divided into ten hours' watches one day, 14 hours the next. Watches were rotated and split up in this matter by use of two dog watches of two hours each in the afternoon. Two men

stood watches together, each one steering half of the watch.

In practice however, the men would be on call at all times. When headwinds blew up, which was more often than not, all hands would have to go aloft to shift topsails in order to tack the ship. Sail had to be set and shifted by hand since the gasoline engine merely raised them. The Nomis carried enough sail to keep the gang hopping; foresail, mainsail spanker; foretopsail, maintopsail, spanker topsail; fore staysail and three jibs.

With no electric power or refrigeration, life aboard the Nomis was pretty primitive. The food supply was necessarily limited to non-perishables such as casks of salt pork, potatoes and plum duff. Eggs were available while in port but fresh fruits, vegetables and milk were out.

Laundry Problem

Fresh water was a pretty severe problem. It had to be carried in casks and lugged by the painful, making for a very limited supply reserved for cooking and drinking. Salt water came into play when the crew wanted to wash clothes or clean the foc'sle. A bucket was put over the side and the water heated on top of the coal-burning galley stove. The crew would then scrub their clothes with it, using the deck for a washboard.

The crew foc'sle boasted the traditional wooden bunks with straw mattresses and no springs. Warmth was supplied by a pot-bellied wood-burning stove. With plenty of lumber aboard, fuel was no difficulty, but the men had to do a little sawing as one of their side duties, both for this stove and to supply kindling for the galley. The watch arrangements being what they were, at least one man would be asleep in the foc'sle at any given moment of day or night, unless of course when there was sail setting to be done, in which case it would be all hands aloft.

For illumination and running lights the Nomis depended on kerosene lanterns. In foggy weather, a hand foghorn was used for signalling. Aside from the gasoline engine, the only other concession



Longshore gang stacked planks of southern pine on Nomis' deck while the schooner was at anchor in Charleston harbor.

to modern times aboard her was the use of towboats for docking when the wind wasn't right. Otherwise she would have had to wait outside the harbor until favorable winds sprang up.

Emergency Operation

Work on the Nomis, a hard grind under any circumstances, became tougher for Martin when he suffered an infected hand. The infection spread and blood poisoning set in, swelling the arm up to the shoulder. With no radio aboard, the skipper tried to signal passing steamers to take Martin off, but none came close enough to get the signal. He decided that the only way out was to operate.

Consequently, the captain sterilized a razor blade by boiling it over the galley stove. He then cut an "X" at the original site of the infection, and the mate squeezed out as much of the pus as he could. The cook put together a hot poultice mixture of cornmeal and lye

which Martin applied regularly, wrapped in a cloth, to draw the remaining pus from the infection. Evidently the cook's medical recipe had genuine value, because in a week the swelling disappeared and the arm was as good as new. All this time, one handed or not, Martin had to steer, stand watches and go aloft.

The trip on the Nomis was Martin's only voyage on a sailing ship, although he worked subsequently on a four-master while she was in port. When he signed off the Nomis, he continued working on dredges and harbor boats, switching to deep sea ships during and after the war.

While under no illusions as to the "romance" of working a sailing ship, the trip was a memorable experience for Martin. "It was a long hard grind day after day," he said, "but if I had the opportunity, I would like to take one more trip on a ship like that."

Washington Gaining Fast As Important Sea Port

The area surrounding Washington, the nation's capital, long fallow as a port of entry of any consequence, is fast growing in stature as a shipping point.

Its importance to Seafarers, of course, has never been pinpointed as a place to ship out from, but rather as the site of the Congressional mill which annually grinds out some 350 new laws affecting the maritime industry in one way or another.

Disclosure of the 1950 figures and the estimated statistics for the year just past are expected to show a continued sharp upturn in the activity of sea-borne commerce through the Washington area. Showing a steady increase every year, the shipping activity is believed considerable for a city some distance away from any large industrial center.

Its geographical location — 180 miles from the Atlantic Ocean and 108 miles up the Potomac River from its mouth in Chesapeake Bay — is certainly not one to build up any reputation as a major port of entry.

But many items for local consumption do arrive daily on barges and inland vessels sailing the Potomac. Petroleum and petroleum products, for one, are a major incoming cargo essential to the sprawling center of federal government in the District of Columbia and suburban Virginia area.

Building materials for the construction of expanding quarters for government bureaus and agencies also provide a considerable bulk of the cargo arriving up the river, as does pulp wood and newsprint for the mountains of printed matter emerging from the capitol each day.

Georgetown Wharves

The major activity, moreover, is nowhere near the actual seat of the government but beyond the District of Columbia in historic Georgetown, whose wooden wharves provide the dock-

side unloading and storage space required. It was an important port during the early history of the country, principally for tobacco export. With the coming of the railroad and larger ships unable to navigate the shallow Potomac, in the nineteenth century its commerce grew negligible.

Nearby Alexandria on the opposite bank of the river is also experiencing a relative boom in commercial shipping and adds to the rise in water-borne traffic for the entire area.

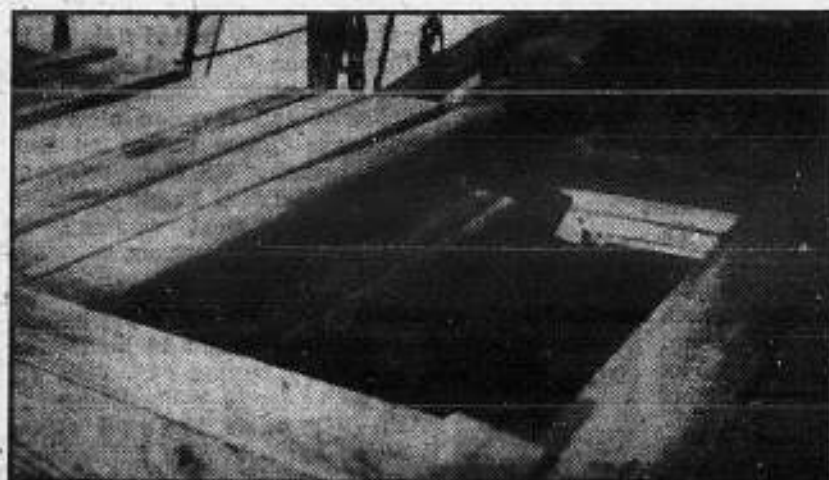
Though the "Port of Washington" won't in the foreseeable future loom as an actual threat to the prominence of major US ports such as New York, Philadelphia, New Orleans, Houston or San Francisco, it is worthwhile to note it is once again a "going concern" for water-borne commerce, in addition to its function as the hub of government in the United States.

Olde Photos Wanted by LOG

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



Mate of Nomis was lucky fisherman. Note salt pork barrel (rear).



Deck load of lumber was stacked high around the entranceway to the crew's foc'sle "down in the hole."

IN THE WAKE

St. Elmo's Fire, an electrical phenomenon frequently observed at sea, got its name when the crews of Columbus and Magellan saw it and rejoiced, convinced that their patron saint, St. Elmo, was near at hand. The "fire" is caused when atmospheric electricity of low intensity induces electricity on the ship or other object that happens to be under its influence. The induced electricity concentrates at the extremities of structures where it becomes visible.

~ ~ ~

A plum pudding has a special significance for American whalers. It's a term used for the muscular substance in the tongue of sperm and humpback whales. The light, fast boats formerly used by the Moros on piratical expeditions are called salisipans. These dugouts from the southern Philippines have a wash strake made of palm leaves (nipa), which also serves as a protection for the paddlers against arrows and darts when fighting.

~ ~ ~

In the waters of the Suez Canal or lower Danube River a salmon tail has nothing to do with the finny delicacy by the same name. Used to get increased turning power when navigating narrow waters, it is an extension plate added to the trailing edge of the rudder. . . . Sampan, the general name for a small open boat or skiff in the East Indies, Malaya, China and Japan, is said to be a corruption of "shan-pan," which in Chinese means three planks.

~ ~ ~

Natives of the south of England refer to a wrecker as a mooncurser, because of his practice of enticing vessels ashore by tying a lantern to a horse's bridle and hobbling one leg so that the animal's stumbling simulated the motion of a ship. Naturally, this was not possible on fair, moonlit nights, hence the name mooncurser.

~ ~ ~

Antenna is Latin for a sprit or

yard, though in modern science it usually means an insect's "feeler" and in radio terminology an aerial. . . . A beef, either a complaint or dispute in sea slang, probably stems from the same direction as to chew the fat, referring to the gristly salt beef which requires much chewing before it can be swallowed, and which caused many an early complaint. When someone chews the fat today, he usually just talks on and on aimlessly.

~ ~ ~

When a ship was caused to heel over on its side for making repairs or the like, she was said to careen, from the French carener, or Latin carina, or keel. A place where this was often done gained the name of Carenage, sometimes abbreviated, as in Bridgetown, Barbadoes, to "The Ca'nash" . . . The sailor's name for the cootie, the bothersome body louse that GI's first became familiar with during World War I, comes from the Polynesian word kutu, meaning a parasitic insect.

~ ~ ~

The lodestone, magnetite with magnetic properties, was used as a kind of mariner's compass by the Norsemen, Arabians, Chinese and other early nautical peoples. Floated on a piece of wood in a basin of water, it always pointed to the north. . . . At loggerheads, a shore phrase meaning to quarrel or be in disagreement, probably arose from whaling practices. A loggerhead was a post in a whaleboat to which the harpoon line was made fast when the whale was "ironed."

~ ~ ~

A tourniquet, as we know it, usually refers to a surgical device for stopping bleeding, but the French seaman uses it to open a watertight door aboard ship. It's the equivalent of a "dog" or snib. . . . Seaweed or sea grass, excellent for manure, is one of the principal sources of iodine. . . . Elk leather is used to make the sail and rigging for a Siberian dugout known as schitiki.

THE INQUIRING SEAFARER

Question: What do you consider the most dangerous part of your work?

Walter C. Patterson, chief steward: Well, sometimes you run into mighty rough seas and can get a nasty burn from frying fat. You can't be too careful when you're handling fat. The least jolt can make a mess out of you. Too many men aren't careful enough.



~ ~ ~

Thomas J. Heggarty, AB: Working on deck topping off and handling gear is no picnic any day. Guys can get tangled up in lines as easy as pie. I saw one man get caught up in a line going over the side and fly off in it just as if he were a bird.



~ ~ ~

Rudy Leader, messman: I don't think you run into anything too dangerous in the steward department. At least I haven't, anyway. But I guess handling hot liquids or oil in the galley can be plenty tricky in rough weather. You always have to watch your step.



~ ~ ~

Bob Roberts, oiler: If a man's not wide awake when "feeling" the crank and the ship is pitching, he'll get a whack he'll remember. Checking that oil flow is no joke if you're still sleepy or not alert while you're doing it. It's a hard lesson for someone who turns to gassed-up.



~ ~ ~

Samuel L. Vandal, baker: Cooking donuts. No, I'm not kidding. It's usually done at night with nobody around, and a guy trying to take down the deep fat fryer will be a sad sight in the morning if he don't know just what he's doing. You have to be extra cautious on that job.



~ ~ ~

Charles P. Benway, FWT: There's nothing like what happens to a man when he falls from the crosshead grating into the crank pit. You heard about it a lot years ago, but not as much now. It's practically impossible to come out alive once you get caught in there.



MEET THE SEAFARER



JOE GALLIANO, Walter

The things that lead men to go to sea are many and varied. In Joe Galliano's case a school essay contest touched off a lasting interest in shipboard life. Nowadays Joe is one of the "regulars" sailing out of New Orleans on Delta Line passenger ships and hopes to become a steward some day.

Joe, a native of Passaic, New Jersey, was just 13 years old when he won the essay contest sponsored jointly by the US and Italian governments. The prize was a three-month tour of Italy on the Conte de Savoia, one of the luxury passenger liners of the Italian Line. He doesn't recall what the essay subject was, but the trip certainly proved memorable, opening up a fascinating vista of travel and change.

When the war came, he joined the Navy and spent 3½ years in service. Like many a returning veteran who went off to war just out of school, Joe didn't know what to do with himself when it was all over. He knocked around in his native Passaic for about a year, most of the time as a member of the "52-20" club. Finally some friends of his, who were already sailing with the SIU, persuaded him to come along with them to Savannah. They caught a South Atlantic Line ship out of there on which he made one trip before returning to New York.

Wall Street Baptism

Joe landed in the big town just in time to become involved in the Wall Street strike. He received his baptism of fire as a union man by spending a month or more in support of the Financial Employees picket line.

When the strike ended, Joe and his side-kick found shipping a little slow in New York. They took off for New Orleans which was more active at the time and caught the Del Valle. One trip on Mississippi's Latin American run was the proof of the pudding for Joe. He has been riding Delta line ships steadily up until about

five months ago when he caught a Cities Service tanker, the Cantigny.

As far as Joe is concerned, there is nothing like riding the Delta Line cruise ships. For one thing, there are the attractions of South American cities like Rio, Montevideo and Buenos Aires. "When we get to Rio," he said, "everybody who is free comes on deck to see the port, no matter how many times they've seen it before." In addition to being satisfying to the eye, Delta Line seamen find a good time in the Brazilian metropolis.

Facilities Open

This is especially true when it comes to the Delta Lines baseball teams on which Joe performs usually as a third baseman. All the facilities of the luxurious Gymnasia y Esgrima and the Municipalidad clubs are open to the team's players. Brazilians are wild-eyed sport enthusiasts and the clubs offer the last word both as to sports and entertainment. With all that, Joe's favorite city is Buenos Aires where the food is tops and the prices right.

Riding the cruise-ship itself has its solid points too. "You meet some wonderful people, and the crew is really a fine bunch." Delta cruise ships being smaller ones out for the relatively lengthy period of 47 days, the atmosphere is informal and there is plenty of time to get acquainted. The usual quota of cruise ship festivities also makes for a congenial and pleasant trip.

While he finds the South American run enjoyable, Joe isn't content to let it stop at that. He is awaiting the opening of the steward department school for as he put it, "I have been looking for the chance to improve myself. It's good to be a member of a Union like the SIU and work under top notch conditions but it's really a wide-awake Union that gives a guy like myself the opportunity for advancement at no cost to him."

TEN YEARS AGO

Fighting to retain a foothold on Bataan, battered US planes attacked Subic Bay concentration of Japanese fleet, sinking three big ships. . . . California oil plant shelled by enemy sub offshore, inflicting minor damage in first attack on mainland. . . . British parachute troops raid French coast. . . . Russian fleet blasts Nazi Crimea line, relieves Sevastopol, under siege since previous fall.

Seafarers blasted NMU proposal of a maritime "czar" for the east coast with authority to crack down on any union activity that "might hamper" war effort. . . . Desert dust temporarily halted fighting in Libya, grounding rival air forces. . . . Java under continuous bombardment and invasion attack as Nipponese forces moved on Bali. . . . Worsening US-Vichy relations eased as Marshall Petain promised that French fleet wouldn't be turned over to Germans.

Treasury proposed pay-as-you-go tax plan, sought to hold down inflationary buying. . . . FDR enters 10th year in White House. . . . AFL-CIO chiefs issued strong caution against wage curbs while profits, prices continued to rise. . . . SIU-manned ore carrier Marore torpedoed by sub pack

with no lives lost. . . . Two other SIU ships sunk in sea accidents same week. . . . Spring training for the 1942 baseball season got underway.

Japanese won hold on Sumatra, twice bomb Darwin on Australian mainland. . . . Opposition protests mount, Churchill reorganizes British cabinet following fall of Singapore. . . . RAF pounds Kiel, exacts heavy damages, casualties in raid on factories near Paris. . . . Burma defenses weaken as entire civilian population of Rangoon is evacuated. . . . Unbeaten contender for boxing's welterweight title, Ray Robinson breezed to 28th straight win. . . . Brig. Gen. Eisenhower named war plans chief on Army staff in reshuffling of US staff, field commands. . . . Trial to determine war guilt opens in France.

The House voted a record \$32 billion measure to pay war costs. . . . US, Cuba commemorated 44th anniversary of the sinking of the battleship Maine in Havana, springboard for Spanish-American War (1898). . . . OPA revealed plans for rationing of sugar. . . . Admiral Ernest J. King assumed top Navy post. . . . Tom Mooney, freed from prison three years earlier, died.

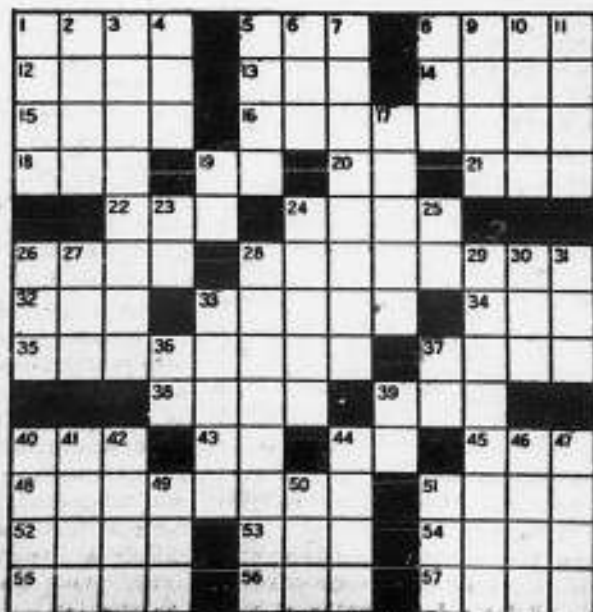
The Seafarers Puzzle

- ACROSS**
- Ships are needed to carry this
 - Bring a yawl close to wind
 - Complaint
 - Seaman with rating
 - Girl's name
 - A song
 - Lower, as weather
 - Where ships are laid up
 - Man's nickname
 - Where Cape Sable is: Abbr.
 - Medical abbreviation
 - Call in poker
 - Bay SE of Honshu
 - Owner of the football Giants
 - Region in Belgium
 - It once guarded Rhodes
 - Bird of Australia
 - Making a loud noise
 - Before
 - Holy place in Tibet
 - Breathe rapidly
 - They cut the water
 - Victor in Battle of Britain
 - Animal native to Gibraltar
 - Cap, Haiti
 - Docked
 - Mountain in Switzerland
 - Where Santa Ana is
 - Lake port
 - Cougar
 - A great place
 - Sea swallow
 - Passage S of Rabaul in WW II
 - Sift earth for gold
 - Greek war god

- DOWN**
- Stop at a port
 - Wind instrument
 - New plant at Chalmette
 - Irish sea god
 - Projecting arms of cranes
 - Fusa
 - City on the Irrawaddy
 - Bengal or Biscay
 - Periods of time
 - Where Youghal Bay is
 - Cover, in craps
 - Inselder's muff

- Bearing of Mallorca from Ibiza
- Ship's initials
- Ties up
- Symbol for arsenic
- Pitcher Parnell
- Heavyweight contender in 1951
- Took men aboard
- Log reader
- Vase
- Spread to wind
- Where Browning lived in Italy
- Abbr. for a rating
- One of the Apostles
- Sailors' patron
- Where Jask is
- Italian mgney: Pl.
- Father
- Britain's fleet: Abbr.
- Vipers
- Stockades
- Large tub
- Woman's name
- Greek letter

Puzzle Answer on Page 27



SEAFARERS LOG

March 7, 1952

Vol. XIV No. 5

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

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Locking The Barn...

The hue and cry set up in all corners of the nation to cleanse the country of possible fifth columnists and saboteurs in the person of subversive elements like the Communist Party and their "pink" fringe of supporters has left a monstrous flaw in its argument.

Assuming we can rid the US of these undesirables before a real emergency sets in, what about the unending flow of potential security leaks daily entering the country via virtually every major port in the land? We refer, of course, to the danger implicit in a policy of not screening crews of foreign ships crowding into our harbors within a stone's throw of vital harbor defense installations.

American seamen have to wade through a maze of security procedures set up to check their national allegiance and competence to sail on ships carrying billion dollar defense cargoes—a necessary step in times like these—while alien seamen flock down the gangways of foreign-flag ships into the US as free as the sea-birds flying over them.

What worth has such a policy—shortsighted at the outset—since it subjects the mass of patriotic citizenry to security controls in a search for the potentially subversive few, and at the same time conspicuously overlooks the bloc of thousands of foreign seamen in whose midst, cloaked as seamen, there may be an entire corps of subversives?

The SIU is not anti-alien or anti-foreign seamen. We just want to make clear this loophole in our security program.

If the national security program requiring screening and loyalty checks of seamen on American ships is to have any purpose, why has the more obvious security loophole been left untouched?

We wonder if the screening set-up is no more than a means of imposing controls on the comings and goings of American seamen. There is no reason why we should be more suspect than men sailing under allegiance to foreign flags.



Vanishing Bogeymen

In some quarters it is still popular to scare children with frightening tales of bogeymen. The fellow-traveling Marine, Cooks and Stewards Union tried the tactic out on the Coast Guard with five SUP crew-members of the Alaska Bear cast in the bogeymen's role. They found that the Coast Guard examiner wasn't interested in fairy-tales, because he threw out a long list of MC&S-sponsored charges and exonerated the sailors 100 percent. The ship's stewards department, which was flagrantly guilty of refusing to sail and refusing to work the ship while at sea, is now undergoing a Coast Guard crackdown.

There is no love lost, nor will there ever be, between the SUP and the MC&S and justly so, for the leaders of the stewards union are among that dwindling handful who still hold fast to every twist and turn of the Kremlin line.

With all their professed concern for working people, the MC&S leadership was perfectly willing to frame five sailors, and possibly cost them their livelihood just to take a crack at the SUP. It's another in a long line of unsavory illustrations of how the Communist-liners operate on the waterfront.



Outports Next

With the opening of the Sea Chest and the Port 'O Call Bar, the long and complicated task of setting up a new headquarters building has been completed. All facilities are now operating smoothly and efficiently giving Seafarers the very best kind of service and convenience.

The functioning of the new headquarters in its various departments, particularly vacation, welfare, and contracts, is of benefit to all Seafarers no matter what port they sail from. Nevertheless, the Union fully appreciates the desire of Seafarers in the outports for the same kind of modern conveniences and physical comforts that are available to their brothers in New York. Consequently, the Union is now knuckling down to work on the problems of the branch halls in the outports. It will take a little time, just as New York did, but the planning is now underway. Men sailing from the outports can rest assured that new setups will be provided for them which will be comparable to what now exists in headquarters.

LETTER of the WEEK

LOG Is Example To Errant Men

To the Editor:

I am writing this letter to you concerning the SEAFARERS LOG which I was receiving at the San Quentin penitentiary. I have been transferred now, and the only possible way I can get the LOG is by notifying you of the change. I would appreciate it very much if you would send me the LOG to the new address.

During my stay at San Quentin, as a former Seafarer I had the occasion to meet men from different union organizations around the country. The interest in the LOG was so great that it took me at least thirty days to pass the LOG around to the fellows of these different unions. They all praised the good work that you fellows are doing in the SIU. The former seamen were especially pleased because they are hungry for good, honest waterfront news that the LOG gives its readers.

New Hall Is Hit

The issue with the pictures of the new hall in it really made a hit. The men just couldn't say enough in praise of it. The LOG itself didn't need any explaining as it talked for itself. I know that they would appreciate it at San Quentin if you could possibly keep on sending the LOG there.

I can honestly say that receiving the LOG regularly made us realize what kind of fellows we had the honor to work with when we were on the outside. It made us realize that to be a good union member we would have to take a genuine interest in our work, work hard, and participate in our Union that made our gains possible.

Leave Drink Alone

But most of all it taught us to leave the booze alone, the downfall of a great many of us and the main reason for our being—where we are. I hope that you will put this letter in the LOG so the fellows will see that we appreciate the good work that they are carrying on towards making a better SIU and improving things for all seamen.

I also hope that the gashounds will take an honest tip from one who knows too well what it means to drink too much. Leave the booze alone, you will be a lot better off. Believe me when I say that, or else some of them will be keeping company with me if they don't take my advice.

In closing, I and the other fellows who read the LOG thank you once again for the really fine job that you are doing.

Name Withheld

(Ed. Note: As requested the LOG will be forwarded to this man's new address. In addition we will continue to send a copy of the LOG to the San Quentin prison.)

'On Guard'



As I See It

by PAUL HALL



MANY OF US HAVE HAD THE shock of learning that one of our shipmates has come down with the TB bug and has to be confined to a hospital bed for endless months or years. I can think of a couple of men I've sailed with who are now drydocked in a TB hospital. That's why its such welcome news to learn that the doctors have come up with a couple of little pills that might nail down that TB germ for good.

TB has long been one of the worst perils facing seamen. In the days of crowded, dirty fo'c'sles, poor food and long hours, TB sent many a seaman to the hospital to cough his lungs out. Even today, with all the improvements the Union has fought for and won there are TB hospitals filled with hundreds of seaman.

No matter what the Union has done or will do in the future, Seafarers will have to work in close quarters and be exposed to heat, chill and dampness. It's part of the job, just like the miner going down in the pit knows he is going to inhale that coal and rock dust into his lungs.

The doctors tell us that right now they're not sure whether the new drugs have all the answers. Even if they do, it's going to be some time before they are put to general use, one reason being there's simply not enough of the stuff to go round right now.

Comfort to Seafarers

In the meantime, Seafarers at least have the comfort of knowing that their Union will continue to pay out those weekly hospital benefits, no matter how many months or years they are bed-ridden. And here's where an important fact should be emphasized not only for TB patients but for any hospitalized Seafarer. Your Union is the only one that guarantees that its hospitalized members will receive sick benefits indefinitely.

In most of these welfare plans run by insurance companies they pay off for a few months at most.

In the NMU, for example, hospital benefits last only 13 weeks. Then they yank off the feedbag, although you might be just as badly off as when they started. Not so in the SIU. You get that dough as long as it's needed whether it's ten days or ten years.



TALKING ABOUT TB AND

our benefits points up something that the public, and the operators, don't always realize. The man who goes to sea runs far greater risk of accident and disease than the man ashore. Aside from the death-dealing power of the sea itself, there is the problem of getting early medical attention.

If you're shoreside and you break a leg or come down with the flu, the doctor or ambulance is there within a half hour. But once the ship leaves port and heads for sea, the suffering seaman has to wait days and sometimes weeks for medical aid. Usually what happens is that serious infections and complications set in, making things far tougher than they would be if medical care was available on the spot. That's why, for example, your Union has fought for the addition of penicillin to ships' medicine chests, and for welfare benefits in general.

A tragic illustration of this simple fact is the case of a Seafarer aboard the Longview Victory who died of food poisoning just one day away from port. Whatever the facts of the case, it does make clear that the Seafarer faces terrible danger if he suffers illness or injury on ship, far from a doctor or a hospital bed.

Therefore, when your Union sets its sights on broadening the scope and increasing the size of its welfare benefits, the public, government and everybody else concerned should realize that these demands are not plucked out of thin air but are solidly based on the actual needs of Seafaring men who play with death and injury every day on the job.

SIU on

Seafarers manning Ore Line ships on the South America-Sparrows Point, Md., run are key men in a change of far reaching consequences for this country. For the first time the US is compelled to go outside of the country for major sources of iron ore to feed the ever-growing demand of the nation's blast furnaces.

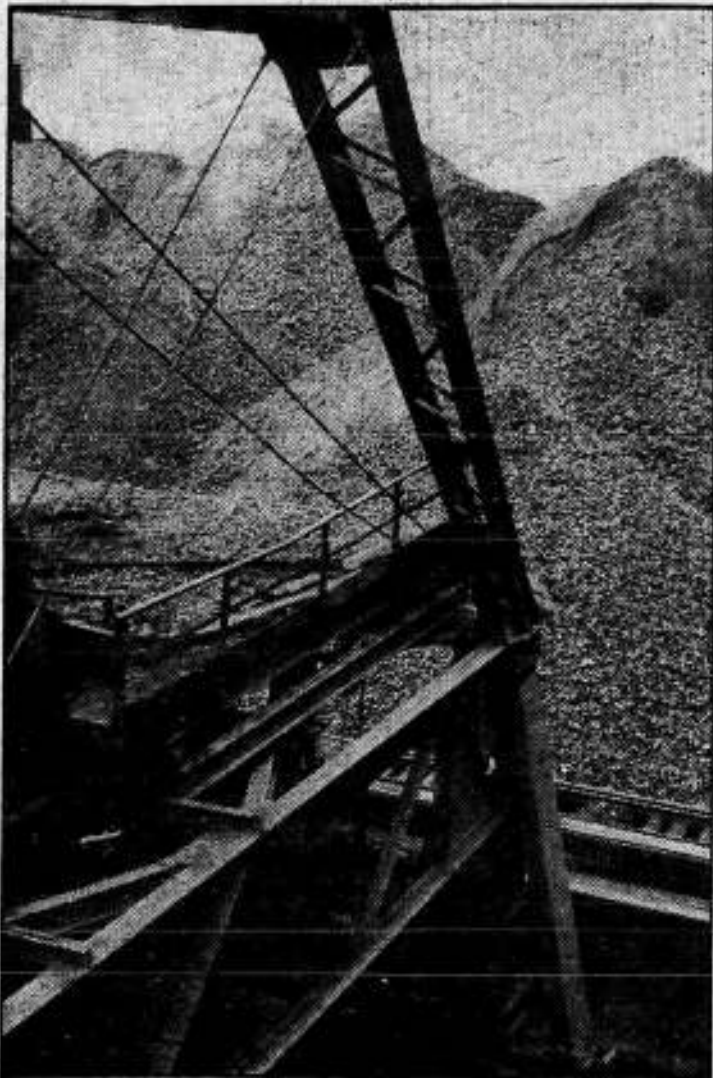
With US steel production topping 100 million tons annually (the pre-war figure seldom went over 50 million tons) and the first grade iron ore of the Mesabi range in Minnesota exhausted by war-time demands, the steel industry is turning more and more to foreign sources for its ore supplies. Leader in the development for ore mines outside the US is the Bethlehem Steel Corporation, whose huge Sparrows Point plant outside of Baltimore is ideally situated to handle imported ore without transshipment. US Steel will undertake a similar operation when its new plant opens in Morrisville outside of Philadelphia this summer. Like at Sparrows Point, ore brought by ship from Venezuela will be dumped right at the plant site.

The Ore Line operation started a year ago, in March, 1951, with a fleet of 10 vessels carrying 800,000 tons of ore from Bethlehem's El Pao mines to Sparrows Point up to the end of the year. This is only the beginning, for in the near future, Sparrows Point will be receiving 3 million tons of ore yearly from Venezuela in addition to ore importation from mines now being developed in Chile. As the US steel industry expands its use of foreign ore, iron ore imports are sure to bulk ever-larger in the shipping picture along with bauxite, copper, manganese and other ores needed to feed our industrial machine. All this means expansion of deep sea ore-carrying operations with a consequent increase in jobs for Seafarers, although some of the ore imports are certain to come from Canada via the St. Lawrence Seaway when that project is completed.

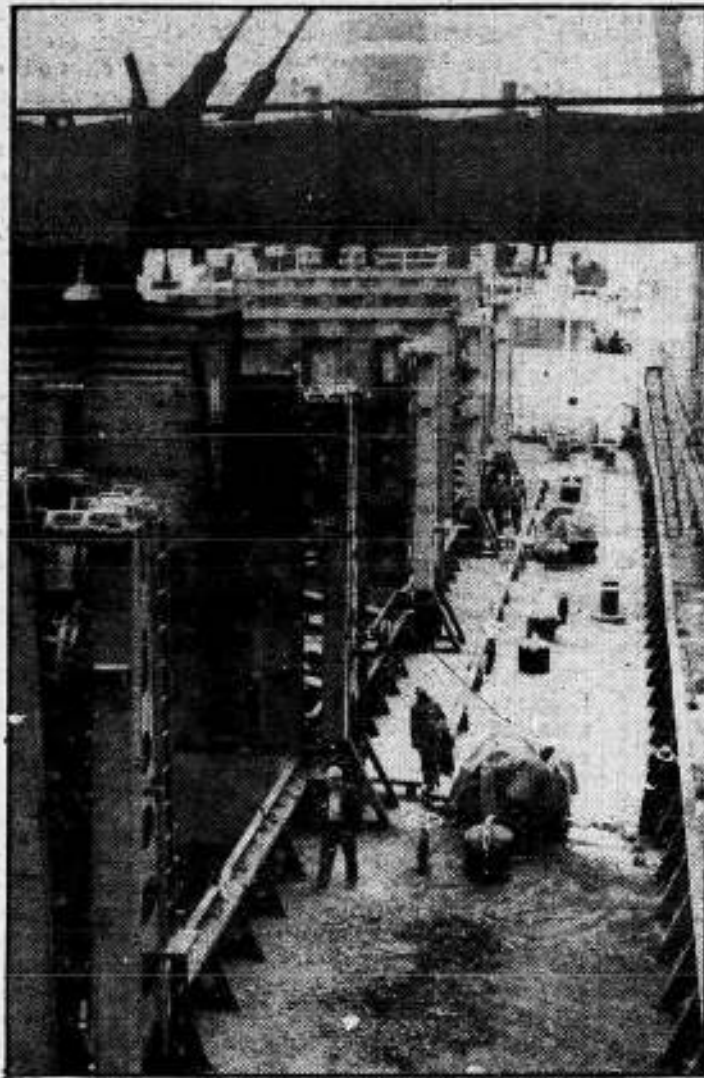
The ten ships now operated by the Ore Line are among the most modern vessels manned by Union members. They are well designed for the crew's comfort providing roomy quarters and up-to-date facilities. The ore shuttle is one of the best jobs available to Seafarers, offering the advantages of short runs which come and go, with clock-work regularity, and assurance of continually-expanding operations for many years to come.



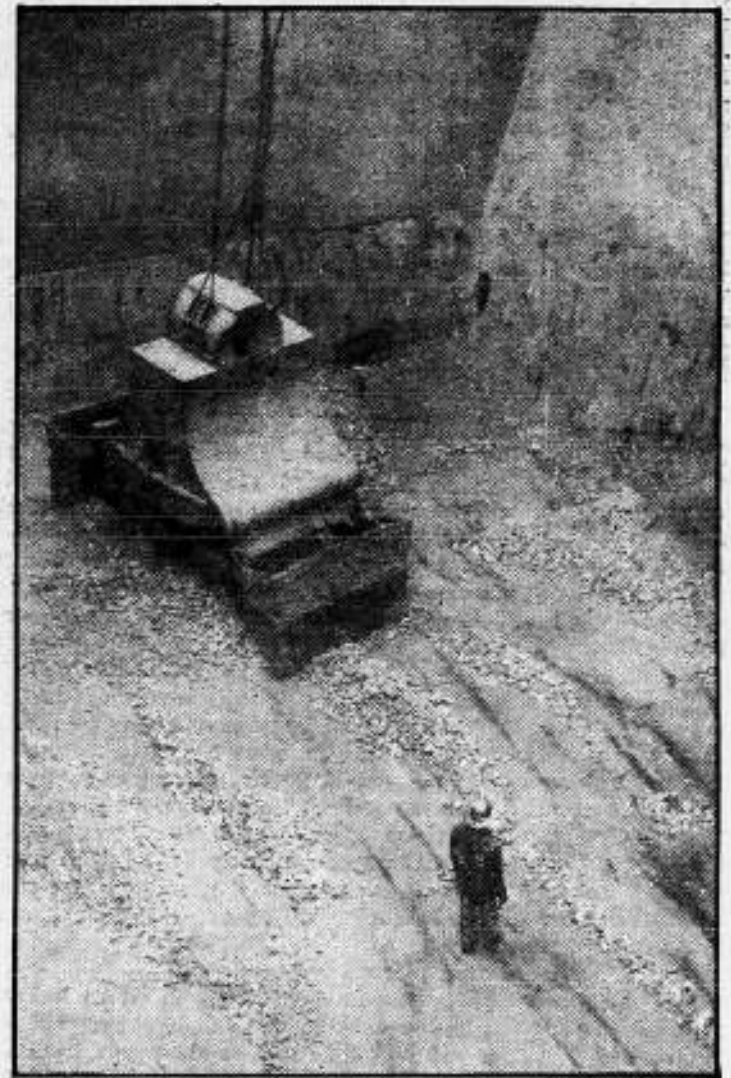
NATO-STEEL Sea Lane



Huge ore stockpile at Sparrows Point needs constant refilling to keep up with demand. The Venezuelan run supplied 800,000 tons last year.



Operator in cage of overhead crane trolley arm directs operations as ore is scooped out of Cubore's hold through hatches (lower left).



The big scoop gets to work inside the hold gulping up giant-sized bites of raw material which will later be converted into steel.



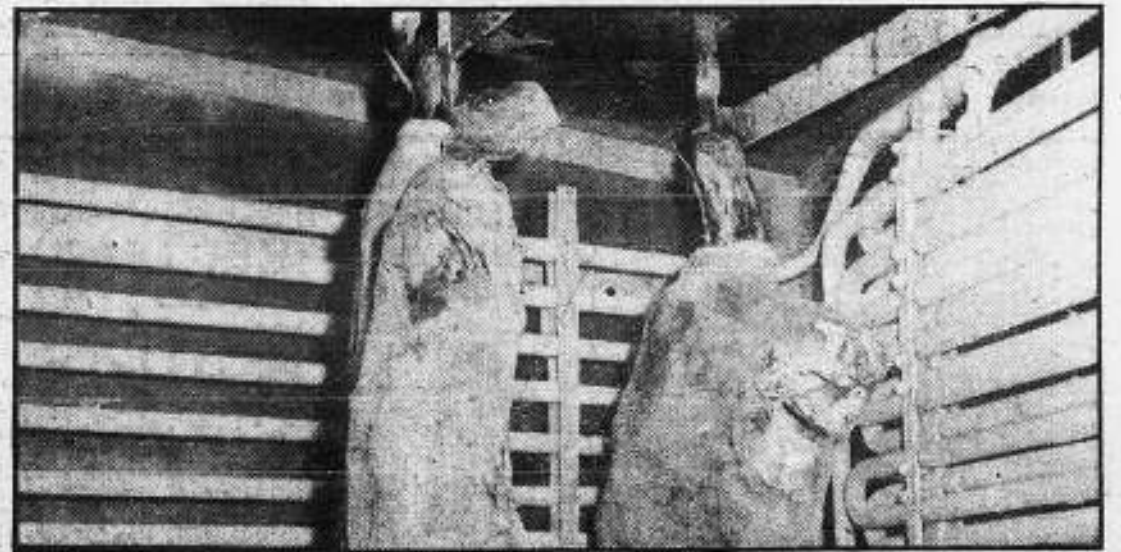
Crew of Cubore lines up patiently waiting to collect money due for voyage. Ore Line paymaster came aboard when ship tied up to dole out cash.



In course of payoff SIU Baltimore branch patrolman, Curly Masterson, brings men up to date on dues and settles beefs that arose during trip.



With payoff completed, March of Dimes gets share. Cubore's deck delegate, T. M. Jones, signs name to scroll recording his contribution.



Two sides of beef hang in the ship's chill box ready for use. Modern refrigeration is one of up-to-date facilities provided on Ore Line vessels.

MARITIME

Two Navy icebreakers, lend-leased to Russia during World War II, have finally been returned to the US. Recommissioned at Bremerhaven after being handed over by the Russians, the Northwind and Westwind were found to be in good shape for sea-going duty. They are now in Boston . . . Bids on five vessels sunk off the coast of Florida during the war will be opened by the Maritime Administration next week. The ships, two tankers and three freighters, are the Lubrafoli, Halsey, Leslie, Norwalk and Laertes. They are lying in 48 to 300 feet of water.

Petroleum suppliers have been told that Navy requirements of special fuel oils must be met by the July delivery date at the peril of cutting certain fleet operations. Requirements of 9,500,000 barrels "remain uncovered to the extent of 5,300,000 barrels" a spokesman revealed . . . Owners of a new high-speed freighter, the Silver Gate, claim she'll be the "highest powered cargo vessel in the world," with a loaded speed of nineteen-and-a-half knots. Built in Germany, the all-welded ship has two 8,000 horsepower diesel engines which developed twenty-one-and-a-half knots on her maiden run.

A frail houseboat that parted her lines and strayed into the stormy Gulf of Mexico with a small, middle-aged woman aboard has been found tossing around in heavy seas about eight miles from the mouth of Suwannee in Florida. Its lone occupant, a 120-pounder, had finally managed to push a 175-pound anchor overboard . . . Record barge-borne grafit shipments passed through the ports of New Orleans, Houston and the Illinois waterway last year.

The converted freighter Courier, refitted for use as a floating radio station to beam the Voice of America across the Iron Curtain, is in Chesapeake Bay testing equipment this week. Manned by Coast Guardsmen, she will have a shakedown cruise in the Caribbean and depart, probably in May, to relay broadcasts in a way to cut down attempted radio interference from Soviet broadcasts . . . The Great Lakes tanker fleet, comprising 103 vessels, carried over sixteen million tons of petroleum products during 1951, setting a new record for the fourth year in a row.

The first Scandinavian ship with a fully equipped movie theatre is now being built in Holland for trans-Atlantic service . . . Ship losses during January, abetted by stormy, wintry seas in many areas, totaled 10 complete losses and 823 partial losses, exceeding by over a hundred the figure for the same period a year earlier. A breakdown showed 163 resulted from collisions, 160 from weather damage, 117 stranded, 47 from fire and explosions and 146 from damages to machinery . . . Charged to war reparations, a busy shipbuilding operation for the USSR is going on in East Germany. At least four passenger ships are on the ways now.

Ten more oceangoing vessels are going into Great Lakes ore operation by the 1953 shipping season, several of them this year. Three vessels 710 feet long will be cut in half on their way from New Orleans to Chicago. The remaining ones can make the trip without suffering a hatchet job . . . Salvaging of 150 new cars dumped into the Ohio River when a barge capsized in December are now underway. Pontoons will be lowered and attached to the barge by divers in order to float it . . . The Government again extended a "temporary" suspension of price controls on the shipbuilding industry, affecting sales, repair and conversion of vessels more than 65 feet long. The extension runs to May 13.

The Coast Guard reported "only 25 persons" out of 30,000 screened last year for jobs in the Great Lakes were rejected as poor security risks . . . The Senate Commerce Committee has approved a bill to extend for two years the authority of Canadian ships to carry passengers between Alaskan ports and the continental US . . . Most of the imports through the port of Houston during 1951 came from south of the border, particularly Mexico, which supplied crude oil, coffee and benzene. Latin America accounted for 61 percent of the shipments, and Europe, principally Belgium, France and Holland, for 26 percent . . . A 30-man Russian crew at Genoa, Italy, is testing the 4,650-ton motorship Tobolsk, the second such ship built there and ready for delivery to the USSR.

Stormy seas went on the rampage last week, flooding part of the business section in downtown Havana, Cuba . . . An offer by the owner of the ill-fated pleasure ship Noronic which burned at a Toronto pier in 1949 with a loss of 119 lives has been accepted by all but 22 of the claimants for damages. Settlement of \$2,150,000 was okayed by 553 suitors for damages resulting from the disaster on the vessel, which had been manned by members of the Canadian SIU . . . Australian dock workers have walked off their jobs in sympathy with wharf laborers who wheel hand trucks. Sydney harbor was tied up when the laborers objected to moving three instead of two bags of fertilizer at a time on a hand truck.

THE LABOR ROUND-UP

They'll have to behave—The CIO, which has been plagued recently by disputes between member unions, has appointed an arbitrator to settle such disputes. The unusual aspect of the appointment is that he will have the final say with no appeal from his decision. First man to take on this delicate task is Dr. George W. Taylor, who used to be chairman of the Wage Stabilization Board. 28 of the 35 CIO unions have ratified the new set-up.

Wetback problem grows—The wholesale invasion of the United States by hundreds of thousands of illegal Mexican immigrants, known as "wetbacks" is still with us. The wetbacks enter the US by swimming or wading the Rio Grande and then go to work for as little as 10 cents an hour usually on farms. The Mexican government is trying to get the US to penalize employers hiring wetbacks so that legal importation of Mexican workers under safeguard, can continue. The AFL Farm Labor Union charges the US has failed in a pledge to bar wetbacks from this country.

Oil Keeps Flowing—A strike call by the Oil Workers International, set for last Sunday, March 2, has been put off pending federal mediation. Companies involved include Sinclair, Texas, Cities Service, Shell and Socony Vacuum. Union demands total 25 cents an hour and other items.

Year Round Wages—One of the few guaranteed wage plans in the country has been obtained by the United Packinghouse Workers at the National Sugar Refining Company. Some 1,100 workers employed there will be guaranteed an average of 37 hours paid employment for every week of the year.

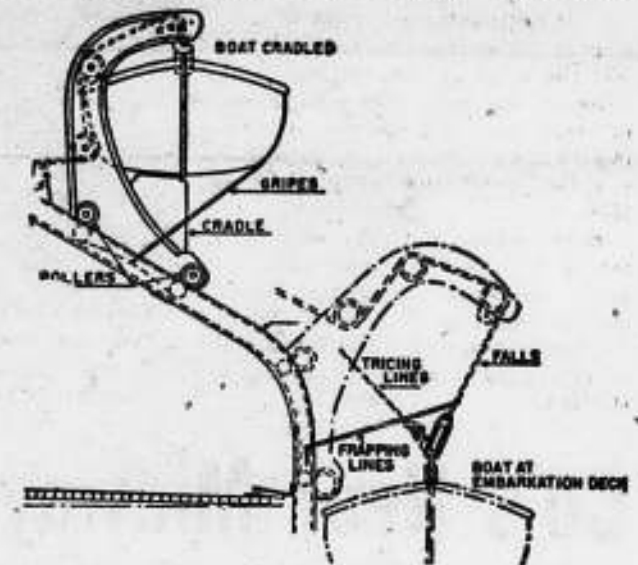
Odds 'n Ends—Price increases brought an automatic three cent hourly boost for more than a million automobile, aircraft and farm implement workers . . . 8,000 New York bus drivers got six cents an hour under the escalator clause . . . CIO Electrical Workers is demanding interest payments from GE and Westinghouse on \$15,000,000 worth of wage increases held up for several months by Wage Stabilization Board . . . Cost of living has increased faster in Savannah since 1939 than in any other US city . . . More than 14,215 employees cheated their employees by paying less than the 75 cent minimum wage in 1951 . . . Bookkeeper Harry Poling in Teamsters Intl. headquarters was victimized by a thief who stole his baby's diapers.

On the Job

Familiarity with the operation of davits and the launching of lifeboats are included among the required skills for an AB ticket. There are three types of davits which are currently in use among most ships operating under the American flag; they are respectively, the gravity type, boom type sheath screw, and quadrant davit.

The gravity davit is generally found aboard C-type ships; C-1's, C-2's and C-3's.

As the name implies it is based on the principles of gravity. The lifeboat is carried in two cradles which are mounted on rollers. The rollers move over two parallel tracks at right angles to the side of the ship. When not in use, or "cradled" the boat is held at the top of the davit. When the grips are released and a brake lever raised, the entire assembly, boat and cradle, rolls down the tracks by gravity until the lifeboat is suspended over the side at the embarkation deck.



Gravity davit

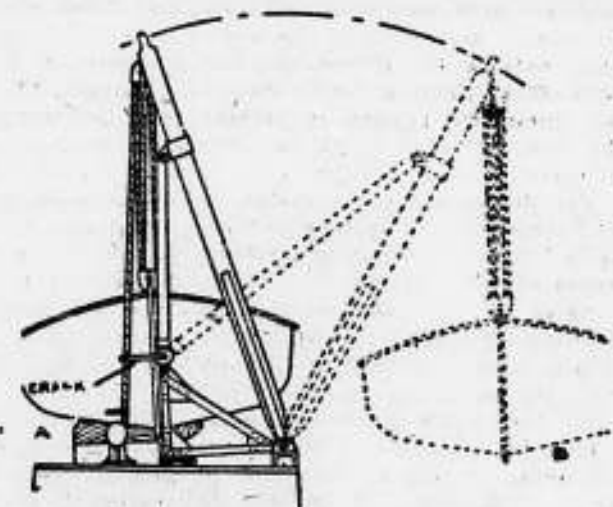
Tricing lines swing the lifeboat into the ship's side and hold it in position until frapping lines are secured around the falls. This brings the boat in position for boarding. The tricing lines are then cast adrift and the boat loaded. When the lever is raised again the boat continues downward until it reaches the water.

Care must be taken when raising the boat and davit heads to the secure position. Limit switches are provided on these davits to shut off the electric power before the davit heads strike the stops during hoisting. A check should be made to assure that these switches are in position to cut off power at the proper time.

Hand Cranking

Once the power is cut off the hand crank is used to hoist the boat and davit heads the last few inches. The operator of the hand crank should make sure that the power switches are open and that nobody will apply electric power while the hand cranks are in place or are being used. Once the boat is cradled, the hand cranks should be removed immediately.

The two other davits in general use, the boom type sheath screw and the quadrant davit, both operate on the same principle. They employ upright davits which swing out in an arc when in operation, carrying the boat outwards and down to the proper position. In both cases, operation of the davit is pivoted near the foot. The difference between the two is in the mechanism used to accomplish this purpose.



Boom type sheath screw davit

The quadrant, an earlier model used on Hog Islanders and other pre-World War II ships, makes use of a "traveling nut," on a worm gear. A crank handle is rotated outboard, moving the nut along the threaded gear. This swings the davit arm outward and suspends the boat over side. The boat is frapped into the embarkation deck and lowered by its falls.

The boom type sheath screw, which is used on Libertys and T-2's, is operated in the same manner, with the difference that a sheath screw is used to swing out the davit arm. The lifeboat may be carried either on chocks under the davits or be cradled between the davits.

There is a fourth type of davit, the round bar or radial davit, which is no longer generally used on ocean-going vessels.

Burly

Follow Burly Every Issue In The Seafarers Log



Deluxe Book Coming Soon To Members

(Continued from page 2)

also at no charge, to further protect the book against soiling.

In all, the new Union Book will be the most up-to-date, streamlined Union document in existence, a proud possession of every Seafarer.

A consequence of the new book set-up will be a \$10 charge to replace any book lost, a cost necessary to cover the new book and office work involved. The fee is also to discourage careless handling of the book.

They're Seafarers Too



Experienced deep water sailors Grace N. Corbett (left) and Hilda Revesz discuss a feature of a C-3 ship's model on display in headquarters. The girls work as stewardesses aboard the Puerto Rico.

Vacation Payoff: 20 Days-\$200 G's

(Continued from page 3)

here too, payments go back to the port of origin the same day they are received.

Discharges Needed

One of the hitches that has arisen in the payments in some instances is the problem of port time discharges. The SIU has instructed the shipping companies to give port time discharges in addition to the sea time discharge so that Seafarers can receive credit for port time toward their vacation money. In the event that the company doesn't issue the discharge, Seafarers should contact the Union.

As a Vacation Plan staffer put it, "Vacation pay can't be issued unless the Seafarer has a discharge. No letters from the company, pay vouchers or any other document can be accepted. Even if a man only works one day on a ship he is entitled to the money and should get that discharge so that he can collect."

The SIU's Vacation Plan, first of its kind in maritime, was in-

stituted as an answer to the vacation problems of Seafarers arising out of the fact that they seldom worked long enough for any one company to qualify for benefits from that company. The plan makes it possible for any Seafarer to collect vacation money for actual time worked no matter how many companies he might have worked for in the past year. Under the plan, operators pay 50 cents a day into a central Vacation Fund, out of which the Union dispenses benefits up to a maximum of \$140 a year on a per diem basis to the Seafarer involved. Each day worked means that much more vacation money.

50c Daily Contribution

The Vacation Plan was negotiated with the operators last May on the basis of a 35 cents a day shipowner contribution and a \$115 annual maximum. In November, the contribution was increased to 50 cents daily and the ceiling to \$140. The obvious superiority of the SIU's Vacation Plan to other arrangements prevailing in the industry has led many maritime unions to include similar provisions in their contracts with the operators.

Commenting on the operation of the plan in its early days SIU Secretary-Treasurer Paul Hall declared, "The Vacation Plan which was hailed as a great step forward when we negotiated it last year is now proving its dollars and cents value for every Seafarer. For the first time anywhere in maritime, the operators have to come across with cash for the men's vacations. The SIU is seeing to it that the money is going where it belongs, into the pockets of Seafarers and not into some phony company-operated vacation kitty from where it went right back into the pockets of the operators."

Czechs Buy Fleet To Aid China's Reds

As part of a scheme to furnish China, Korea and Communist revolutionists elsewhere in Asia with arms, Czechoslovakia is starting her own merchant fleet. The fact that the country has no seacoast doesn't seem to bother the Czechs who will base their ships at Polish ports.

The Czech merchant fleet will start off with ten second-hand ships, at least one of them being a 9,000 tonner, the Republica, which formerly sailed under the Panamanian flag.

Once these ships are put into service they will join Polish ships in running to China and the Middle East to supply arms and other essentials to troubled areas. The advantage to Communist nations in having these ships in service is that they could always claim to be "neutral" in case sea routes to China were attacked by Chinese nationalists.

Hidden Arms Cargo

Instances have been turned up of arms cargoes on Polish ships being disguised as civilian goods. Recently a Polish ship was unloading crates in Alexandria, Egypt, that were marked "Porcelain" on the outside. One of the crates broke, spilling out revolvers and munitions.

Poland already has fifteen ships in service on the Polish China Line that are carrying military supplies to Chinese and North Korean Communist armies as well as to other points in the Far East such as Indo-China. Three additional ships are being fitted for this service besides the ten ships that the Czechs will have.

Crews of the Czech ships will consist largely of Chinese and other oriental sailors. More than 300 Chinese sailors are now waiting in Polish ports to crew up the new merchant fleet.

Another Polish steamship line, the Levant Line with six ships, is busy supplying arms and ammunition to the seething Arab lands of the Middle East.

Co's Near Midway Mark In Back Pay

(Continued from page 3)

Seafarers have received money due them but a good over-all guess would be somewhere in the vicinity of 35-40 percent.

Retroactive wage payments are due to Seafarers under the terms of the contract signed back in October, 1951, but were held up by the Wage Stabilization Board which did not issue approval of the agreement until well into January, 1952. This piled up a considerable backlog, and along with payments due other maritime unions—engineers, radio-men, deck officers—have made for a considerable accounting problem.

Wrong Addresses Hurt

Another difficulty in handling the payments as revealed by inquiries at several companies has been the lack of accurate addresses. In many cases checks or vouchers have been sent out to the address in possession of the company only to be returned by the post office. Seafarers with money due them are advised to contact the company involved giving them a correct mailing address.

The following is the status of SIU-contracted companies not reported as fully-paid up in previous issues of the LOG:

Alcoa SS Co.—The company is drawing up a payroll covering all unions under contract to it, and will not send any vouchers out until the entire payroll is completed for all ships. They expect payments to begin sometime in April. Vouchers will be sent to home addresses for signing and return to the company after which checks will be sent.

Seatraders (Amer Merchant Marine, Ocean Carriers, Zenith) — All men have been paid.

Bull Lines—Payrolls have been made up on 20 of the company's 30 ships and checks will go out very shortly to all of the men involved.

Calmar SS Co., Ore SS Co.—All checks have been mailed out and many have come back because of incorrect addresses. Anybody who has money due from this company and has not collected should get in touch with the company's New York office at 25 Broadway.

Carras Agency—The majority of men were caught at the payoff. In most other instances the remaining men have a month and nine or ten days due. Payments have not yet begun for these and no date has been set yet.

Cities Service — Practically all checks have been mailed out. Some have come back with incorrect addresses. The company will hold them for a while and then forward a list of men who have money due to the Union. For further information contact Cities Service at 70 Pine Street, NY.

Orion Agency—They have paid

off about 10 percent of the men so far. The fastest way to get payment is to go to the agency's office at 80 Broad Street. Mail requests have not yet been taken care of.

Eastern SS Co.—Payrolls have been completed for four of the ships operated by the company. They are being made up in order of the ships' arrival in port. Men should write to the company at 40 Central Street, Boston, Mass., giving a correct mailing address and checks will be mailed to them.

Dry Trans (Trans Fuel) — All payrolls are ready with the exception of the Catherine. Men have to apply to the company's office by mail or in person at 25 Broadway, NY.

Triton Agency — Payments are being made alphabetically by the name of the ship. About 25 percent of the men have been paid out. They will make payment to men requesting them by mail or in person at 80 Broad Street.

Dolphin SS Corp.—No checks have been mailed yet due to delays occasioned by US tax returns. They will start mailing after the March 15 tax deadline.

Isthmian SS Co. — Retroactive payrolls have been completed for the following vessels and voyages: Steel Chemist, voyage 12, from August 13 to November 7, 1951; Steel Ranger, voyage 82, August 11 to November 9, November 10-13, 1951; Steel Voyager, Voyage 11, November 6, 8, 1951; Steel Navigator, Voyage 14, August 3 to November 6, November 17-28, 1951; Steel Apprentice, Voyage 11, June 12 to November 28, 1951, November 29 to December 8, 1951. Wages are available at the company's main office, 71 Broadway, NYC. Additional information will be printed in future issues of the LOG.

National Navigation—About half of payments due are made up. Requests on hand in company's office, 11 Broadway, are being taken care of now. The rest will be completed when the ships pay off.

Robin Line — They have been paying men as they come into the office, starting two weeks ago. Mail is just beginning to go out now as the total payroll has just been completed. Men have to apply to Robin Lines to collect, c/o Seas Shipping Co., 39 Cortlandt Street, NYC.

Victory Carriers, Western Tankers, Trafalgar SS Corp., US Petroleum Carriers—They are still in process of drawing up a complete payroll which they expect will be ready on May 1, 1951. Men should write letter to company at 655 Madison Avenue, or come in personally.

South Atlantic SS Co.—They are now mailing vouchers out on a ship by ship basis. Company's own ships come first, then NSA-ships

and last will be MSTs vessels. The mailing has been completed for the company's own ships. Vouchers have to be signed by the men and returned to the company in order to get checks.

Southern Trading—All men have been paid off with the exception of stewards and cooks as the contract rate for these men is still not definitely settled.

Bloomfield Shipping Co.—They are sending out checks to all men concerned this week as per addresses they have listed in their office. Men who do not receive checks within a week or so should contact the company's accounting department at the Cotton Exchange Building, Houston, Texas.

Mar-Trade Agency—About 200 checks, roughly 10 percent of the total amount due have already been mailed. The remainder will go out during the month of March, with everything wound up by April 1.

Mississippi Shipping Co. — The forms which men are to fill out in order to secure payment have been airmailed to all SIU halls. Forms are to be filled out and signed and mailed back to the company's main office in the Hibernia Bank Building, New Orleans, La. Once the system gets well underway, which will be during the month of March, they expect to be able to mail checks back within 48 hours, not counting weekends. No payments will be made on personal application to the company's offices.

Palmer Shipping Co.—All retroactive wages are being handled on the payoffs as there will be no money due otherwise.

As reported in previous issues of the LOG, other companies that have already completed payments include Western Navigation, Strathmore Shipping, Shipenter, Omega Waterways, Pacific Waterways, Liberty Navigation, Seatrain and Eagle Ocean.

Union Wins \$30 Increase For Day Men

(Continued from page 3)

Shipping Company, New Orleans. For Mississippi's GAA ships it is the port of payoff.

Classifications covered by the latest wage increase are as follows: wiper, engine utility, engine maintenance, deck engineer, electrician, bosun, deck maintenance and carpenter. Handling the negotiations for the Union were SIU Secretary-Treasurer Paul Hall, Assistant Secretary-Treasurer Lloyd Gardner and Int'l Vice-President Morris Weisberger.

Cake of Soap Causes Sensation On Steel Voyager Arabian Run

Having just arrived in New York after a trip to the Persian Gulf and India aboard the Steel Voyager, I can proudly claim that our Seafaring crew developed an entering wedge into bathless Arabia. We introduced the virtues of soap and water to a young Arab boy, whom as far as we know, had never had his back scrubbed in all 14 years of his existence, although we can't vouch for it.



BEFORE. "Bathless" stands for portrait on deck with old clothes and old dirt still on him.

In our own way we feel that the Steel Voyager may have started a modest upheaval in Arabia.

The history making episode took place in the port of Damman, Saudi Arabia, where water is scarce and soap even scarcer. When the longshore gang came aboard in Damman we noticed a young kid working with the coolies. For want of a better name we can call him "Bathless Groggins, Jr." He seemed like a pretty clever boy and the crewmembers became quite friendly with him as he made himself very useful around the galley. He was obviously ragged, ill-fed and dirty so we decided to clean him up and give him some decent clothes to wear.

Successful Plunge

The boy was a little timid about it all and insisted on bathing in private, with his back turned to us, but no doubt about it, the experiment was a success. "Bathless" emerged almost unrecognizable, several shades lighter than before, while the water of course was considerably darker. You could see

LOG-A-RHYTHMS: 'And Let Live'

By Charles W. Cothran

Don't muzzle the ox that plows the corn,
That's quite unfair you know;
If it wasn't for him there'd be far less,
So let him eat as you go.
You'll both fare better when harvest is done,
'Tis a fact you cannot ignore;
For a man with an ox can plant more corn,
Than a man alone can score.
Don't count the stalks the oxen eat,
But rather the stalks they make,
You'll find there's crop galore for you,
For each of the stalks they take.
Go to the crib and count your corn,
You'll find much more since oxen came;
So treat them good, they'll pull the plow,
That turns the ground for golden grain.

the difference particularly at the back of his neck which he missed in the bath and had to be done over again.

In the meanwhile, I had cut down an old shirt and an old pair of dungarees to size so we could give him a clean set of clothes. The boy himself was tremendously pleased by the change. He certainly came out of his ordeal with a lot of prestige among the rest of the longshore gang, because when he got ashore they all crowded around and looked at him with awe.

Natives Impressed

This little gesture made a very good impression among the natives, in Damman and made for friendly relations during our 17 day stay in that port. The longshoremen here have a long way to go before you could say that they were actually getting a wage. These poor fellows work for one rupee a day which is equivalent to about 25 cents American money.

They have to support families with that kind of "cash" which makes it understandable why they can't afford a piece of soap, although we think that part of the reason is local custom and religious superstition among the Arabs that they should never take a bath.

Consequently while we got the boy cleaned up the rest of the coolies were in pretty bad shape and being older were considerably dirtier. At night they used to sleep in the passageways and believe me, that smell they gave off was suffocating to us crewmembers who are used to cleaner and more delicate living. It's all part of the Isthmian run though. When you



AFTER. All cleaned up from head to toe, he poses with his benefactor, Seafarer Joseph Heckl.

get through visiting ports like Ras Tanura, Bahrein, Bander Abbas and Bombay you begin to get a little bit accustomed to the local odors.

Joseph Heckl

Red Gives Us Lowdown On German Womanhood

Here I am on Bull Lines' Ines. This one however, is the "stray child" of the company and follows the ice and snow, rather than the rum and coke.

We only made one port o'call; namely, Bremerhaven. That however sufficed to keep the boys broke. One's conscience doesn't stop one from doing things—only enjoying them. In the post-war years Germany has made several noticeable changes. One shoe manufacturer is now making shoes out of soy-bean. When they're beyond the wearing stage they can be eaten—delicious with ketchup. Buy the 12D size and you don't have to go back to the ship for night lunch.

Women Everywhere

The most noticeable change though, is with the femme fatale. As children they were satisfied with an all day sucker. Now, they just want one for the evening. The likes of these are usually found around the Penguin Club and the Rote Muhle. Both places are so close to the Weser River they appeal particularly, and cater to, seamen and herring. Most of the girls claim to be ex-members of the underground. Too bad they didn't stay there.

One of the bouncers typifies the wartime "superman." This guy too can leap over tall buildings in a single bound. All you have to do is touch him in the right place. He



Campbell

told me that garlic was the secret of his strength. Believe me—it's no secret! Most of the time though he's a real gentleman. He'd never hit a lady with his hat on. One of our crew had a run in with him. Total damage—one ruined Mohair chair. This can't be taken as trivial considering the time it takes to raise a Mo.

Chilly Quarters

Still ever present in the German winterland are the "not so warm" living quarters. I guess the Heinie janitor would rather "sleep than heat." Bucking the elements with me are Ray "Jug-head" Garofalo, and Charlie "The Kangaroo" Palmer. Palmer is presently working on a new drink to cure insomnia. Actually it doesn't cure it, but it makes you feel content to be awake.

Summarily speaking, our trip was fairly good. Steward Jenkins and Co. handled the grocery department very well. If our steaks were any thicker you could milk them. As for the North Atlantic; she didn't rough us up too much, except for one time when we really took a deep dive. I'm not sure just how deep, but I can tell you if the Flying Enterprise is heads or tails. In conclusion, I just want to say that the Ines is really a ship "out of this world." I guess that's why it took us so long to get back to this one.

"Red" Campbell

Did You Know . . .

That tiny Monaco, home of famed Monte Carlo on the French Mediterranean coast, is named after Hercules, the strong man? The Phoenicians, and after them the Greeks, had a temple on the Monacan headland honoring Hercules. The little tourist country took its name from Monoikos, the Greek surname for the mythological strong man.

That one of the three largest paintings in the world is in Atlanta, Georgia? Located in Grant Park, the Cyclorama depicts one of the great moments in the city's history—the Battle of Atlanta July 22, 1864. The painting is 400 feet around, 50 feet high and weighs 18,000 pounds.

That only one state in the Union has a legislature with one house? The bicameral system, referring to the governmental set-up having two separate houses or chambers, exists in all states except Nebraska, which has a one-chamber legislature whose members are classed as Senators.

That the SIU is one of the few unions in the maritime industry and in the entire labor movement altogether to hold annual secret balloting for officials? Yearly elections for officers are provided for in the Union Constitution with many safeguards to insure fairness in the voting.

That the U. S. didn't have a law to cover kidnappings until the

Lindbergh case in 1932? The abduction of the baby son of Col. Lindbergh and the circumstances surrounding his death so aroused public sentiment and pointed up the loophole in the law that Congress finally adopted a specific statute.

That the oldest college fraternity in the U. S. was born at the second oldest college in the country? Phi Beta Kappa, whose letters stand for a Greek motto meaning "Love of Wisdom (or Philosophy), the guide of life," was formed in 1776 at William and Mary College in Virginia.

That the first recorded Olympic Games were held in 776 BC outside the little Greek town of Olympia? The only event was a great foot race of about 200 yards. From that date the Greeks began to keep their calendars by "Olympiads," the four-year spans between the celebrations of the famous games. Modern Olympics on a world-wide basis were started in 1896.

That the density of comets is so low that we can see the stars through them? There is more actual material in one cubic inch of ordinary air than in 2,000 cubic miles of the tail of a comet. The Earth passed through the tail of Halley's Comet in May, 1910, but no observable effects were noticed by astronomers.

Here's Real Info On Madaket

After one trip to the land of geishas and rice and another one underway, the crew of the Madaket has gotten to know each other pretty well. By careful delving at shipside coffee sessions and assorted information brought to me by my agents I've come up with the following data. (Did I hear some one say gossip?)

Joe grew a nice handlebar mustache yet when we got back to Long Beach it suddenly disappeared. My informant tells me that his girl said "off with it," so off it went. The tyranny of women! By the way, Joe's father was OS on the same watch returning

sists he is going after the Titanic's treasures. The only thing holding him back is lack of equipment. Anybody know where he can get a used diver's outfit?

Our two would-be deck officers are in a quandary each of a different kind. Red Sperling left all of his books on navigation on the beach, claiming he'd rather stay in the foc'sle. Maybe trigonometry stumped him. On the other hand, Scotty Lewis says he's going to Washington to find out why alien 2nd mates can't sail as such on American ships. He figures if anyone is smart enough to tell time by the stars he should be privileged to use his British license here. By the way, getting back to Red, he has a sister in every port and spends most of his time with his family wherever he goes. Poor Red!

Tobacco's Profitable

Tennessee Lowe insists that there's more money raising tobacco than raising the gear, but he refuses to go home. You figure it out. Anyway we're sure Tennessee has it figured better than the Greek seaman we picked up in Naha, Okinawa, after a five day spree on the beach. He missed his NMU ship where he was deck maintenance. One day on the way back we had a meeting so we sent him to relieve our ship's delegate Whitey Leushner, on the wheel. He'd have done alright if she was on Iron Mike, but 80 degrees off course was a little more than tolerance would allow. Whitey didn't stay long at that meeting.

As for me, I've got my financial problems too. I'm staying on one more trip to make the down payment on my new record shop in Long Beach. I never was much on painting or splicing, but you name it and I'll whistle it.

Harry D. French
Deck delegate



Don Holt, (left), and Cliff McKie slush the topping lifts aboard the Madaket.

to sea after a long stay on the beach.

Bank Account Growing

Don Holt, our Sup man, is growing a bank account instead of a mustache. He's from Seattle and hopes to make enough money to go into the construction business. I doubt if he'll make it unless he gets back on the Alaska run. Cliff McKie has money problems too. The question that has everyone on edge is how he's going to pay for his big '50 Chrysler convertible that will show its rear to any hot rod on the West Coast.

"Tiger Shark" Ibarra still in-

Sailor Rags Is Hospitalized . . . Contributed by E. Reyes



Crewmen's Quick Action Saves Lynn Victory From Disaster

Saigon, Indo-China—Thanks to the alertness and initiative of a couple of Seafarers on the Lynn Victory, this ship was saved from a disastrous ammunition fire while unloading here. The possibility of sabotage is not ruled out in the light of circumstances which I will describe. But before I start I want to pay tribute to Paul R. Foy, OS, and Robert S. Elston, AB, whose quick action saved the ship and possibly the lives of all aboard her.

The fire broke out while we were anchored in Saigon on Friday night, February 1. I noticed a commotion at hold No. 3 and overheard Elston ask the chief mate, "Is any of the crew down there?" The mate replied that Foy was in the hold. Elston then urged the mate, "Let's go down there and give him a hand before the ship goes." At this point large billows of smoke started pouring from the hold which carried cases of phosphorus grenades.

They were part of the cargo which the ship was carrying to supply the French armies fighting in Indo-China against the Communist revolutionaries in that country.

Rush Into Hold

Elston plunged into the hold with the mate at his heels, followed shortly by other crew members. The men worked feverishly for the better part of an hour to bring the fire under control. For the rest of the night small fires broke out only to be extinguished immediately.

When the smoke first appeared, the French checkers and coolies all ran for safety, while members

Once Over Light-ly



Bosun A. Gonzalez gives lights a thorough checking over aboard the Iberville.

of the crew that were aboard made haste to assist Elston and Foy. Both of them were quite ill afterward from inhaling so much smoke and had to lie on deck for air. Other crewmen who helped put out the blaze were Edmond Giza, chief electrician; Albert Akberdin, utility; James Gillespie, OS; Thomas Lambert, AB; Eric V. Riseberg, AB; Harold Sollis, AB, and Soppi, AB.

Packed Tightly

The grenades involved in the blaze were packed to the top of the hold in boxes, end to end. The longshoremen were under instructions to lift the boxes carefully from the top and not to tip them. Each box contained 16 grenades, which are individually metal-cased. One explanation of the fire is that two grenades rubbed together causing a spark. However, the grenades were very tightly packed,

which would rule out such an accident.

Substantiating this, Foy stated that when Elston threw the smoking box of grenades out of the way so it wouldn't ignite the others, he tried to release the grenades to avoid further danger. "I had to really pry the top off with a piece of metal," he said. "The grenades were so tightly packed that I could hardly pry them apart."

My impression of the events is that the skipper was of no use whatsoever to the crew in their fight to wipe out the fire danger. His attitude seemed one of indifference. With all possible fairness to him, I did not rest on my own opinion but asked the men who took part in quelling the danger and they seemed to share my sentiments.

Harry Pitt
Ship's delegate

Florida To N. Y. Shuttle Makes Tough Commuting

Here's a real commuting problem for you. Albert H. Birt recently bought a home in Saint Petersburg, Florida, and plans to move the family there. But he intends to continue working at the Port O' Call bar . . . Curley Barnes who's in charge of our parking lot behind our new headquarters building says these Brooklyn dogs are real toughies. He tried to chase one out of the lot the other day but was chased out himself.

According to latest reports from the Gulf, Argentina is still a good country to visit. A dollar really goes places there . . . The Del Mar's back on the run after a long stay in the drydock . . . Have you received your vacation pay yet? Just go to the Union hall and apply for it. Now's the time.

SIU Chaperone

Bill Gardner arrived in the big city (NY) from New Orleans accompanied by a stewardess from a Turkish ship. He was her guardian during the trip up north by rail. Bill was disappointed when he found he'd have to go back by his lonesome . . . Tony Schavone,

steward, gaining weight on shore-side while waiting for a ship.

What became of Frank Fernandez's plans to open up a second-hand store in Tampa? . . . Two crewmembers of the Puerto Rico during the recent strike in San Juan picked up their daily allotments in style with a car . . . Al Tocho will probably open a super market soon. He's always bragging about his softball team . . .

Most of us know the Seamen's Church Institute's world over as the dog house. But where is the puppy house? See answer at bottom of column . . . About ten years ago I spent a little time in Iran and I'll never forget where they washed the beer glasses . . . in the yard pail where the guests washed their feet . . . George King making plans to enter a tailoring school and become a professional thimble and needle man . . . Bill Champ-llin has been spending his leisure time in "the village" as the Blecker Street section is known.

Answer: Seamen's home in New Orleans.

Salty Dick

The FOC'SLE FOTOGRAHER

By SEAFARERS LOG Photo Editor

In our last issue we discussed the virtues and characteristics of several 35 mm cameras, including the numerous models of the Leica, most popular in the midget camera field. No discussion of miniature cameras would be complete without some words about the Contax, another 35 mm camera manufactured by Zeiss Ikon, which is also an excellent miniature. It has everything the Leica has with some minor differences. Its top shutter speed has been boosted to 1/1250 of a second, its range finder and view finder are combined into one eyepiece, and its focal plane shutter crosses the film on the 24 mm side making flash-synchronization a little easier. It has a delayed action device and the Zeiss lenses are bayonet mounted instead of being threaded as the Leica lenses.

It should be noted here that the Russian zone is also producing a Contax. Its model is known as the Contax S, undoubtedly standing for Soviet. The latest model Contax is 2A and is engraved "Stuttgart." Zeiss lenses for the Contax follow pretty much the same sizes as the Leica lenses.

Model 3A is the same as 2A, but has a built-in photoelectric cell exposure meter. Before finishing with the Contax cameras it should be pointed out that double cassettes can be used. This eliminates the necessity of rewinding exposed film, and partially exposed film can be easily removed in broad daylight. The use of two cassettes facilitates changing from black and white film to color before the whole roll of film is exposed.

Zeiss Ikon has recently introduced another 35 mm camera. It is much cheaper in price than the Contax and is known as the Contessa. It will turn out as good pictures as the Contax, though it hasn't all the refinements of the costlier Contax.

Instead of the focal plane shutter, it has a compur rapid shutter from one second to 1/500 and bulb. No interchangeability of lenses. It is fitted with a 45 mm f-2.8 tessar, has coupled rangefinder, one eyepiece for view and rangefinder, built in exposure meter with two measurement ranges—for indoors and out. Has the usual standard things such as picture counting device, film speed scale, depth of field indicator, etc. Double exposures are possible with the Contessa since the shutter must be cocked for each exposure.

A newcomer in the miniature field is the Japanese Nikon with its Nikkor lenses and it threatens to take over from Zeiss and Leitz. It's a bit puzzling how this came about since Japan never had any reputation for quality optical goods, but since the war this camera has been the rage and has been cutting deeply into the sales of the Leica and Contax.

Life's New Eye

Photographers from Life magazine "discovered" the camera and its terrific lenses during the Korean war. All the excitement is not about the camera box. It closely resembles the Contax box. The big difference comes in the quality of the Nikkor lenses.

No lens manufacturer, from the oldest to the youngest has ever made a lens for the miniature that comes near the quality of these lenses. They are of such superior quality that for a while Life magazine was buying the total factory output for its own staff.

Before you rush out to purchase a 35 mm camera there are a number of things that you should consider. The miniature became popular for many reasons. It's small, light in weight, and can be loaded with film up to 36 exposures. There are more types of film available in the 35 mm size than for any other camera. The cost of film per exposure is cheaper than for any other camera, not only because the film is smaller but because 35 mm film can be bought in bulk and loaded into your own cassettes. At the present time film can be bought for about \$1 per hundred feet, and you get 8 exposures per foot.

All this sounds quite convincing but there's a catch in it. Unless you also have an enlarger to make a print large enough to view you will find that it will probably cost more to run a 35 mm camera than a larger camera that makes a visible contact print. So take care. Unless you are prepared to set up a dark room and do your own processing and printing, stick to a larger camera. Only by doing your own work will the 35 mm camera remain cheap to operate. If you have to have all your work done by commercial processing plants you will not be saving any dough. Let your pocket make the final decision.

Quiz Corner

- (1) A hospital has four times as many patients as nurses, and twice as many nurses as doctors. The total number of patients, nurses and doctors is 110. How many nurses are there?
- (2) The color of a star is an indication of its (composition), (surface temperature), (magnitude), (distance from the earth)?
- (3) Through how many right angles (90 degrees) does the minute hand of a clock turn from 11:45 AM to 2:30 PM of the same day?
- (4) The arbitrary rearrangement of electoral districts for party purposes is known in government as a (lobby), (filibuster), (gerrymander), (police power)?
- (5) The Teapot Dome Scandals during Harding's administration (1924) involved (oil), (illegal whiskey), (Chinese imports), (child labor)?
- (6) When the moon casts its shadow on a portion of the earth's surface, we have an eclipse of the (earth), (moon), (earth-moon), (sun)?
- (7) Here's a question that needs both history and baseball knowledge. How many of the original 13 American states are represented by teams in the major baseball leagues (3), (5), (12), (8)?
- (8) At the seashore, during the afternoon, the wind blows from land to sea, (blows from sea to land), (blows parallel to the shore), (blows faster)?
- (9) If a certain voltage is trebled and the result diminished by 220 volts, the remainder is equal to the original voltage. What is the voltage?
- (10) Someone who nicitates (smokes), (drinks coffee), (winks), (showers often)?

(Quiz Answers on Page 27)

Rosario Crew Sighting Gleam Of Cash Award For Salvage

Crewmembers of this ship, the Rosario, a Bull Lines Liberty, are counting their chickens in anticipation of a 50 percent salvage award for helping rescue the Nausica, a Liberian ship, when the latter broke down north of San Juan.

The Rosario was making for Norfolk when we received an SOS from the Nausica. She had developed evaporator trouble and her engine went dead, leaving her adrift at the mercy of a 20-mile trade wind.

The Rosario, being temporarily unemployed due to the longshore strike in San Juan, made for her full ahead. We arrived on the scene as daylight broke. Our skipper, Captain Clark, made several passes at the Nausica while strong-armed ex-sandlotter in the deck department unsuccessfully attempted to land a heaving line on the Nausica's deck.

Tries Casting Rod

Our deck engineer then came up with a very brilliant suggestion which all hands agreed to give a try. He secured his new casting rod from his fo'sle and attached his heaviest sinker to it. He then made, according to his own description, "some of the most tremendous casts in the history of the fishing game," only to fall short by breathtaking inches.

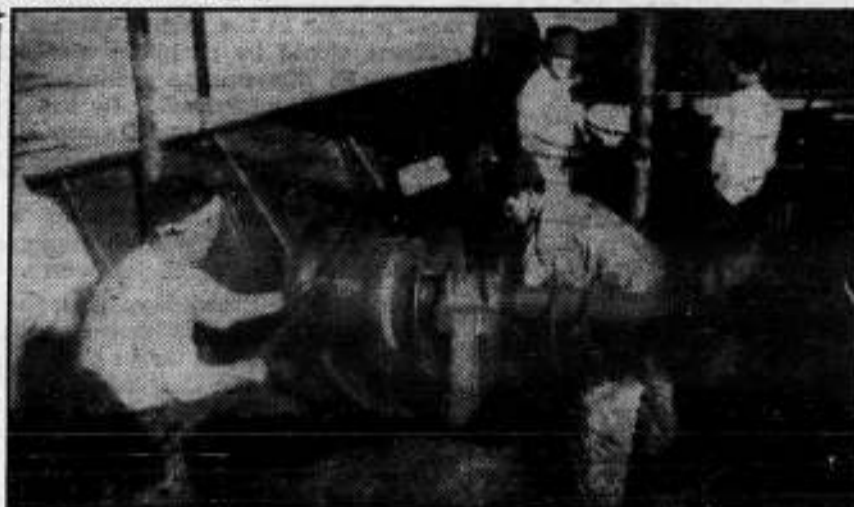
Being a fisherman at heart he was quickly diverted from the Nausica when a large school of hammerhead sharks appeared. Here he succeeded in hooking two of them but was no more successful in bringing them to heel than he was with the Nausica.

In the meanwhile the bosun had withdrawn his offer to swim to the Nausica with a line, sharks being what they are.

Finally we got a line on the Nausica by means of a lifering. At 3 PM after seven hours hard work, we started towing to San Juan at four knots. A half hour later one of our bridle wires rigged on our stern parted. Captain Clark then ordered slower speed and more slack on the tow wire which kept her well in tow for two days.

Competition Shows

On the second day word came that three tugs were coming to stand by and take their chance of getting a line on her in the event ours parted. With winds on the increase and heavier swells prevailing, we consented to a 50-50



Rosario's deck gang takes kinks out of the towing line before putting it aboard the stricken Liberian ship Nausica.

deal with the tug Berwind of San Juan instead of losing all if our wire broke. Sure enough, the morning of the third day the Berwind got a line aboard, and at 10 AM our line parted leaving the Berwind towing alone. None of our other competitors showed up so we stood by and let our partner earn his 50 percent by towing her the next two days to San Juan.

Our success was adequately celebrated in the press. The newspaper El Mundo printed story and pictures taken by our photographer

Anthony Dibartolomeo, 3rd cook. Oh yes, all hands partook of a victory party the next, three days ranging from the Caribe Hilton Hotel to the Bayview Brawroom.

The last radio report we received however, had a familiar tone. The Nausica, after making repairs, sailed for Trinidad and developed a water leak in her fuel oil tank. Not knowing if it is allowed to salvage the same ship twice we are continuing our cruise, trawling for tuna or anything else that bites.

Jack E. Smith

Sukiyaki?—Beef Ala Mode Done Up Japanese Style

Tokuyama, Japan—With so many new men coming to Japan where like in any oriental region the food varies a lot, I'll explain for the benefit of those interested in this run what these foods are and how they are made. My information is reliable, coming directly from a chief cook of one of the best restaurants on the Ginza, Tokyo's main stem.

Most of the food here doesn't resemble Frenchy Michelet's cuisine in the least, but some of these dishes like "sukiyaki" or "tempura" are favorites of many foreigners. Since many souls will go

hungry here because they don't know what they are and how they are made, here's the score for the benefit of those interested.

Sukiyaki is nothing else but slices of beef cooked in a shallow pan with onions and other vegetables and a Japanese sauce consisting of sweet "sake," soya, and some sugar.

Street-Side Bar

Tempura are fish and shrimp fritters cooked and eaten at the cook's stove, fish after fish, just as you do when eating clams at a street clam bar. The difference is that tempura is fried. The price on this dish ranges from 600 to 800 yen respectively in the average restaurant.

In many hotels and restaurants you can take groceries with you and after paying a couple hundred yen for service they let you do your own cooking. It's very fair if you know the trick of handling a skillet, casserole and the like. Those interested in learning more about Japanese food can drop me a line c/o the Bessemer Victory, South Atlantic SS Co. in Savannah. If I don't know the answers, I'll find out for you.

Luis A. Ramirez

Sign Name On LOG Letters

For obvious reasons the LOG cannot print any letter or other communications sent in by Seafarers unless the author signs his name. Unsigned, anonymous letters will only wind up in the waste-basket. If circumstances justify, the LOG will withhold a signature on request, but if you want it printed in the LOG, put your name on it.

The SPORTS LINE

By Spike Marlin

Prognostication is the bane of sports writing. A sportswriter's real business is second guessing, yet in order to maintain his pose as an expert he has to climb out on a limb every March and tell you how the teams will stand at the end of September.

If writers could really predict, they would be sipping frosted champagne on their baronial estates in the Hudson Highlands for a living. Between the writer's forecast and the actual outcome there's many a rock to stumble over—injuries, sore pitching arms, marital troubles, too much beer and too little sleep, swelled heads, the sudden loss of skills, army draft calls, clubhouse fights and all of the innumerable factors including plain luck that can drastically affect a player and a team's performance.

A successful forecaster would have to be a combination of professional psychiatrist, soothsayer, specialist in physiology, and keen student of the art of baseball.

Our being none of these bothers us no end, but the forecasting task is made much easier this year because there are only five clubs in both leagues who have the slightest chance for the flag. You can forget about the others.

Two-Team Affair

The AL boils down to a two-team affair between Cleveland and New York. Boston without Bobby Doerr and Ted Williams just doesn't have it. The White Sox will be plenty troublesome with the two best young pitchers in the League in Rogovin and Pierce, but not enough punch or all-around strength. Detroit has been plagued with infield

problems for years since Charley Gehring retired. The return of Art Houtteman to the mound staff won't prove an adequate substitute for a sound short-second combine.

That leaves it to the Indians and Yankees by default. Our pick is Cleveland. The Indians have more depth in the pitching department but the key to their success is Paul Bunyan's kid brother, Luke Easter. Big-Luke was in and out of the lineup with a bad leg last year. If he is sound the Indians should shoo in. The Yankees without DiMaggio are in a pickle, and the loss of Jerry Coleman to the Marines will hurt. But as usual, there's plenty of reserve strength plus an ample quota of heart which has brought the berries home to inferior Yankee teams the past three years. Could do again too if the Indians run true to faint-hearted form.

The Nationals have a three-team scramble pending between Philly, Brooklyn and New York. Brooklyn's pitching without Newcombe won't do. The Dodgers always have the promising rookie hurlers but they are like some of the honeydew melons we New Yorkers get stuck with—never seem to ripen. The Giants will miss Stanky and Mays. They showed a jittery defense and lack of reserve strength last year which cost them the World Series. Our pick, for no good reason, is Philadelphia, mainly because of youth, speed and the expected return of Curt Simmons. Their egos were thoroughly deflated last year and they should rebound strongly. As for the Cardinals—well, Eddie Stanky insisted on a two year contract as manager. Smart man, that Stanky.

Seafarer Dies Of Knifing

A knife attack on Seafarer Olav Herland of the Steel Apprentice on February 16 led to his death in a hospital in Djakarta, Indonesia, six days later, according to a report received from ship's delegate John Friend.

Friend wrote to the LOG that according to eyewitnesses, Herland had gone ashore and was walking down a street when a rickshaw driver tried to pick his pocket. Herland caught the thief and took a swing at him whereupon one of the thief's companions knifed him in the stomach.

He was taken to Tjikani Hospital in Djakarta and was operated on without success, dying on the 22nd of February. He was buried the next day in Djakarta.

Crewmembers of the Apprentice took up a collection of \$150 which was left with the local agent and

was used to provide him with a decent funeral.

Herland, who held firemen-wartender ratings, was 37 years old and a native of Norway. He shipped regularly out of Baltimore and New Orleans.

Word was also received of the death of Arthur B. Chason, OS, in New York City on February 18. Chason shipped out of the Norfolk hall. He was 39 years old and is survived by his wife Eileen, residing in Washington, D. C. The body has been sent to Sayville, N. C., for funeral services.

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

How Libertys Were Named

The government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

William A. Graham (Waterman), Statesman (1804-75). Born in North Carolina and educated in the state university, he was state legislator, US senator and later governor. Secretary of Navy in Fillmore's cabinet, he was unsuccessful candidate for vice president in 1852. An advocate of compromise rather than secession, he eventually supported the Confederacy.

William Davie (Alcoa). Revolutionary soldier and statesman

(1756-1820). A native of England, he graduated what is now Princeton University, NJ. During the American Revolution, he was active in the Carolina campaign, becoming Gen. Greene's commissary general. A North Carolina legislator and later governor, he was one of the peace commissioners sent to France (1799) when hostile relations arose between the two countries.

Henry Melggs (Mississippi). Promoter and railroadman (1811-77). Born in Catskill, NY, he went to California for the gold rush, where he made and lost a fortune, and then to Chile. He had a spectacular career there and elsewhere in South America as a railroad builder, beating nature at every turn despite innumerable obstacles.

Seafarer Sam Says



THE SIU BEGINS NEGOTIATIONS IN JULY FOR A NEW CONTRACT. MEN WHO PERFORM AND FOUL-UP ABOARD SHIP HURT ALL SEAFARERS BY MAKING THE UNION'S NEGOTIATING JOB MORE DIFFICULT.

DO YOUR JOB - PROTECT THE BEST CONTRACT IN MARITIME!

Mate Beefs Up Stony Creek Trip

To the Editor:

Here we are on the Stony Creek (Mar-Trade) with the same first mate problem we have had on the previous trip. There is quite a lot of disputed overtime as a result. In addition this character consistently refuses to turn two men to on OT. He also wouldn't have a gangway watch on working days between 8 AM and 5 PM.

The sign on procedure on this ship was a little odd too. We left Providence on February 2 and signed on while at sea four or five days afterwards on a payroll sheet. When we got to Beaumont on February 11 we signed on for foreign articles without paying off on coastwise, dating the pay sheet back to February 2. Then we loaded in Beaumont for Curacao, DWI, discharged cargo there and reloaded for New York.

Although we've had our problems the chow has been holding up fine for which the steward department received a well deserved vote of thanks.

William Herman
Ship's delegate

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Ex-Seaman Asks Pals To Write

To the Editor:

I am not currently a member of the SIU; I left the SIU for other pursuits in 1939.

If it is possible for you to do so, I would appreciate it very much if you would put this in the LOG so some of my old shipmates can see it and write to me. Thank you for whatever you can do for me along this line. Any of my old shipmates reading this, please write me when you can.

Louis Kellar, No. 86953
Box 69, London, Ohio

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Night Off Ship Fouls Up Alien

To the Editor:

On February 11, 1952, I arrived in Philadelphia aboard the DeSoto, a Waterman ship, on which I worked as an oiler, signing on in Norfolk, Va. on January 11. The ship docked at 5:30 PM. As a native of Germany and subject to immigration laws, I was cleared by the Immigration Department inspector who examined me in the usual manner.

I made arrangements with a few shipmates to go to New York on the 7 PM train. We left the ship at 6:30, and were about to board a taxi, when the 4th mate called us and told me the inspector wanted me back on board for half an hour until he had checked about me at headquarters.

I met the inspector and told him about my intention to go to New York. He told me to wait until he made a phone call which would not take more than 25 minutes. I went back on board and waited until 7:20 PM. When the inspector did not return, I thought the matter had been cleared up and anyway, I thought it was unimportant. I had been admitted to the US at different ports 9 times during the past year so I saw no reason for being stopped now.

Called Illegal Immigrant

I told the watchman I was going to catch the 8 o'clock train to New York and would be back before 6 AM. The chief mate heard me and saw me leave. I was back at 5:40 AM the next morning.

Later in the day I was called before Inspector Cox of the Immigration Service asked for an explanation of my absence. He informed me that he had orders to

take me in. I was made to sign off and was not given time to pack my belongings. I was questioned at headquarters and then arrested. On Tuesday, February 19, I was taken to Immigration Headquarters for a hearing.

I had the right to hire a lawyer but did not do this as I did not think my offense (being away from the ship ten hours) was a basis for being imprisoned any longer.

Well, I was wrong. I was classified as an "illegal immigrant" in the warrant, although I was on articles as a crewmember of the DeSoto at the time of my arrest. I had reported to work when I was supposed to, had not been paid off, fired, or asked to sign off on request.

Not Allowed Bail

The ten hours I was absent from the ship was termed an escape and the judge ruled that deportation proceedings should be started. I don't question the right of the authorities to deport me but I don't think my offense warrants my being kept in jail. The warrant called for release on \$1,000 bail but when I inquired about this I was told that the bail provision was in there by mistake. I was told it was different with people who were in the country illegally for several years, but I just could not walk off a ship and be let out.

A dangerous criminal or gangster can be turned loose on bail but apparently my record is not good enough. From August 2, 1951, until my arrest I had 184 days sea time on SIU ships and in previous admissions to the US never had any trouble with the authorities.

I would like to bring my case to the attention of the membership and would like to know if any Seafarer had a similar experience in another country.

Heinz A. Ruchatz

~ ~ ~

Union Doing Its Best on Shipping

To the Editor:

I was reading in the LOG about this long-range shipping bill that is up in Congress. It was a little tough going for me, but I got the idea that if this bill passes, we'll have some new ships and it will help keep those ships sailing. That sounds like a pretty good idea to me, as I suppose it does to anybody who goes to the sea for a living.

What I'm getting at is, maybe I don't know too much about how these things are done, but every Seafarer should be interested in keeping a healthy merchant marine.

It seems to me though, that while this kind of thing is pretty much out of SIU hands, that the shipowners could do a lot more for our merchant marine than they have in the past. As soon as things get a little slow, they start dumping their ships or selling them to foreign flag operators. But when things get hot, you don't see these birds building any new ships, or if they do they got them under Panama registry.

More Than Share

If you ask me the SIU has done more than its share to keep the merchant marine going. Right now, for instance, with our training program which is supplying the men for the ships. Or the way the Union has always fought to keep the gashounds, performers and foul-ups off the ships, and to supply efficient, clean crews.

The SIU is doing it from our end, its up to the shipowners to take care of their's. Maybe if there was an SIU negotiating committee down in Washington things would go a lot faster.

John Mettler

LETTERS

Finds Changes In SI Hospital

To the Editor:

Having recently been discharged from the Staten Island USPHS Hospital I would like to recall my experiences and pay respects to the doctors, nurses and help that took good care of me. Without throwing bouquets at any individuals, I feel that I must pay tribute to the staff as a whole for the care and attention given me. This is not only my view but that of the many SIU brothers I came in contact with during that time.

I am still receiving treatment as an out-patient, but believe me, when I make my visits I feel right at home.

More Females

However, conditions at the hospital have changed considerably since I was a shut-in in December 1949. For one thing I was surprised to see so many females and have found also that the number of seamen there is on the decrease. The hospital has changed its name, the former US Marine Hospital now being defunct, and perhaps seamen are becoming a secondary consideration.

When one considers the heroes on the Pennsylvania, all 46 lost, and others too numerous to mention, I wonder if the merchant seamen should not be taken into account in all institutions, whether they be the USO or what have you.

Merchant ships cannot sail without qualified seamen. So as one of that group, I think we should get a break.

Paddy Farrell

~ ~ ~

Urges Broader Hospital Care

To the Editor:

Although no longer sailing on my SIU book after 12 years, I want to congratulate the Union for the wonderful conditions prevailing aboard SIU ships these days. Back in 1939 the average sailor could never dream that he would be sailing under such conditions as exist now. Some persons feel that the war and high living costs brought this about. This is partly true, but the membership itself, with proper officials at the helm, brought these conditions about and are maintaining them.

Newcomers should look back a bit and not take them for granted. Many an old sea-dog carries a scar, and you newcomers can say "What a difference things must have been for him? He was one

who fought for conditions that I am now enjoying."

Today we are in a position to support families even under this high cost of living. But there is one important loophole which is in the US Marine Hospital set-up. If you are on the beach for more than 60 days the hospitals will not admit you, whereas in the armed forces I believe that if you spent time in them you are entitled to get hospitalization for the rest of your days.

I do not begrudge this to the armed forces, but why can't merchant seamen be entitled to the same? Also why couldn't a fund be set up between the Union and the US Public Health Service whereby every seaman could contribute so as to allow his immediate family to use the hospitals' facilities?

Protection Needed

The way things are now, a sailor can be on ship in the Far East and get a letter from home that his baby is suffering from an ailment which costs so many dollars. What can he do? He is thousands of miles from home and has to have this on his mind while working, which could be a cause of a shipboard accident.

If his family could get assistance from the hospital the letter from home could say that his child is getting the best of attention.

A lot of you may say, "I never had a sick day and I am never going to get married." Yet you carry insurance on your automobile or your house, and if anything happened the first thing that would come to your mind is "Boy am I lucky that I carried insurance." Tell me, what is better insurance than that on you and your loved ones' health?

Jerry Lurie

~ ~ ~

LOG Receives Heady Praise

To the Editor:

I'm writing a few lines to let you know how much I like the LOG. You're doing a fine job of letting the men know what's going on in the Union, and keeping them in touch with things. I have been sailing with the SIU since 1945 and look forward to getting the LOG every time another one is put out.

If possible, I would like to have one sent to my home to let my people know about what kind of work I am doing. Then when I come in off a trip I can look over the back papers and catch up on what's what.

Otis L. Townsend

He'd Like Cooks Column In LOG

To the Editor:

I have been on the beach better than two months under doctor's care. I hope to be back in the near future. I just read in the January 25 LOG about 9 members saying that Captain Dunn of the SS Massmar was one of the best captains that they have known. I have been going to sea since 1910 and I want to second that. He is not only one of the best but he is the best in all ways as a captain and a man, fair and square.

If all of the skippers were as fair as he is, Seafarers would have a wonderful life. Not that he is lax or easy-going. He is a captain first, last and always but he will treat you as a man and will talk with you as man to man. More power and lots of years sailing to him.

Recipe Exchange

By the way, why not have a stewards department column in the paper on the boys' likes and dislikes? Also, how about us cooks, stewards and bakers exchanging a few recipes with one another? I have some fine baking and salad dressing recipes to exchange which I have gotten up in the last 20 or 30 years. I would also like to see a little sea law printed so I can keep up with these sea lawyers as we hear different things here and there. A little bit of sea law in each LOG would benefit us all. I would appreciate if you would mail the LOG to me. Yours for the best Union and paper in the world.

Before I forget, we have a swell agent in Wilmington. Hats off to Sam Cohen.

Jesse W. Puckett

~ ~ ~

Seafarer Recalls Healthier Days

To the Editor:

I'm confined to the hospital here since June, 1951, with an ailment that only time will cure if luck and God are on my side. Just the other day I was running through some of my stuff and came across the picture that I took with my buddies on the Mary Dodge in 1945 when we were in Naples. This was a swell bunch of shipmates.

I was night cook and baker and if I do, say so myself, we had good pastry and bread. It would be nice if I could hear from some of my buddies who were with me in times when I was lots healthier than I am now.

George Vourloumis
USPHS Hospital
77 Warren St.
Brighton, Mass.



In happier days, Seafarer George Vourloumis (center with moustache) is shown with a group of shipmates at a shoreside party in the port of Naples, seven years ago before he came down with his illness.

LETTERS

SEAFARERS CASH BENEFITS

Bottomless Boats Bring Crew Blast

To the Editor: After years of just applying paint to the Robin Sherwood, they have decided to knock some rust off this tub...

Holes In Lifeboat

Next the mate was going to have natives chip and scrape the boats but he had his mind changed and used the crewmen as he should have...

We have been shuttling back and forth between Mombasa and Dar el Salaam. The mate had a bunch of natives chipping in Mombasa. He picked the seven best and took them aboard working them all the time while in the ports...

The incessant chipping with all kinds of hammers is about to put some of the watch standers off their nut. They have one man chipping in the starboard blower ventilator who will be there as long as we are here and still have nothing done.

Heat Too Great

The starboard side of the engine room is so hot that one officer passed out of heat prostration. Working men under such conditions here at the hottest time of the year is sheer inhumanity...

Manuel Cotty Ship's Delegate

Reminds Seamen They Can Vote

To the Editor: The whole thing started very innocently at a table, four shipmates having coffee and shooting the breeze. Someone mentioned the coming election...

Now this coming election is very important to us. Far be it for any member to stress whom the other guy should vote for but I would like to emphasize one point...

All the man has to do is apply for an absentee ballot well in advance in his home state, and tell the local board of elections where to send it.

It is so little trouble, and may mean so much to all of us, including the fate of our hiring hall. Let's give this a bit of serious thought, and take action on it after coming to a conclusion.

Samuel L. Vandal

Ship Aground, Food Is Short

To the Editor: We the crewmembers of the James B. Richardson wish to bring to your attention the unbearable situation that exists aboard this ship...

The steward has informed us that we are desperately in need of fresh stores and has told the captain of such and has given him reasonable time to replenish such stores...

The steward also informed the captain three weeks ago that the iceboxes were unsanitary. Since then the food in the iceboxes has been deteriorating and has become too contaminated to use.

The captain and chief engineer are able to sleep ashore and don't have to put up with this.

Robert M. Garrod Ships Delegate

Sees Army Plan To Break Strike

To the Editor: I have a little story to tell you about how the US Army operates when it comes to handling disputes. There was one going around on the Great Lakes over tugboats and other craft...

I can only guess that the state or ship operators must have gotten together with the Army to cook up a deal whereby seamen trained by the Army would step into the picture to take over and run the boats under a declaration of a national emergency...

Twice in the last year our company has been alerted to pack clothes and be ready on a minute's notice to move out by whatever transportation the Army provides to the struck area.

We were also told to take our carbines with us just in case—and you can imagine what that case would be!

It seems to me that the Army is all too ready and willing to make a deal with the operators in a scheme to run things their way.

Name withheld

Ex-Seafarers Run Korea Port

To the Editor: The port of Kunsan, Korea, is in good hands. We have in this port company almost enough SIU men to crew a ship.

Myself and Roy Lee are the two GI harbor pilots. The rest are scattered around here on small craft as longshoremen or truck drivers. We would have liked to paint a flying W on the U-boat when the Citrus Packer (Waterman) was here...

All of you boys will be running in here so if I don't happen to spot you right away, just look me up. I'll be here for quite some time I'm afraid. And if they don't get here they can at least write.

Pvt. Ray Wennberg US 55142932 Hq & Service Co. 14th Trans. Port Bn. APO 970, c/o PM San Francisco, Calif.

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

TOTAL \$131,888.26

Vacation Plan, Feb. 19-March 1 Welfare Plan, Feb. 10-Feb. 23

Vacation

REPORT NO. 2

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—Feb. 19-March 1

Summary table with 2 columns: Description and Amount. Includes Cash on Hand, Estimated Accounts Receivable, and Vacation Benefits Paid.

Main list of names and amounts for vacation benefits, including names like Hubert L. Lanier, Pedro O. Peralta, and many others.

Continuation of the list of names and amounts for vacation benefits, including names like Edward Polise, Morris Prizant, and many others.

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$131,888.26
Vacation Plan
Feb. 19 - March 1
Welfare Plan
Feb. 10 - Feb. 23

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

(Continued from page 23)

Main table of names and amounts, organized in columns with check numbers and names. Includes a note '(To replace check 511)'.

(Continued on page 25)

SEAFARERS CASH BENEFITS



TOTAL

\$131,888.26

Vacation Plan Feb. 19 - March 1 Welfare Plan Feb. 10 - Feb. 23

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

(Continued from page 24)

Main table listing names, amounts, and hospital affiliations. Includes columns for Name, No., Amount, and various hospital names like USPHS HOSPITAL, GALVESTON, SAVANNAH, BALTIMORE, etc.

Welfare

REPORT NO. 23

By Lloyd Gardner, Asst. Secretary-Treasurer

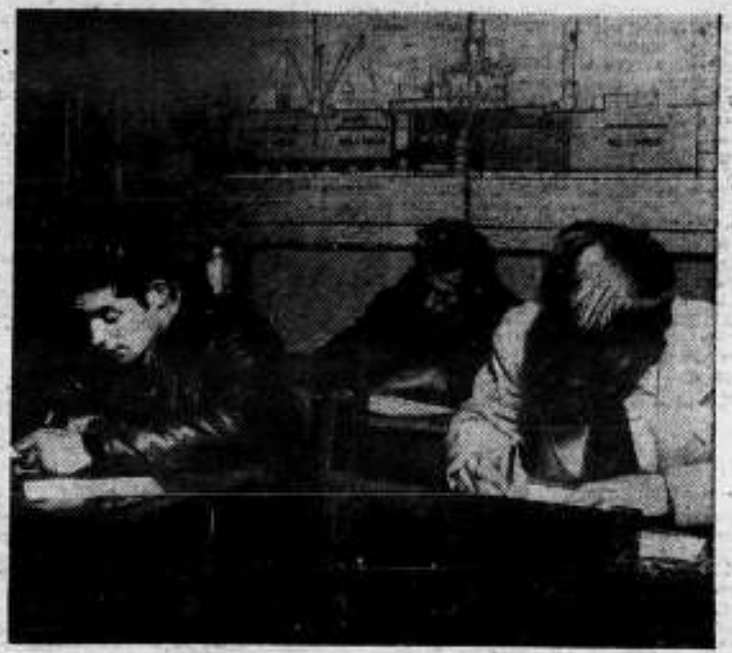
Period Covered By This Report—Feb. 10-Feb. 23

Summary table showing financial totals: Cash on Hand (\$274,496.56), US Government Bonds (\$754,023.44), Estimated Accounts Receivable (\$169,000.00), Hospital Benefits Paid in Period (\$6,425.00), Total Hospital Benefits Paid Since July 1, 1950 (\$123,837.60), Death Benefits Paid in Period (\$22,566.67), Death Benefits Paid Since July 1, 1950 (\$196,866.66).

USPHS HOSPITAL

Table listing names and amounts for USPHS HOSPITAL, STATEN ISLAND, NEW YORK, and other branches like BRIGHTON, MASS., and NORFOLK.

Table listing names and amounts for various hospitals including USPHS HOSPITAL, GALVESTON, SAVANNAH, BALTIMORE, NEW ORLEANS, FORT WORTH, MEMPHIS, STANTON, NEW MEXICO, SAN JUAN, and DEATH BENEFITS.



The SIU, first in maritime to open a training school in the current emergency, remains the only maritime union which took steps to meet the nation's need, effectively and vigorously, without red tape or delay. Pictured here are some of the operations of the SIU deck department school and a few of the men who have successfully completed an upgrading course. These men have passed Coast Guard tests and are now manning SIU ships as ABs.

UNION-MADE

The "proof of the pudding" of the SIU school is contained in the praise of high Coast Guard officials. Witness these words from Vice-Admiral Merlin O'Neill, Coast Guard Commandant: "You are to be commended for sponsoring such an activity." Rear Admiral H. C. Shepherd, Chief, Office of Merchant Marine Safety, put it this way: "Keep up the good work," and W. L. Maloney, Captain of the Port of New York, concludes: "Congratulations... and best wishes on a job well done."

With the SIU deck department school proving an unqualified success, the pattern has been established for equally successful operation of schools for steward and engine department ratings. Furthermore, in doing its job the deck school has been able to operate far cheaper than had been expected. The original estimate of \$50 per man has been pared down in practice to an average of \$22.50.

