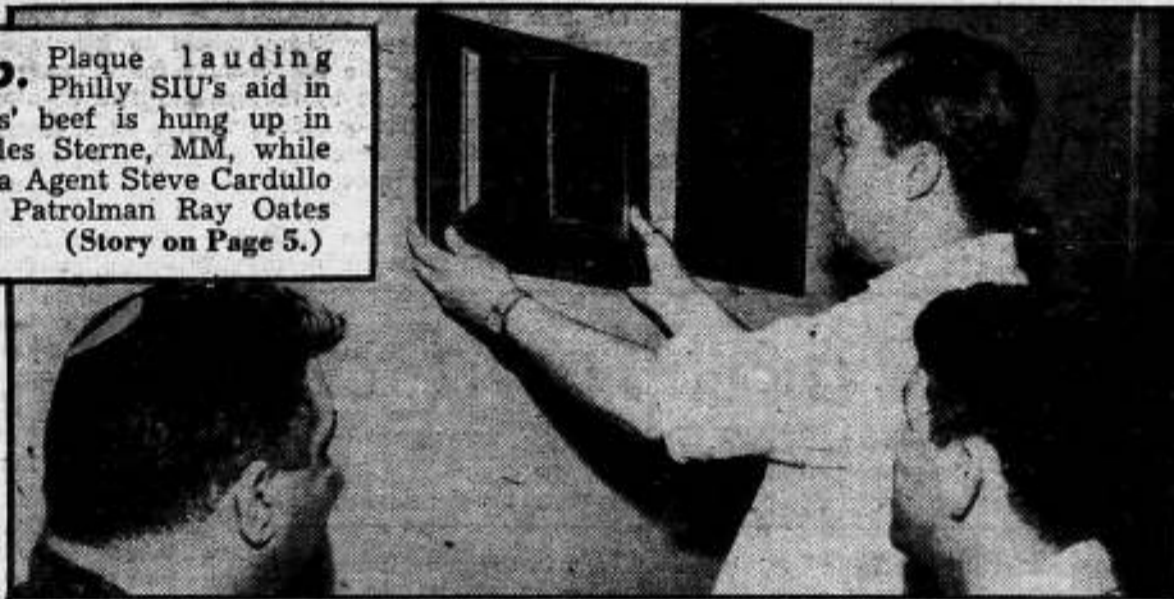


# SIU WINS PAY FOR BIRTH, DISABILITY Welfare Fund To Build Hotel

—Story On Page 3

**Pin-Up.** Plaque lauding Philly SIU's aid in telegraphers' beef is hung up in Hq by Myles Sterne, MM, while Philadelphia Agent Steve Cardullo (left) and Patrolman Ray Oates look on. (Story on Page 5.)



**Oldtimer.** Overcome by emotion, John C. Hopkins, 76, learns he is one of the first Seafarers eligible for \$15 weekly disability benefits at NY branch meeting June 4, where Secretary-Treasurer Paul Hall (right) revealed expanded coverage of the Union's Welfare Plan. (Story on Page 3.)



**Baby-Booster.** Probably the first Seafarer-dad to qualify for new maternity benefit retroactive to April 1, 1952, Joseph A. Cave (right) receives \$200 check from Deputy Welfare Administrator Al Kerr. At right is Cave's wife Alice and son, Joseph, Jr., born April 2 in New Orleans. (Story on Page 3.)

# SIU Pledges Fullest Aid As SUP Strikers Dig In

With the strike of the Sailors Union of the Pacific against the Pacific Maritime Association entering its 19th day, the SIU has notified our West Coast affiliate that it stands ready to help in any shape or form needed.

Messages have been sent to SUP headquarters and to all SUP branch halls informing the SUP that SIU membership is behind them all the way and that the SUP "need only say the word to obtain unlimited support, whether it be financial, physical or moral backing, in keeping with the traditional cooperation between our two districts." The SUP, meanwhile, is standing firm in its contract demands.

### Sign With Bridges

There have been no recent developments in the strike, with the operators association, representing 24 dry cargo companies, failing to make any kind of contract offer to the SUP. The stand pat attitude is in marked contrast to the speedy signing of a contract with Harry Bridges' International Longshoremen and Warehousemen's Union for a 17 cents an hour increase the very day that the SUP was compelled to set up its picketlines because the operators refused to make a counter-offer to the SUP's demands.

Further, the SUP strike committee pointed out, the next day Bridges was quoted in the San Francisco press declaring that the operators were "100 percent right and the SUP 100 percent wrong" in this beef.

One result of the strike has been that all military cargoes that ordinarily would have been carried on ships of the Pacific Maritime Association's member companies are now being handled exclusively by the Military Sea Transportation Service. If necessary, additional ships will be broken out of the boneyards for this purpose.

In addition, SUP-manned tankers and steamships, which are covered by separate agreements, are still being worked.

The strike situation developed when the SUP reopened its agreement under the required two months' notice and presented demands calling for payment of overtime for Saturday work at sea, a \$30 a month increase for daymen,

a five percent increase in wages and overtime rates, and a four watch system, as well as other minor changes.

### Shipowners Stall

Although the shipowners had received notice of the reopening on February 27, the SUP was unable to arrange a meeting with the association's negotiating committee

### Pick Up 'Shot' Card At Payoff

Seafarers who have taken the series of inoculations required for certain foreign voyages are reminded to be sure to pick up their inoculation cards from the captain or the purser when they pay off at the end of a voyage.

The card should be picked up by the Seafarer and held so that it can be presented when signing on for another voyage where the "shots" are required. The inoculation card is your only proof of having taken the required shots.

Those men who forget to pick up their inoculation card when they pay off may find that they are required to take all the "shots" again when they want to sign on for another such voyage.

until Thursday, May 8, 11 days after the time the two month period had expired.

Neither at this meeting nor at any subsequent ones did the operators' representatives accept any part of the SUP demands, including the Saturday overtime, although they had already agreed to such overtime payments in a contract with the Marine Firemen, Oilers and Watertenders. Not only did the operators turn down these demands but they asked that the SUP give up its right to open a contract in the future.

One last attempt was made by the Union to keep the ships sailing when it agreed to a request by the Federal Conciliation Service that both parties submit the dispute to the Wage Stabilization Board. This the shipowners refused to do.

As a consequence, a strike vote was taken on May 26 with a tally of 3,510 to 68 in favor of a walk-out. Picketlines were set up the next morning and have been out ever since.

All told, the association's members operate some 350 ships which are being tied up in increasing numbers as they return from their voyages and the men pay off. Since the strike covers only members of the Pacific Maritime Association, none of the ships manned by the SIU, A&G District, are affected by the walkout.



Seafarer Irvin T. Pearce gets in some preparation for an engineers license with the help of the BME instruction booklet, before shipping out on the Robin Doncaster. Pearce plans to sit for his license when the trip is over.

## BME Engine School Easy Way to Ticket

Enlarging its program to help Seafarers secure engineer's licenses, the Brotherhood of Marine Engineers has announced the setting up of a full-scale training program. Tuition and maintenance for Seafarers taking the course of school instruction for licenses will be advanced as a loan by the BME. Under arrangements made by the BME, it is expected that qualified Seafarers can sit for the license examinations after two or three weeks of schooling.

Arrangements have been made by the SIU-affiliated engineers

union with a recognized maritime school to handle Seafarer candidates for a license to fill in any gaps in their training.

These latest features of the BME training program were instituted after the union received several dozen responses from Seafarers to its original offer of instructional aid for men interested in becoming engineers. With this encouraging response, the officials of the BME decided to provide the necessary financial assistance and make arrangements for a regular course of instruction.

### Booklets Distributed

The BME has been distributing instruction booklets since mid-May containing sample examination questions typical of those asked by the Coast Guard on their tests for 3rd assistant licenses. In addition, the officers of the BME are prepared to give personal assistance to interested Seafarers.

As a result of the booklet distribution, several Seafarers have already taken the exam, with others planning to do so in the near future.

Typical of the Seafarers now preparing for their licenses is Irvin T. Pearce, currently sailing FOW aboard the Robin Doncaster. Pearce has been studying on his own for a few months, but now expects to be able to sit for a license upon his return from the current voyage, with the help of the BME instruction.

"I've thought about getting a license for quite a while," he said, "but I wasn't happy about the idea of leaving the SIU. Now I can sail under the BME and still be affiliated with the same international union."

### Report to Hall

A BME spokesman explained that qualified men getting off ships in New York can obtain both the booklets and instruction courses by reporting to the BME at 675 4th Avenue, Brooklyn 32, NY.

Other interested men unable to come in should write to the union at the above-listed address, giving a full resume of their background, so that their eligibility can be determined.

The spokesman emphasized that the employment outlook for 3rd assistants is excellent, with a big demand for men holding the license.

## Reach Peak Vacation Pay

First of the maximum \$140 vacation benefits were paid to eligible Seafarers on June 2, one day after the SIU's revolutionary plan completed its first anniversary.

It was on June 1, 1951, that shipowners started contributing to the vacation fund, although payments were not begun out of the fund until Wage Stabilization Board approval was obtained in February. Since then Seafarers have received well over \$800,000 in vacation benefits. On a year by year basis it is expected that the plan will pay out approximately \$2½ millions. Up until now, Seafarers had been collecting on the basis of less than one year's eligibility. The plan was the first such industry-wide arrangement for seamen.

Under the Plan, anyone sailing an SIU ship since last June 1 became eligible for vacation benefits after 90 work days. Payments are certified by official discharges showing the time put in, with benefits scaled from \$35 for a 90-day period to a top of slightly over \$140 for a full year. They can be collected four times each year or in one lump sum by applying at any SIU hall.

One of the first to qualify for the full vacation benefit was Seafarer James J. Casey, wiper, for continuous time on the Bull Line freighter Ines since June, 1951, until he paid off last week in New York. Casey, who netted a check for \$141.94, representing the year and a couple of days over, needed no further convincing that the SIU set-up was the best one going. The Ines was his first ship with the SIU, but it won't be long before he'll be heading off the beach again from his home in Philly on another vessel contracted to the Seafarers.

Two other men, both off the same ship, Isthmian's Steel Architect, also came in for a full year's benefit plus. Emeterio Berraca,

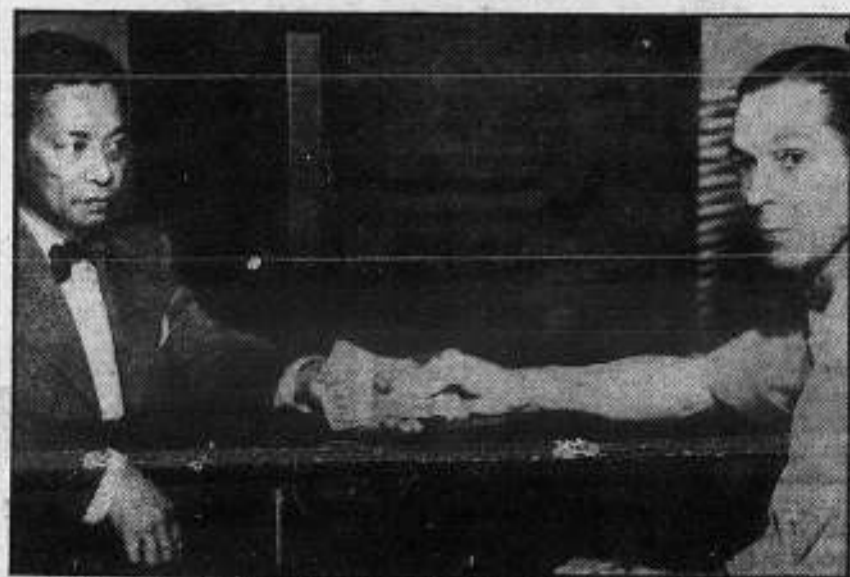
steward utilityman, who has been sailing on SIU-manned ships since 1947 but had 35 years' seetime before that starting in the Philippine Islands, welcomed the Union-administered vacation benefit as a much-needed improvement in the industry. He noted that he probably would use the dough to help out an aged sister and brother who need it "more than I do."

Fidelion C. Daplan, third cook, another recipient of a year's vacation cash, pointed out that he had each dollar already pinpointed for a special purpose, although he didn't let on what it was. Damian has been a Seafarer since 1946.

They and others who qualified for the full year's payment lauded the feature aspect of it which en-

abled a man to qualify for the vacation dough whether he worked for one company or a dozen during the time. The way the Plan is set up, Seafarers can claim the vacation money as long as they have discharges showing the required minimum 90 days' work-time or more.

The SIU Vacation Plan is the first in the industry to guarantee a seaman vacation pay based on the actual number of days worked aboard ship. Previously, only a handful qualified for employer-operated plans requiring months of continuous employment for one company. Union negotiations with the shipowners in May and October, 1951, put the Plan in motion pending Government okay.



One of first Seafarers to collect the maximum \$140 vacation benefit, Fidelion C. Daplan, cook (L), gets his cash from Paul Sanford at SIU headquarters.

## SEAFARERS LOG

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# Expand Welfare Coverage

## Seafarers Victorious In Key Ship Vote Case

A far reaching decision by the National Labor Relations Board has led to an SIU election victory in the engine department of ships owned by Ocean Tow, Inc. The decision's importance goes beyond the Ocean Tow case and holds that for purposes of bargaining, all the ships of a company are to be considered as one unit.

The case arose when the SIU organized the Alaska Cedar and the Alaska Spruce, two ships owned by Ocean Tow, Inc., and obtained recognition as bargaining agent for the deck and steward departments. However, the Marine Firemen, Oilers and Watertenders Union challenged the SIU jurisdiction over the engine room and sought to have the engine department of each ship considered a bargaining unit in itself. The MFOU's action was motivated by the fact that overall in strength the SIU would win, but if each ship's engine department was considered a separate unit, the MFOU would win one.

As a result, the NLRB issued an order last February that separate elections be held on each ship which was done. The SIU contested the order, asking that the board reconsider its position and claiming that all vessels of the employer should be considered as a single unit.

New hearings were held on the basis of the SIU's petition at which the SIU's position was upheld by the hearing examiner. The decision has now been affirmed by the Washington office of the NLRB.

Ballots have already been counted giving the SIU a five to three majority on both ships together. The results have been forwarded to the NLRB's Washington office with certification of the SIU as bargaining agent expected shortly.

The net effect of the Ocean Tow

decision is that in organizing any company all ships of the company should be voted as a unit, and the fact that any one ship might vote against the union holding a majority of all votes would not affect the union's bargaining rights on that company's ships.

Had the original decision been permitted to stand, it would have been possible, for example, for an outside union to try to get a majority on one ship of an SIU-contracted company, and then take that one ship away as a separate bargaining unit.

### 'Private Eye' Looks Other Way

Two weeks have passed since the LOG printed its expose of "private eye" Horace W. Schmahl. Before the article appeared, Schmahl learned of the LOG's investigation and threatened to sue the LOG if he found anything at all in the story that could be considered libelous.

To date the LOG hasn't a word from Schmahl or his attorney.

The conclusion drawn by the LOG is that even Schmahl must admit the truth and accuracy of the article which pointed to him as the central figure in a clumsy attempt to get former shipmates of Phillip Pron to unwittingly testify against the once-blinded Seafarer. The article also revealed Schmahl's anti-labor spying during the SIU's organizing of Cities Service tankers.

## Birth, Disability Payments Begin; Plan SIU Hotel



Fresh out of the hospital and headed for her new Baltimore home, Frances Stone, just seven days old, is the center of attraction for her dad, Seafarer Dolor F. Stone, and his wife Iris. Frances qualified for one of the first \$200 birth benefits paid out by the SIU, plus a \$25 US Bond in her own name.

Again blazing the trail toward better living for all seafaring men the SIU has added a new series of valuable benefits to its welfare program. These include maternity payments for Seafarers' families, and disability benefits for men unable to work. In addition, the Union announced that a Welfare Fund-sponsored hotel will be built adjacent to New York headquarters to provide comfortable, clean and cheap living quarters for men on the beach.

Although these projects will mean payment of large sums of money out of the Union's Welfare Fund, the fund is in such sound shape that another \$400,000 of its reserve is being invested in Government bonds which will provide additional revenue for the fund.

The history making maternity benefit, first of its kind in the ranks of unlicensed sea unions, will pay \$200 to any Seafarer whose wife gives birth to a child. In addition to this high sum, the Welfare Fund will give the baby a \$25 Government bond.

The only other maritime union that has a maternity benefit at present is the West Coast branch of the Masters, Mates and Pilots, which pays the usual allowance of \$50.

Retroactive to April 1

One especially desirable aspect of the maternity benefit is that it is retroactive to April 1, 1952. Every Seafarer eligible under the Welfare Plan who becomes a father after that date is eligible to collect the \$200. The usual practice in maternity plans is to put them into effect ten months to a year after the plan is announced.

All a Seafarer has to do to get (Continued on page 17)

## Dad Terms Benefit 'Family Union Pact'

Joseph A. Cave, is the first Seafarer-dad to qualify for the brand new SIU maternity benefits for his new offspring. Undoubtedly typifying the feelings of the hundreds of SIU family men, Joe termed the new benefit "like having an SIU contract for the whole family. I'm now really beginning to appreciate the wonderful plan we have here."

At the SIU headquarters branch meeting of June 4 Cave was probably the happiest member present when he heard that the Union and the Welfare Plan were instituting a new maternity benefit, \$200 from the Welfare and a \$25 Savings Bond in the baby's name from the SIU itself, for Seafarers' children born on or after April 1, 1952.

It was the retroactive feature of this innovation that struck Joe and set him computing dates on his fingers. Joe Cave Jr. was born in New Orleans April 2, 1952, and you can't come under the wire much closer than that.

Itching to Spread News

Since that session, Joe Sr. has been itching to get back home and bring his wife the good news.

"They couldn't have picked a better figure," he explained "because the expenses of the doc and the hospital came to about \$210-215." He noted that conditions have changed quite a lot since he became a Seafarer back in 1941, but this latest gain for the Seafarer-family man "was a real corker. Alice and I lost our first child, but Junior is going to be the start of a real SIU family."

Generally sailing AB, bosun or day man, Joe was home at the time of the baby's birth because he wanted to be around when everything happened, little expecting at the time that he would be the first known dad to qualify for the newest wrinkle in benefits for Seafarers. He took a trip on the tanker Trinity after the blessed event, which brought him into New York to get the news of his latest boon, all the more reason why Joe is (Continued on page 17)

## Union's Disability Benefit A 'Godsend'

An old sea-going man, John C. Hopkins is one of the first to be eligible for the Welfare Plan's disability benefits, and the \$15 is a "godsend" for him. Visibly overcome with emotion, John had just left the headquarters meeting where he was introduced to the members as "one of brothers who through the lean years and the fat ones always put his heart and soul into the Union."

Sailing since the nineties, John was one of the charter members of the SIU and has always been reluctant to cut his ties with the Union because "I've always gotten a fair break from the SIU. Too many of these younger boys don't know what it was like way back when I started sailing."

For some time now, John, who is 76, has been forbidden to go to sea by his doctors. He finally retired his Union book last December, but a few weeks ago, he showed up at the New York headquarters with \$20 "to pay my way."

This in spite of the fact that his only income since he had to stop sailing has been social security payments of \$40 per month. Although

he lives alone in New York, and pays \$5 a week for his room out of the \$40-a-month payment, he wanted to give \$20 to the Union that "got me good conditions and wages while I was sailing."

If you think that living on \$40 a month is easy, particularly when over half of it goes for room rent, just try it some time. But now that the Welfare Plan has adopted a disability benefit plan for those men who are unable to work any longer, John's income has almost tripled. Now, he'll be collecting the \$40 a month social security payment, and about \$65 per month from the Union's Welfare Plan, for a total of \$105 a month.

John's reaction was, "I'll be able to get along wonderfully now, with the money from the Union. I'll even be able to buy some clothes that I've needed for a long, long time."

"This is the kind of thing I was (Continued on page 17)

# PR Crew Adopts Girls BB Team

## SIU NEWSLETTER from WASHINGTON



Some of the Seafarers off the Puerto Rico line up with "Chicks" at headquarters, where the girls were outfitted with new uniforms and money for equipment. Crewmembers pictured (L-R) are (top): Q. Renaud, G. Fitzsimmons, S. Bernstein, C. Kerrigan, W. Grovner; (2nd row), J. Black, R. McWilliams, H. Bennett, C. Sousa, T. Lewis. In center of 3rd row is team coach B. Greene, and (bottom, right) Rita McWilliams, team captain and daughter of Seafarer who suggested idea.

Only a few Seafarers have so far realized the oft-repeated dream of a "chicken farm somewhere . . ." when their working days are over, but the SIU crewmembers of the Bull Line cruise ship Puerto Rico already have some "Chicks" under their wing.

"The Chicks," a spirited baseball squad of teen-age girls, have been adopted by the crew of the cruise liner, after a drive spurred on by Seafarer Richard McWilliams, BR, father of the team's captain, Rita McWilliams.

With the cooperation of all crewmembers, McWilliams started the ball rolling to collect money for uniforms and equipment for the youngsters' squad, which plays teams of either sex out in Jackson Heights, Long Island, an area where a good many of the men in the crew live when they're off the ship.

### Presentation at Hq

Presentation of the gift from the Seafarers on the Puerto Rico was made at the headquarters branch meeting June 4, when a nine-player aggregation was present to accept the bonanza from Thurston Lewis, ship's delegate.

McWilliams, who had started the drive rolling, found it snowballing before his eyes as the idea caught on with the crew. "They really pitched in to help and it took much less time than we expected to get the money together." Besides the uniforms, the girls were presented with almost \$100 to cover the cost of bats, balls, gloves and the like, without which the squad could not function.

Hailing the good-hearted spirit which prompted the SIU men to aid the girls, Bernard Greene, who

originally organized the squad and coaches them in most of their games, lauded the men for "their wonderful work in helping these girls have good, constructive recreation."

He noted that the team has been playing boys' teams and "has been beating them."

As the girls continue in their winning ways, they'll be sporting uniforms which feature the name

"Chicks" on the front and the circular wheel emblem of the SIU on the sleeve.

Later on they tried on the new outfits which fit to a "T" and are sure to give them at least semi-pro standing next time they tangle with a neighborhood aggregation. They've already issued a standing challenge to play any boys' or girls' team in the 12-15 year age group.

## Canadian SIU West Coast Organizing Program Opens

MONTREAL—Bolstered by the brand new Great Lakes and deep-sea agreements recently inked with the respective groups of operators, the SIU in Canada has gone out to bring similar benefits to previously unorganized West Coast seamen. Reports reaching SIU Canadian District headquarters indicate immediate response from the West Coast seamen, whose conditions fall far below wage scales elsewhere in the Dominion.

As in the earlier negotiations on agreements covering Lakes and deep-sea sailors, the Union has mustered for strike action if necessary to achieve its principal demands. Overwhelmingly behind the SIU organizers in the campaign, the crews of the West Coast ships are flocking to sign up with the SIU to demonstrate the strength they can bring to bear if the shipowners become too stubborn.

### To Ask Certification

It is expected that within a short time, the Union will apply to government labor agencies for certification as the proper bargaining agents for these men who have long been working under far inferior wages and conditions. Officials have pointed out that it would be extremely costly this season if the operators were crippled by a strike, but that the action will be taken as a last resort.

Gains under the latest Canadian agreements involve boosts of up to \$20 a month for the deep-sea sailors and increases as high as \$25 in fresh water pacts covering the Lakes shippers. Faced with these improvements, the men

on the West Coast have indicated they stand squarely behind the Union in its drive to improve their wage-earning position.

Some of the companies affected by the campaign are the Black Ball Ferries Limited, BC Steamships Limited, BC Packers Limited and BC Barge and Transportation Limited.

## Court Hears Salvage Case On War Cargo

An unusual salvage claim involving the SUP crew of the William Meredith is now being heard in Federal court. The claim involves a 1944 incident in which the Meredith spent 40 days transferring lend-lease cargo from a wrecked Liberty, the Thomas G. Masaryk, off the coast of Libya.

The master and crew of the Meredith have since filed claim for a salvage award for rescue of about one-half the cargo of the Masaryk.

The US Department of Justice, representing the US as the defendant in the action, are arguing that since the lend-lease goods went to Russia, any claim for salvage should be presented to the Soviet government.

If a war with Russia should break out, the Allies will not be totally unprepared in the way of merchant shipping. The requirements and availabilities of shipping to meet any foreseeable future emergency have been worked out in detail, on a highly secret basis, by the North Atlantic Planning Board for Ocean Shipping, which was established by the North Atlantic Treaty Council back in 1950. This Board represents 12 nations whose combined merchant fleets contain a large proportion of the world's tonnage.

The organization works in close cooperation with other bodies of the treaty organization in matters relating to merchant shipping in defense planning, and has concluded plans for the quick mobilization and direction of vessels in event of war.

While on the subject of war, it should be noted again that it takes an estimated 250,000 deadweight tons of troop-carrying vessels and freighters to transport one full division and its equipment the 5,000 miles from the US West Coast to the Far East. Another 133,000 measurement tons of supplies are required during the first month of operation by the military and 19,000 tons each month thereafter to support it.

The long arm of the law had to stretch but a few blocks in this city from the FBI building to the Department of Commerce to charge a high maritime official with fraud in connection with the theft of marine supplies in the reserve fleet at Beaumont, Texas. Captain Manuel Gonzalez, assistant chief of the Maritime Administration's Ship Repair & Maintenance Division, was only one of several to be arrested by the FBI in connection with the diversion and sale of rope from Government ships at the reserve fleet base. Over 170,000 pounds of the rope was disposed of before the FBI stepped in.

Swift action will be taken by the Government against Captain Gonzalez and the others involved as a warning against any future pilferage of Government maritime property.

A small group of American lines, aided by some Members of Congress, is attempting to have legislation passed providing for the conversion of ten C-4 type ships into ore carriers.

Those behind the move include American-Hawaiian Steamship Company, which owns five C-4s; Luckenbach Steamship Company, owning two; and Joshua Henry (Pacific Far East Line), which owns three. These are the only ten privately owned C-4s in operation. Representative Garmatz, Democrat of Maryland, is one of the Congressmen carrying the ball for the shipping companies.

The companies want Congress to authorize the Secretary of Commerce to grant allowances by readjustment of mortgage indebtedness to the owners of the C-4s toward the cost of conversion to ocean-going bulk carriers.

Before it adjourns for the current session, Congress is expected to pass legislation which will greatly aid publicly owned and privately owned marine terminals, docks and warehousing facilities. The Office of Price Stabilization, up to this time, has contended that these were not public utilities and, therefore, that they fell within the orbit of OPS price control. However, Congress will rule otherwise, and send legislation along to the President for signature under which the marine terminals will not be under OPS rate control.

No foreign aid cargoes were carried by Government-owned ships during May, and the only National Shipping Authority vessels assigned to Mutual Security Agency operations are now on their homeward voyages and will be returned to reserve. On May 31, 1952, there were 296 government ships in service under the NSA, as compared with 445 at the beginning of the month.

Your SIU Washington Reporter

## Get Discharge For Port Time

Seafarers should be sure to get a discharge for all the time they are on a ship's payroll, including both sea time and port time. Port time counts toward vacation pay just as time spent at sea, but Seafarers must have a discharge to get credit for it.

Those men who fail to get port time discharges will not be able to get that time credited toward their vacation pay. Failure to get a discharge for port time as well as sea time will mean that you will lose out on some of that vacation money, so be sure to get those port time discharges.

## Low-Priced Gear For Ships

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

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

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

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

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

# Art Contest Awards Completed

With winning contestants receiving their prizes, either in person or through the mails, the last details of the SIU's First Annual Art Contest are rapidly being wound up. All entries have already been mailed out to contestants with the exception of a few in which there is some question about the correctness of the return address.

### Wide Outside Interest

One result of the contest has been to stimulate considerable interest outside the Union in this unusual venture. Several publications both in the maritime and the labor field are planning to run stories and photos on the contest which is a rare event in labor annals.

All four winners of the first prizes in the various categories are among those who have received their waterproof, shockproof, self-winding watches.



Reyes

In addition to Walter Schnyder, who got his award at the headquarters membership meeting of two weeks ago, John Bluit, who took watercolor honors, and Philip Reyes, who won the award in the miscellaneous category, came up to headquarters to receive their prizes.

Pvt. Roy Alonzo Christopher, currently with the Army in Europe, received his watch through the mails. When notified of his success, Christopher wrote the



Christopher

LOG that "I can't tell you how happy it made me to receive this news.

Nothing Suitable to Send

"It came as a complete surprise," he said, "as I had nothing suitable to send and no time to do it in. So in desperation I sent the two pastel sketches which

## Picket Line Case Will Go To High Court

The right of a union man to refuse to cross a picket line is at stake in a case now being appealed to the US Supreme Court. Both AFL and CIO Central labor bodies in New York City are participating in the appeal as "friends of the court" on behalf of one and a quarter million union members in New York City.

The case arose out of the firing of a truck driver for refusing to cross a picket line of the AFL Typographical Union at the Nassau Daily Review Star, a Long Island newspaper. When the driver was fired, his union, the Newspaper and Mail Deliverers, went to the National Labor Relations Board in New York to secure his reinstatement.

The Labor Board ordered him put back to work by a vote of two to one, but the company appealed to the Circuit Court of Appeals in New York which overruled the NLRB. Now the NLRB is taking the entire case to the Supreme Court.

The outcome of this appeal is likely to have important consequences on the effectiveness of a union picket line. If carried out to its logical conclusion, the decision of the New York court would mean that union men would be compelled on pain of losing their jobs to go through picket lines of other unions and carry on their regular work.



All smiles, Seafarer John Bluit (R) receives his award from LOG Art Editor Bernard Seaman, for taking down first prize in watercolors in the SIU's 1st Annual Art Contest.

I didn't think would even get mention."

The judges thought otherwise and had no difficulty in choosing his entry as outstanding in its category. (Christopher's sketches were done on two torn scraps of black paper which were apparently

the only materials that he could get hold of at the time.)

It is expected that the warm reception of the Union's first venture will encourage many more Seafarers to submit their work in the second contest when it is held next year.

## CTU Lauds SIU For Strike Aid

The SIU and the AFL Maritime Trades Department came in for their share of orchids last week, when the Commercial Telegraphers Union (AFL) expressed its thanks for the help it got during its recent strike against Western Union.

The orchids came in the form of plaques presented to the SIU and to the MTD, and letters to SIU Secretary-Treasurer Paul Hall and MTD Executive Secretary Lloyd Gardner.

The telegraphers were on the bricks for some time before they finally forced the company to agree to wage increases and other fringe benefits, including an agency shop. The new wage scale brings the average workers' wages up to about \$1.54 per hour.

### Cite SIU, MTD Help

The CTU gives a strong measure of credit for its victory to the SIU and the MTD. In a letter to the SIU, M. W. Wile, president of CTU Local 22, said, "We had heard of the magnificent reputa-

tion of the officers and members of the Seafarers International Union in helping other AFL affiliates with their beefs, but it was not until we became embroiled in a nation-wide strike against Western Union, that we realized what such help can really mean."

Citing Philadelphia as an example, the CTU said the Seafarers, "in response to an appeal for help, joined our picketlines and gave us moral and physical support, and even financial contributions from their own pockets, and its officers, who so unselfishly gave of their time and counsel strengthened our spirit and determination so that they could not be broken."

The MTD, in a similar letter

# Major Feature of Ship Bill Cut By House Unit

The long-range shipping bill was stripped of one of its most essential features when the House Merchant Marine Committee killed proposed tax deferral benefits to American shipping operators. The bill has received the support of all segments of the maritime industry, including the SIU.

At the same time, the committee disregarded objections of the White House and Government spokesman and adopted legislation calling for additional construction subsidies to all classes of American vessels. In addition, the committee approved extension of construction aid to unsubsidized lines both for the building of new ships and for the reconstruction of older vessels.

### Time Short

Washington observers expressed belief that one result of the committee's action on the tax deferral features would be to make it less likely that any shipping bill would be completed at this session. They explained that the House bill would now differ from the Senate version passed last August. Consequently, the two bills will have to go into a joint House-Senate committee, agreement will have to be reached on a single version and the whole bill sent back to both Houses of Congress for another vote.

With Congress scheduled to adjourn shortly for the nominating conventions there isn't much time left for action on the measure.

The tax deferral provisions knocked out by the committee were considered the heart of the measure and were most sought after by the shipping industry. These were the provisions that were strongly opposed by the White House, the Treasury Department and the Budget Bureau.

Not only did the Committee kill these measures, but they also took away certain tax deferral provisions on excess profits taxes presently enjoyed by subsidized shipping companies. Up until now, the subsidized companies could avoid excess profits taxes on those earnings that they deposited in their construction reserves.

The extension of construction subsidies means that many operators, including tramp shippers, would receive aid which they have not enjoyed up to now. However, doubt was expressed by industry representatives whether these subsidies would have much meaning without the tax deferral features which would enable American operators to compete with foreign shippers.

While the measure has been supported from the start by shipowners, shipbuilders, all of the unions in the maritime industry and various veterans and civic groups, its major opponents have been the various administrative agencies who have argued that aid should not be provided in the form of tax benefits.

## CIO Shipyard Union Delays Strike Call

The Industrial Union of Marine and Shipbuilding Workers (CIO) representing 40,000 shipyard workers on the East Coast has postponed a strike deadline that was set for today.

The strike, if called, would have affected eight yards operated by Bethlehem steel and two of Todd Shipbuilding Corporation's shop.

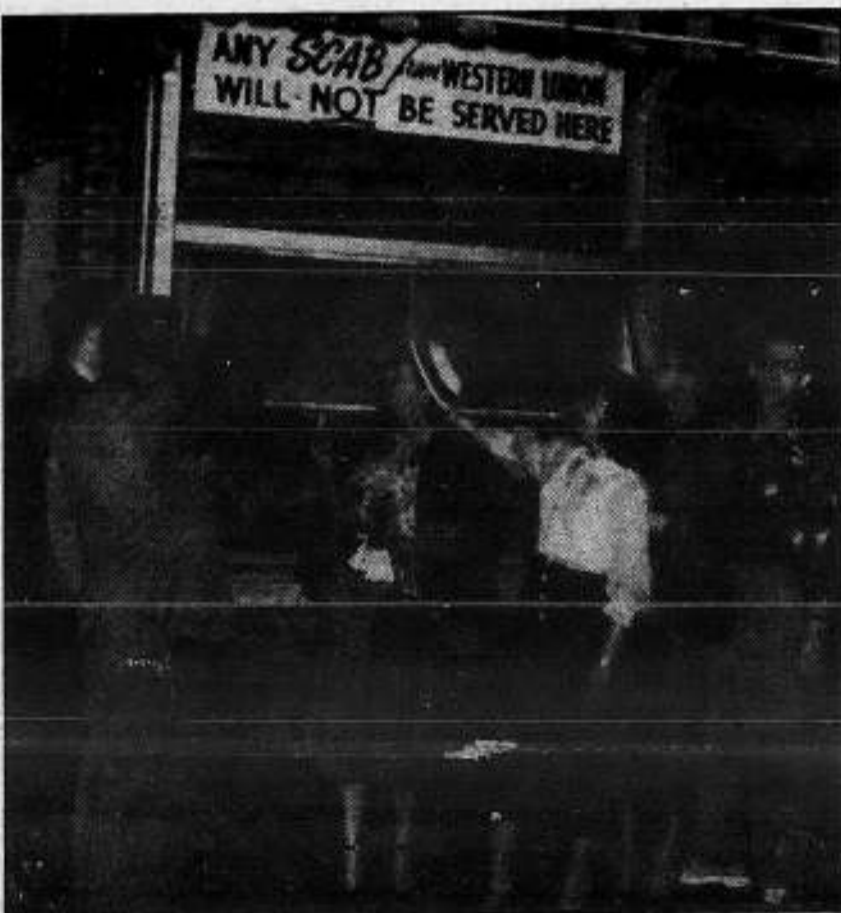
The Union is asking for a 20 cent across-the-board increase and the union shop, among other demands.

Although the strike was postponed, the companies were warned not to expect any prolonged extension.

## Have Your Rating Listed In Book

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

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



Seafarers and girls from the AFL Commercial Telegraphers Union point to straight-talking sign displayed at Philadelphia eatery by restaurant unionist while Western Union beef was in progress.

## Deadline Nears in Voting For New Outport Buildings

Seafarers have only two days left in which to vote on the proposal for new branch halls in Baltimore, Philadelphia and Galveston.

The vote, according to the numbers of ballots that have been used, has been very heavy so far, and if the comments of the membership around the various Union halls is any indication, the vote has been heavily in favor of the proposition.

Most Seafarers have already voted on the resolution which calls for an assessment of \$20 for the three new halls.

Voting began May 15, and will end on June 15. The referendum

was called, in accordance with the SIU constitution, so a majority of Seafarers would have a chance to register their opinion on the question. The resolution had been approved previously at all branch membership meetings.

The general feeling among the membership, according to letters and comments, is that the three ports affected should be given the same comforts and conveniences now enjoyed in New York and Mobile.

## CG Probes SS Michael Crash, Fire

A Coast Guard board of inquiry has taken testimony from officers and crewmembers of the ill-fated SIU-contracted tanker Michael which was involved in a collision with the oil barge A. C. Dodge in the Delaware River, May 25.

Two lives were lost aboard the Michael as a result of the collision, and several men suffered injuries in fighting the fire which followed. Eight men were lost off the oil barge.

Seafarer Walter Sibley, who was helmsman aboard the Michael at the time of the crash, testified that the captain, pilot and one other officer left the pilot house immediately following the collision. This was denied by the pilot in subsequent testimony. A crewmember of the ship told the LOG that an attempt was made to launch lifeboats but it failed because the launching gear was frozen.

The Michael was just a short distance from its home port at Paulsboro, N. J., bound home from the Persian Gulf with a full cargo of crude when the crash occurred at 10:34 P.M. One SUP crewmember, Clarence Backman, went over the side although he had a plaster cast on due to a previous injury. The third mate either was thrown from the bridge or jumped after the impact. Both were lost.

### Six Hour Fight

Seafarers remaining aboard spent a harrowing six hours fighting oil fires aboard the Michael until the blazes were brought under control and the ship could make it to port.

The crash was the last in a series of mishaps that had dogged the Michael on the voyage. Outward bound, her generator broke down in the Mediterranean and she had to be taken in tow, while in the Persian Gulf she ran aground and had to be pulled off.

## Lack Of Steel Perils Straps For Tankships

Dwindling stockpiles of plate steel in US shipyards may seriously hamper a strengthening program for T-2 tankers put in force following the breaking up of the tankers Fort Mercer and Pendleton in a storm off New England this past winter.

Low supplies of steel for repairing the 300 tankships affected may stall completion of the strengthening program beyond next winter's deadline, or force diversion of the work to foreign repair yards despite available facilities and workmen in the US.

The required strengthening, involving the addition of four riveted steel straps and reinforcing of the bilge keel, plus the straps or girders placed as crack arrestors in 1947, uses about 100 tons of steel per ship.

Unless more steel is obtained, industry leaders feel the program may be bogged down considerably, thereby exposing the ships and their crews to the chance of a similar mishap this coming winter, when the fury of the Atlantic is at its peak. Government officials in charge of allocating basic metal supplies have so far not indicated what action they will take.

## 'Why's He Flashing That Light, Dad?'



The kids mug for the photog as daddy pauses to catch his breath while guiding them on a tour of the SIU Union hall. Taking the tour are Seafarer Gus L. Taylor, Augusta (left) and James.

## Tankship Operators Await Govt Okay In Ship Switch

Seven ships operated by SIU-contracted companies are involved in a transaction awaiting final Government approval, which would result in the construction of 14 new US tankers if permission is granted to transfer 36 war-built ships of identical tonnage to foreign flag and registry.

The arrangement, which hinges on the okay of the Maritime Administration, would produce brand new high capacity, speedier tank ships for commercial and possible military use, but the kicker in the deal is the transfer of almost three times as many ships to foreign registration. Shipping men say if they can't go ahead with the plan in ordinary times their ships have to lay idle.

Plans for the new ships call for 11 of them to exceed 29,250 tons at 16 knots, with the remainder between 26,000 and 18,000 tons with speeds of 15-16 knots. The 36 ships to be replaced include 14 Libertys, eight Liberty tankers, 11 T2s and three old tankers, with a total tonnage equivalent to the new construction.

### SIU Companies

Among the operators pushing the plan are the American Merchant Marine SS Corp., which would build a 20,000-ton, 18-knotter and transfer two Libertys; Metro Petroleum Shipping Co., to build a 29,150-ton, 17-knotter and transfer one T2 and two Liberty tankers, and the Western Navigation Corp., which would construct a 26,000-ton, 16-knotter and in turn, transfer three Libertys.

Before final Government approval can be obtained, all parties must conform to several conditions set by the Maritime Administration. Under these terms, the transferred vessels could not be transferred to non-citizens of the US

## Victory Carriers Has Back Wages

Seafarers who have retroactive pay coming to them from Victory Carriers should write the company at 655 Madison Avenue, New York, or apply in person.

If writing, include your name, Z-number, the name of the ship and the dates you have money due for.

without a Government okay or used in trade barred to US citizens and would have to be resold or chartered to the US on the same terms as an American-flag vessel.

## New Canadian Halls Nearing Final Stages

Montreal—Construction workers have about neared the halfway point in renovating the building which will eventually house headquarters of the SIU Canadian district. At Thorold on the Welland Canal, units of a new hall are expected to be ready for occupancy by the end of this month.

Work on the Montreal structure is proceeding with the aid of a \$25,000 loan voted by Seafarers in the A&G District at a recent headquarters branch meeting.

So far, the job of clearing out the building for the installation of modern facilities for the membership is moving along ahead of schedule, but no date has been set for the actual opening. The Canadian headquarters will house a cafeteria and streamlined recreation rooms, in addition to the regular facilities for shipping and dispatching.

### Dormitory Feature

The site at Thorold, a few miles from Niagara Falls on the Canadian side, will feature a dormitory and hostel for the convenience of the men, as well as a cafeteria and space for a possible navigation and cooking school.

Both structures, realization of a dream for many seamen sailing on the Lakes, are expected to merit the long wait for adequate facilities to service the fresh water membership.

On completion, the Thorold hall will be the second building erected in Canada by the SIU since it took over the ship contracts from the communist-led Canadian Seamen's Union in 1948.

## Top of the News

**CALL ME MISTER**—General Dwight D. Eisenhower finally plunged himself into the political whirlpool officially by resigning from active duty and cutting himself off from the Army payroll. The General's return to the States came on the eve of a narrow defeat in the South Dakota primary where according to unofficial tallies Senator Taft barely nosed him out by less than 700 votes. This is the last primary in which he and the Senator faced each other on the ballot. With convention time coming near it is becoming evident that a first ballot deadlock is assured between the two leading rivals. On the Democratic side of the fence, Senator Ke-fauver boosted his stock considerably with thumping victories in California and South Dakota.

**EUROPEAN AID AGREED ON**—Both houses of Congress have arrived at a figure of slightly less than \$6½ billion for military and economic aid to US friends and allies around the world. President Truman had requested \$7.9 billion originally. More than half of the total represents military equipment made in the US that will be shipped overseas to allies under the terms of the "50-50" provision guaranteeing that at least half will be carried in US ships.

**KOREAN PRESIDENT ROUSED UP**—Both the United States and Britain have protested to South Korea's president, Syngman Rhee for his rough handling of the country's national assembly and his disregard of constitutional procedure. Rhee arrested several legislators and imposed martial law when it appeared that they weren't going to reelect him president for the next two year term. As a result, opposition legislators have gone into hiding and the assembly hasn't been able to transact any business.

**FRENCH COMMUNIST STRIKE FLOPS**—A nationwide strike called by the French General Confederation of Labor, the Communist-led wing of the French labor movement, proved a near-total failure with only scattered response. The strike was called to protest the arrest of Jacques Duclos, head of the French Communist Party. Duclos was taken into custody in the course of riotous demonstrations against General Mathew Ridgway upon his arrival to take over General Eisenhower's job. Duclos was arrested, among other reasons, for having a loaded pistol in his car. The strike had a partial effect on the waterfront, tying up the port of Rouen and causing temporary stoppages in other ports.

**MOONSHINE MAKES A COMEBACK**—Liquor producers claim that production of illegal whiskey has grown to the point where it dwarfs the output of prohibition days. The liquor industry says that recent increases in Federal liquor taxes have given further encouragement to moonshiners with the customer having to pay around \$2.50 in taxes for every bottle of legally-produced firewater. At the same time, the liquor men complain that the number of "revenuers" working for the Federal government, some 900 men, is far less than there were a dozen years ago. As a result, they say that more moonshine is being produced than is legal whiskey.

**RACE RIOTS LEAD TO CONVICTIONS**—Four city employees of Cicero, Ill.; the police chief, two policemen and the town attorney were convicted by a Federal grand jury of conspiracy to violate civil rights laws. The charges grew out of three days of riots when a Negro bus driver, Harvey E. Clark, moved into an apartment in the Chicago suburb. The convicted men were charged with failing to prevent the rioters from interfering with Clark's efforts to move into the apartment that he had rented.

**CEILING COMES OFF ON POTATOES**—Government officials gave up trying to regulate the price of potatoes and removed price ceilings when that handy commodity disappeared from the market. Farmers had been withholding potatoes from the market in anticipation of Congressional action removing the lids, so the Office of Price Stabilization threw in the towel. At last word, potatoes were selling from ten to 15 cents a pound in large cities, but a break is expected in the next few weeks when the new crop comes in.

**TV ON CONGRESSIONAL FRYING PAN**—The most-investigating Congress of this or any other century turned its attention toward the "morals" of radio and television. A sub-committee of the House Interstate and Foreign Commerce Committee somehow assumed jurisdiction over the problem of low necklines, crime shows and beer advertising. Prohibition advocates got their licks in early with complaints about the number of foaming steins of beer that are dangled at the family audience in closeups. Objectionable humor by comedians recently out of night clubs was also criticized. But as one Congressman observed pithily that if you don't want your kids to watch it, just turn the set off.

**SLIGHTLY UNDER THE MINIMUMS**—After much statistical computing, some United Nations specialists have figured out that half of the world lives on an annual income of less than \$100 a year in US currency. Roughly 90 percent of the people in the world get by on less than \$600 a year. Putting it another way, the UN figured out that the US and Canada, between them having only 10 percent of the world's population, raked in 43 percent of the world's total income. In short, the study concludes that although real income has risen in most parts of the world, a lot more progress is in order.

**KOREAN PRISONERS "RECAPTURED"**—A series of armed raids by infantry, and paratroopers equipped with bayonets, tear gas and concussion grenades has broken up die-hard Communist concentrations within prisoner-of-war camps in South Korea. The raids were an outgrowth of prisoner demonstrations and the seizure of the former commander of the prison camp, General (now Colonel) Dodd. Groups of prisoners put up a last ditch fight with spears and clubs, killing one American soldier and suffered 31 deaths themselves in the process. After the raids were completed, the Army found that bodies of a considerable number of prisoners who had been beaten to death or otherwise murdered after kangaroo court trials conducted by Communist leaders within the prison compounds.

# Fishermen Win Increase, End Alaska SIU Strike

Successful settlement of a 50-day strike by the SIU-affiliated Bering Sea Fisherman's Union, the second in its brief history, came last week with the signing of a new agreement providing increases in fishing rates for members of the union.

The settlement calls for an additional four to six cents a fish for red salmon. The basic rate before the strike began was 40 cents a fish.

Under the new agreement, the rates go to 44 cents on power-operated boats and 46 cents on sailboats and on set nets.

The strike began on April 1 after three months of negotiations with the employers, the Alaska Sal-

mon Industry, Inc. failed to bring a satisfactory contract. The strike received the full support of all SIU affiliates including the SUP and the SIU A&G District, as well as shoreside unions of carpenters and machinists.

At the conclusion of the strike, telegrams were sent to the SIU's Seattle branch representatives thanking the union and the membership "for the valuable support and assistance" in helping the union win its strike.

### Organized Last Year

The Bering Sea Fisherman's Union was organized in June, 1951, just a year ago, and affiliated with the SIU. At that time their members were forced to go on strike to win union recognition. The Bering Sea Union had originally been part of the communist-dominated Alaska Fishermen's Union but broke away from that group in January, 1951, when proposals were made to merge with the West Coast longshore union.

The SIU and SUP gave the new union financial support in its early days, and SUP ships operating in the Alaska area respected the floating picketlines put up by the fishery union, refusing to load cargo out of the Alaska canneries.

# Ask SIU Men Donate Blood In Singapore

Seafarers on ships calling at the port of Singapore in the Far East have been urged to donate blood to be credited to the SIU at the Singapore General Hospital as a result of an emergency which used up the blood supply available there in order to save a Seafarer's life.

The incident occurred while the Isthmian freighter Steel King was in Singapore on its last voyage and Chief Cook Victor Silva had to be hospitalized due to a severe internal hemorrhage. His condition was so critical that at one time it was doubtful he would recover.

His urgent need for four blood transfusions exhausted the hospital's small store of Silva's blood type, forcing the hospital to request blood to replenish its supply. The staff of Isthmian's Singapore agents, McAllister & Co., Ltd., saved the day by responding to the appeal for blood.

In the light of this experience, the Union urges its members who pass through Singapore to help set up a special fund of blood earmarked for the use of Seafarers who become ill or injured in the area. In this way, any serious draw on the hospital's supply wouldn't risk the chance of serious consequences. Arrangements for donating blood for this special SIU blood bank can be made in Singapore by contacting Isthmian agents there.

# Hatches Open, Ship Sails On

The crew of the George M. Kulukundis (Orion) put in a hazardous ten days during their homeward voyage from Europe to New York, when the captain persistently refused to secure the ship and sailed through heavy fog and rolling seas with all hatches uncovered.

As a result, when the ship arrived in New York the skipper was fired by the company after the crew and the Union protested his neglect of elementary seamanship.

### Crew Signs Petition

Although the crew protested several times during the voyage and even signed a petition, Captain Harold Anderson refused to have the hatches secured for sea. They said he had proceeded to sea with the hatches open and the ship in an unseaworthy condition in violation of Article Seven of the SIU agreement and Act 658 of the US Coast Guard Regulations because he "wanted the holds washed out."

In November of 1951, Seafarer

John Molnar died aboard another ship operating for the same company when he fell through an open hatch that had been unsecured while the vessel was still some 200 miles from the start of the Hampton Roads Channel.

### Bosun's Plea Ignored

Captain Anderson is no longer aboard the Kulukundis, but he made the last trip a tough one.

The vessel put out to sea on May 13. The bosun asked if the ship would be secured and was told that the captain refused. The bosun and crew had the impression the vessel would anchor to secure after the pilot had been dropped, but the ship kept right on its way.

The bosun asked every day, but the mate said the captain refused to order the vessel secured.

According to a chronicle kept by the crew, on the 16th, the vessel ran into a heavy pea fog. The hatches were open, piles of coal, guys, runners, wires, cross battens, mooring lines, etc. were strewn all over the deck. The ship was on full ahead and was rolling since it was empty.

It was on a coal ship such as this that Molnar was killed by his fall into the open hatch.

On the 17th, the "ship was rolling steadily and pounding." The captain still refused to secure the hatches. "The hatch boards were moving on deck. It was a dangerous deck to be on."

### Captain Leaves Bridge

Despite the danger, the captain ordered a lookout to the bow. The Captain, although the ship was still in a heavy fog, left the bridge and went down to the saloon. The ship averaged 71 revs.

On the 18th, "decks are in same condition, only coal has washed off. Pea fog. Ship rolling." On the 19th, the Captain countermanded the mate's order and took all lookouts off the bow, despite "dense fog." The lookout was put in No. 2 hold cleaning bilges. "Sea high, winds in force, ship rolling and pitching and pounding." Captain "left bridge and went to saloon."

On the 20th, "seas calmed down some," but on the 21st, rain and fog set in. "Revs 70 or over and no lookout, no ship's whistle." "Captain in his sack." "Lookout ordered to bow—taken off and put on hatches," after mate ordered to cover five hatches while watch was on deck.

### Not Securing Ship

Captain was asked if bosun could cover hatches, and answered that he "was not securing ship, just covering up to keep the hatches dry."

On the 22nd, the "weather was fair." The bosun and a couple of men put hatch boards and one tarp on each hatch, and put wedges staggered around conning.

At the payoff the whole episode was explained by the crew to the patrolmen. The company gave the skipper the ax when it was realized that the Union would not let the skipper endanger the lives of the next crew.

# MM&P Asks Ship Operators For 15 Percent Pay Boost

Demands by the Masters, Mates and Pilots, AFL, for a 15 percent wage increase for deck officers employed by Atlantic and Gulf Coast ship operators made no progress at the first negotiation meeting

between union representatives and an employer committee.

The union group, headed by Captain C. T. Atkins, national president of the MM&P, asked for the

flat 15 percent rise in both base pay and overtime rates. In addition, the union demands include a 15 cent increase in the operators daily contribution to the union welfare fund, as well as additional pay for officers who do not stand watch.

The Committee for the Companies and Agents with which the union is dealing represents 48 East Coast steamship lines. Another meeting between the MM&P and the committee has been scheduled for June 19. In the interim, the employers said that they would "study" the union demands.

Last fall, there was lengthy disagreement between the shipowners and the MM&P over the welfare contribution which was not resolved until November when SIU-contracted companies broke with the committee's adamant stand and agreed to a 25 cent increase in welfare contributions.

Demands similar to the MM&P program have already been presented to the shipowners by the NMU and have been rejected by the employer committee.

Meanwhile, on the West Coast the MM&P voted to arbitrate its dispute with shipowners over employment of officers of SUP struck ships.

# Floods Seen At Lake Ports

Great Lakes shipping men and residents of the area are anxiously watching record water levels which are likely to cause serious damage to waterfront installations and homes.

Levels of the lakes tend to vary year by year. At present they are at the highest level in recorded history. Should a storm blow up in the Lakes region millions of dollars of damage threatens port installations.

Ordinarily high water on the Lakes is welcomed by shipping men since it means that Lakes ore carriers can carry heavier loads than usual and still pass through shallow harbor channels. In this instance however, the water levels could be disastrous to both life and property.

The US Weather Bureau has been extending its storm warning system to prepare for a possible emergency.

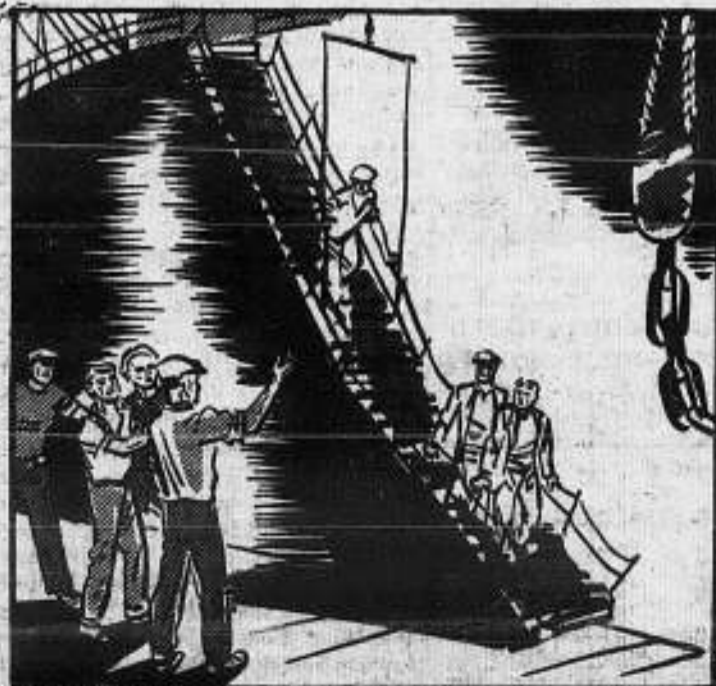
# Don't Ship Gear To Union COD

Seafarers have been reminded that any gear sent to any SIU hall baggage rooms must have the shipping charges prepaid. Any gear sent with COD shipping charges cannot be accepted at the baggage rooms. So if you are sending any gear to a Union hall, be sure to prepay the shipping charges. The baggage rooms cannot accept COD shipments of gear.

# Cartoon History Of The SIU

The 1936 Spring Strike

No. 13



The rank and file membership of the ISU called a strike of Atlantic and Gulf seamen in April, 1936, after job actions on the California and other ships. The A&G Marine Firemen endorsed the strike, but the old line ISU officials called it an "outlaw strike."



The strike was limited to the East Coast, and the SUP and other West Coast unions, whose contracts ran to September 30, 1936, helped the strikers every way they could. The result was that it was impossible to spread the strike and cause a general tie-up.



The Communists had taken over the strike, and in May the seamen revolted and voted to return to work to await expiration of the West Coast agreements. They got no new agreements, no raises, no guarantees. But they were stronger than ever before.

# PORT REPORTS

## New York:

### Lay-Up View Brighter; 3 Idled Ships Crew Up

Shipping and business has continued at a fairly good pace for the past two weeks, with a total of 30 ships having paid off and 13 signed on foreign articles.

The following were the payoffs: Steel Designer, Steel Fabricator, Steel Executive, Steel Voyager (Isthmian); Angelina, Frances, Suzanne, Ines, Rosario, Beatrice, Birmingham Victory, Puerto Rico, Elizabeth (Bull); Winter Hill, Lone Jack, French Creek (Cities Service); Seabeaver (Orion); Seatrains Texas, Georgia, Louisiana, New Jersey, Savannah (Seatrains); Mary Adams (Bloomfield); Trinity (Caras); Albion (Dry Trans); George Kulukundis (Mar Trade); Cape Edmont (Alcoa); Hurricane, Golden City (Waterman) and Nikos (Dolphin).

Sign-ons included: Wnfield Stratton (Bull); Steel Fabricator, Steel Voyager, Steel Architect, Steel Executive (Isthmian); Robin Wentley, Robin Doncaster (Robin); Seavictor, Seamonitor (Orion); Ann Butler (Bloomfield); Coe Victory, Louis Emery Jr. (Victory Carriers) and Warhawk (Waterman).

#### Wide Open Ride

We ran into a beef on the Kulukundis with an oldtime captain by the name of Harrold Anderson, who comes out of the mothballs every once in a while to make a trip. He proceeded to sea without securing the gear and sailed merrily across the Atlantic for about ten days with all five hatches open. Luckily they did not run into the weather that a lot of the ships have encountered this year or there might not have been anyone left to tell the tale. Needless to say, this character is no longer on the ship, and we have informed the operators that we don't want him on any SIU ship in the future, not in command of a vessel at any rate.

We have been receiving some overtime from the outports that has been disputed on various tankers for steward department work in port before eight AM and after five PM. Some of the companies or captains seem to be under the impression that the home port clause that was negotiated and added to the freight ship contract also applies to tankers. This is definitely not so. Any work performed on a tanker before eight AM and after five PM from Monday through Friday in any port is overtime.

A bright sign during the period was the crewing of three ships that were laid up in idle status and the gain of one, the San Mateo Victory, formerly SUP but now operated by Eastern. We believe we have hit the bottom for a while on the lay-ups and a couple of the operators seem to agree. They are of the opinion there will be more ships taken out of lay-up about August. We certainly hope so, and can assure you that your representatives are working to see to it that we get our share of them. More jobs mean more porkchops for SIU members.

Claude Simmons  
Asst. Sec'y-Treas.



## Lake Charles:

### Unions Keep Active Despite Hot Weather

Shipping was on the slow bell for a while down here, then broke loose with a loud roar, and we not only cleaned out the hall, but had to call for help to fill up the rated jobs.

During the past two weeks, the

following craft have honored us by calling at our fair city: Cantigny, Salem Maritime, Winter Hill, French Creek, Bents Fort, Fort Hoskins, Lone Jack, Chivawa and Government Camp, all Cities Service. We also had the Republic of Trafalgar SS Co. calling in here and taking a few men.

We've also crewed up the W. E. Downing (Mathiasen), which came in from Japan. Quite a few of the boys aboard live here and are getting off.

The Metal Trades Council is still hammering away at Firestone Co. and at the Mathiason Chemical Co. We hear that some progress is being made. Meanwhile, the garage mechanics just knocked over another would-be tough garage owner, and everybody (except the owner) is happy.

Brother Harry Aucion, who sails in all ratings in the Stewards Department, is catching up on his sleep around here. He says that "anyone who would not vote for the new halls should have his head examined, for when I started going to sea, we didn't have a decent place to apply for a job, let alone have a decent hall in which to meet our friends and to read and relax. Let's put a fine hall in all the ports where we ship from, and make the SIU even stronger than it is." Harry usually sails as second cook and baker, but on his last ship, the Winter Hill, he ate so much he had to get off and rest.

#### Red's A Goner

Brother R. L. "Red" Ferguson of New Orleans fame also paid us a visit. He usually doesn't stay here long enough to get as well known as he is in New Orleans, however. This time, he walked into the hall and then walked right back out to take an oiler's job. Brother Ferguson is a great lover of the Goddess of Chance, and right now he's working on a top secret system to beat all systems. If we watch Red carefully we might all get rich.

Now that the oil strike is over in nearby Texas, shipping should be picking up, and starting next week, our old standby, the ferry boat Federal, will be on the Port Arthur to Mississippi River run again.

Our local baseball team is fighting an uphill battle to capture third place in the Gulf Coast League. Whoever wins, we'll know that our local boys put up a battle.

Leroy Clarke  
Lake Charles Agent

## Seattle:

### 'Pro-Union' Skipper Hard-Times Over \$16

Shipping has been fine out here, and looks like it will stay that way for a while.

We paid off the Ocean Lotta (Ocean Trans), Robert Lowery, Richard Pearson and Joseph Priestly (Bloomfield). The last three are slated for lay-up, to gather rust while the foreign-flag ships get fat. The Strathport (Strathmore) came in for payoff, but since most of the men were willing to stay aboard her, we extended the articles for payoff in an East Coast port.

The Lotta signed right on again, while we had the Topa Topa (Waterman), Marymar and Pennmar (Calmar), and Alaska Cedar (Ocean Tow), here in transit.

#### Had Beef

When we paid off the Rice Victory some time ago, we had a few beefs about the master, a Captain Edwards. However, we settled the beefs but held off saying anything about him because he professed to be a "good union man." Right after that, however, he tried to chisel four of the guys out of a measly \$16 on lodging, and when they squawked, he told them that if they pushed the beef they might lay the ship up.

The thing is, the ship was slated for lay-up when the beef came up, and laying a ship up for \$16 is something new to me. When he wasn't successful in getting the men to phony up, he yelled they were giving him a bad time. Well, we settled this beef too, but now we're ready to say that this character is really a hard-timing so and so.

The new books that we've seen out here are really great. We're all raring to go out here, and get those new books as soon as we can. They're great.

#### Pledge Support

The SUP is on strike out here, and they just have to name their own ticket with us and we're with them all the way. The Alaska fishermen are back to work in the Bering Sea. This shows what unified support from all unions can do. Things are still the same here as far as the MC&S is concerned.

The local MTD meeting pledged 100 percent support of the SUP beef, and the unions, including the SUP and Operating Engineers, went on record for donating \$100 respectively to cover the expense of a delegation to the State convention. We also plan to build up the till for any emergency, just as the SIU has done in the past. In the Northwest, all the unions know

the SIU for its top-notch operations.

Some of the oldtimers on the beach include E. W. Nicholson, R. Nicholson, E. L. Mereevogu, J. Adams, M. W. Townsend, J. C. Mitchell, W. S. Porter, B. Wilkelmsen, G. C. Frank, and F. R. England.

Jeff Morrison  
Seattle Port Agent



## Mobile:

### From Soil To The Sea Is A Real Job Switch

Shipping for the coming two weeks is expected to be just fair since only five offshore and four coastwise ships are due in for payoff and replacements.

The past period we had payoffs on five Alcoa ships, the Patriot, Corsair, Polaris, Pegasus and Cavalier, plus four for Waterman, the Fairhope, Morning Light, Beaugard and Monarch of the Seas.

Those signing on were the Fairhope, Young America and Beaugard (Waterman), and the Alcoa Patriot and Polaris. In-transits to the port included the Andrew Jackson, DeSoto and Chickasaw, all Waterman.

We had no beefs to speak of, except for minor items easily settled right on the spot. The ships coming in here have been run very smooth in this respect.

Enjoying himself on the beach in the cool, coolness of the Mobile

branch hall, brother Clarence Carter has made quite a switch on his original plans for a livelihood. Clarence started out as an agricultural student in New Orleans and after a long and hard study routine decided to come to Mobile and put his knowledge to work for the Baldwin County citizens.

He got as far as the air-conditioning at 1 South Lawrence Street and hasn't been able to break the tie. Since 1938, he's sailed in all steward department ratings. Things being what they are though, he's happy about the whole thing because with the fish biting in the nearby streams he can't see moving on from this port. He hopes he'll be able to make that dream come true about the chicken ranch in the vicinity someday, but in the meantime he sails out of here regularly.

On the beach with him enjoying the azaleas are brothers J. R. Porter, E. Hannon, H. M. Hankee, W. Werneth, O. Stevens and C. Nall.

Cal Tanner  
Mobile Port Agent

## Boston:

### Crew Turned in OT End Of Trip, Can't Collect

Business didn't pick up much since the last report and remains fair as far as the future outlook goes.

The activity during the last two weeks was provided by the following payoffs: Tagalam (Mar Trade); Government Camp, Salem Maritime (Cities Service), plus The Cabins and Julesburg (Mathiasen). All of the above signed on again. In transit were the Robin Mowbray (Robin) and Steel Maker (Isthmian), the latter just returned from the pineapple run.

We finally tracked down those Mar Trade people on some dough that was coming to Robins, the bosun on the Tagalam's last trip, in maintenance and cure money. He was getting around on a cane, short of cash and they were doling out money to him like it didn't belong to him. We collected \$200 for him, to bring the benefits up to date.

There was also a bit of a rumpus with the captain of this same ship, the Tagalam, when we questioned him on his qualifications for doing work rightfully belonging to the SIU crew, but that's been pretty well straightened out.

The big kicker in the deal was that the crew didn't put in for the overtime until the trip was over, by which time it was too late to do anything about it. The brothers should know that they have to turn in their itemized OT sheet before 72 hours are up, especially when it's work done by officers, or they'll go without the dough. That's just what happened here.

We had a clean payoff on the Government Camp, though there was a beef about putting new gratings on the catwalk and the new icebox for the crew didn't turn up yet. Julesburg and Salem Maritime payoffs also ran smooth.

James Sheehan  
Boston Port Agent



## San Francisco:

### Standby Job While You Wait Always Open Here

Shipping has been riding strong out here for the last two weeks with well over 150 men sent out on regular jobs plus another 100 shipped to standby jobs on Liberties that are laying up.

During the period we paid off the following ships: Topa Topa (Waterman); Frederic Collins (Dry Trans); Michael Moran, David Johnson, Joyce Kilmer (Mississippi); Carroll Victory (South Atlantic) and Shinnecock Bay (Mar Trade). The three Mississippi ships have since gone into lay-up.

The rest all signed on again, as did the Kyska (Waterman). In transit were the Yaka, Raphael Semmes (Waterman); Brightstar (Triton); Pennmar, Calmar (Calmar) and the Steel Apprentice (Isthmian).

Prospects for the next two weeks look just fair, but standby and shift jobs on Liberties going into the boneyard will keep anyone busy while he is waiting for a regular job.

Naturally, the big news around the port is the SUP strike against the West Coast operators, and we have offered to give whatever aid is needed at any time. The strike is going ahead on everything except military cargoes and war material, as requested by the Government.

H. J. Fischer  
West Coast Representative

## A & G SHIPPING RECORD

### Shipping from May 22 to June 4

| PORT         | REG. |        |       | TOTAL REG. | SHIP. |      |       | TOTAL SHIPPED |
|--------------|------|--------|-------|------------|-------|------|-------|---------------|
|              | DECK | ENGINE | STEW. |            | DECK  | ENG. | STEW. |               |
| Boston       | 33   | 24     | 26    | 83         | 24    | 13   | 10    | 47            |
| New York     | 187  | 197    | 153   | 537        | 174   | 154  | 138   | 466           |
| Philadelphia | 53   | 41     | 38    | 132        | 38    | 30   | 26    | 94            |
| Baltimore    | 169  | 112    | 79    | 360        | 131   | 116  | 81    | 328           |
| Norfolk      | 83   | 67     | 71    | 221        | 89    | 65   | 76    | 230           |
| Savannah     | 34   | 23     | 31    | 88         | 25    | 20   | 28    | 73            |
| Tampa        | 12   | 11     | 9     | 32         | 8     | 10   | 4     | 22            |
| Mobile       | 97   | 67     | 75    | 239        | 56    | 58   | 54    | 168           |
| New Orleans  | 103  | 91     | 92    | 286        | 84    | 108  | 80    | 272           |
| Galveston    | 38   | 32     | 40    | 110        | 49    | 37   | 31    | 117           |
| West Coast   | 60   | 46     | 53    | 159        | 111   | 101  | 89    | 301           |
| Totals       | 869  | 711    | 607   | 2247       | 709   | 712  | 617   | 2118          |



# PORT REPORTS

**New Orleans:**

## Vacation Payments Top 100 Grand Mark Here

Activity is moving along at a fair scale in the Crescent City with nearly the same amount of men registering as shipping out. We still have a shortage of rated engine department men, but the steward department jobs are running a little slow. Deck men are moving out just fine, and happily we have no boneyard jobs scheduled for a while.

We passed another milestone recently when vacation payments through this port surpassed \$100,000, an average of about \$1,100 a day since the start of the Plan's operations.

Paying off during the period were the following: Alcoa Runner, Partner, James Caldwell (Alcoa); Steel Architect (Isthmian); Del Aires, Del Rio, Del Norte (Mississippi); Iberville (Waterman); Massillon Victory (Eastern) and Wanda (Epiphany). The Caldwell has gone to the boneyard.

The sign-ons included the Alcoa Runner and Partner, plus the Del Alba, Del Oro, Del Mundo and Cape Grieg (Mississippi).

In transit were the Alcoa Clipper, Patriot, Corsair, Polaris (Alcoa); E. A. Burnett, Steel Executive (Isthmian); Del Oro, Del Mundo, Cape Grieg; Seatrains Louisiana, Georgia, New Jersey (Seatrain); DeSoto, Fairhope, Morning Light, Andrew Jackson, Monarch of the Seas (Waterman); Southern Districts, Southern States (Southern Trading) and the Seacomet (Colonial). The Burnett was also idled.

**Vote SUP Support**

An MTD meeting in our hall last week took up the SUP West Coast beef as a major item and went on record to support the SUP 100 percent. The PMA and the West Coast are quite a distance from the Gulf but their ships

hitting ports down here will be tied up the same way they are out West. The support of the MTD goes to show what unity between AFL waterfront unions can do when it comes to aiding each other in maritime beefs.

The Del Norte was on semi-idle status for a few days, with the crew laid off while she was undergoing repairs. Possibly as a result of the lull, the Del Norte Stars were off pace and couldn't uphold the honors of their ship as they've done so often in baseball games on the South American run. In any event, the SIU Beachcombers put across 16 runs to win a recent contest between the two teams, 16-2. We will wait for an explanation in the Del Norte's worthy publication, the Navigator.

Incidentally, one of our well-known brothers, Jack "Gator-mouth" Bates, stepped into the hall the other day to shoot the breeze and collect his vacation check. The "Gator-mouth" feature was applied for obvious reasons. It's been said that if Alex Graham Bell had known of our boy, he wouldn't have troubled himself with inventing the telephone, but just have opened a window and let Jack pass on the message wherever he wanted it to go.

**First-Time Benefit**

Jack's thinking is as clear as his conversation, however, and he's plenty pleased about the changes he's seen in the industry since he started going to sea back in 1932. During this 20-year span, he noted,

his SIU Vacation Plan check for \$117.83 represented the first time he'd gotten this benefit, a statistic echoed by over 95 percent of the men coming in here.

Lindsey Williams  
New Orleans Port Agent  
↓ ↓ ↓

**Baltimore:**

## Political Scene Plenty Muddled 'Til November

Everything is rocking along on an even keel here, as shipping holds up very well. There have been 18 ships paying off, 17 signing on and 6 in transit since our last report.

The current political muddle is still going full blast, so no one knows from one day to the next what the picture will be when the voters actually grapple with the situation in November.

On the Senate side, a Republican Congressman by the name of Beale has received the nomination to run for the upper chamber. All we know about him is the pretty poor labor record he rung up while he was in Washington, and that's certainly not to his credit.

The Democrats have given the nod to a chap named Mahoney, but he has no record at all since he has not been in Congress before.

However, he has been popular in Democratic circles for some time, and there is the possibility that if the current split in the party is sealed, Mr. Mahoney could be the next US Senator from Maryland. From what we hear of him, he might be a right guy, but we'll wait and see.

The Congressional candidates endorsed by labor are all up for election and a majority of them may very well come in, but time can only tell.

On the beach with us these days, while we keep our fingers crossed on the balloting for new halls by the membership, is brother Luby O'Neil, who has been a member of the SIU since its inception.

Luby started sailing in 1916 and boasts the proud record of never having been logged or on charges. A real oldtimer in the marine industry, he says he is absolutely amazed at the gains made by the SIU and would never in his wildest dreams have thought there would be a Vacation and a Welfare Plan as they are now set up for Seafarers.

Earl Sheppard  
Baltimore Port Agent

**Wilmington:**

## Be Wary of Cleaners Or They'll Clean You

The weather's hot, but the shipping's a lot hotter around here. It has been excellent, and looks as if it is going to be even better for the next couple of weeks.

We've had a couple of beefs from the membership about men getting their clothes back late or not at all from various boarding cleaners. I have jumped the companies about it, but I think it would be a wise move for the men to get a duplicate receipt for the clothes sent out. For that matter, the membership should never leave their clothes in some shore-side laundry or tailor shop. Why trust them to people they've never seen before?

The SUP has hit the bricks out here for Saturday overtime, as you probably know. Of course we're standing by, ready to give our SUP brothers any help they might need. Once again, the sailors have had to hit the bricks to gain conditions which the shipowners recognize, but refuse to pay. This case is particularly puzzling, because the shipowners are already paying Saturday overtime to the MFOW.

Thomas Freeland, who sails as an AB, has been a Seafarer for the last seven years. He's taking it easy on the beach around here right now, just resting. Tommy, who hails from Arizona, says he likes those South American runs, especially Rio, but he's settled for the Yokohama-Wilmington shuttle that so many of the boys are homesteading right now.

**Plans Sea Career**

Tommy's making the sea his career, and says that it will be a cinch since he belongs to the best seamen's organization in the world. Since he's joined, he says he's been hard put to keep up with all the rapidly improving conditions, wages and benefits that we've gotten.

**Men Needed**

The time sure is ripe for men to come running around this port of pleasure. Black gang men in all ratings can ship with ease, and we can also use some good stewards department rated men.

The Jeff Davis (Waterman), Seacoral (Orion) and Holystar (Intercontinental) all paid off here, and then signed on again. Our big business was in in-transits, though. We had the Heywood Broun (Victory Carriers); Portmar, Marymar, Calmar and Pennmar (Calmar); the Yaka and Fairland (Waterman); Brightstar (Triton); Carroll Victory (South Atlantic); North



Philadelphia Seafarers on voluntary picketline duty during Telegraphers' beef quitting lines after the settlement. Seafarer Casimir Szymanski (white shirt) jauntily led victory parade back to the SIU hall. MTD also furnished support during strike.

Platte Victory (Mississippi); Steel Apprentice (Isthmian) and the Liberty Flag (Gulf Cargo).

The Holystar paid off after a nine-month trip in spotless condition. The owner, Captain John, complimented the crew for the job they did on the trip, while all hands praised the captain and the bosun for having a wonderful trip. There was only a minor beef about some disputed restriction time in Savona, which is being taken care of.

Some of the oldtimers around here now are Jack Gridley, Blackie Abbey, White Yerke, Jack Walker and Del Wenger. Not many left, because most of them have shipped out.

We'd like to remind the guys having mail sent to the hall to have it sent in care of the SIU. We're in the SUP building and, unless there's some mention of the SIU, the mail is liable to get mixed up. The address is 440 Avalon Boulevard.

Sam Cohen  
Wilmington Port Agent  
↓ ↓ ↓

**Galveston:**

## Members Have Plenty Of Ideas For New Hall

The pace of shipping here hasn't changed much since the last report, as things continue to be slow and the weather is making everybody lazy to boot.

We had the Edward L. Scripps (Isthmian), Genevieve Peterkin (Bloomfield) and Royal Oaks (Cities Service) in for payoff, with the lat-

ter two, in addition to the Cape Grieg (Mississippi), signing on.

In-transit activity was a bit heavier than usual, with the following ships in: Del Oro, Del Mundo, Cape Grieg (Mississippi); Julesburg (Mathiasen); Federal (Trafalgar); Seatrains New Jersey, Texas (Seatrain); Archers Hope (Cities Service); Evelyn (Bull) and Fairhope (Waterman). The Richard Johnson (Bloomfield), went into idle status.

We expect a real sizable "pro" vote for the resolution on new halls when the balloting is completed next week here and in the other branches all over the country. The boys down here are really hot on the idea of a new hall for this port and are collaring me regularly to toss in their own ideas on the place. If the vote goes well, we'll try to put some of them into use when the building is set up.

Keith Alsop  
Galveston Port Agent  
↓ ↓ ↓

**Philadelphia:**

## Telegraphers Present SIU Plaque For Aid

Since the settlement of the Western Union strike everything in this port is back to normal except the shipping. Port activity is still confined to coastwise tankers and a coastal Bull Line ship now and then.

We attended a meeting of the Commercial Telegraphers Union (AFL) last week and accepted a plaque presented to the SIU in appreciation of the help our men gave the strikers during their beef. The members of CTU Local 22 here showed they were good union people when they abided by a vote of the majority and returned to their jobs although they themselves had voted to reject the settlement.

**Waterfront Slow**

Along the waterfront things are going along at a very slow pace. The only thing of note to Seafarers is the inquiry into the fatal crash in the Delaware River involving the SIU-manned Carras tanker Michael and the barge A. C. Dodge. It seems as though the whole thing amounts to everybody calling everybody else a liar. The affair was so mixed up that the Coast Guard is going to hear the whole case all over again, and most of the Seafarers who were members of the crew at the time of the accident will have to appear at the trial to testify.

Meanwhile, the Chesapeake and Delaware Canal between Philly and Baltimore will be closed for another ten days due to the raising of the barge F. L. Hayes, which figured in an accident with the Angelina (Bull) 11 days before the Michael episode.

A. S. Cardullo  
Philadelphia Port Agent

# SIU HALL DIRECTORY

**SIU, A&G District**

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent
- BOSTON.....276 State St. James Sheehan, Agent
- BUFFALO.....308 1/2 23rd St. Keith Alsop, Agent
- LAKE CHARLES, La.....1419 Ryan St. LeRoy Clarke, Agent
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent
- NEW YORK.....675 4th Ave., Brooklyn Magnolia 6112-6113 Sterling 9-4671
- NORFOLK.....127-129 Bank St. Ben Rees, Agent
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent
- SAN FRANCISCO.....450 Harrison St. H. J. Fischer, Agent
- SAN JUAN, PR.....252 Ponce de Leon Sal Colla, Agent
- SAVANNAH.....3 Abercorn St. E. B. Tilley, Agent
- SEATTLE.....2700 1st Ave. Jeff Morrison, Agent
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent
- WILMINGTON, Calif.....440 Avalon Blvd

- Sam Cohen, Agent Terminal 4-2674
- HEADQUARTERS 675 4th Ave., Bklyn. SECRETARY-TREASURER Paul Hall
- ASST. SECRETARY-TREASURERS Lloyd Gardner Robert Matthews Claude Simmons
- HEADQUARTERS REPRESENTATIVE Joe Algina

**SUP**

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4326
- RICHMOND, CALIF.....257 5th St. Phone 2599
- SAN FRANCISCO.....450 Harrison St. Douglas 3-8363
- SEATTLE.....2700 1st Ave. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....675 4th Ave., Brooklyn Sterling 9-4671

**Canadian District**

- MONTREAL.....463 McGill St. Marquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone: 3-3221

- PORT COLBORNE.....103 Durham St. Ontario Phone: 5591
- TORONTO, Ontario.....86 Colborne St. Egin 5719
- VICTORIA, B. C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B. C.....565 Hamilton St. Pacific 7124
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone: 545
- THOROLD, Ontario.....37 Ormont St. Phone: 3-3202
- QUEBEC.....113 Cote De La Montague Phone: 3-7078
- SAINTE JOHN, N.B.....177 Prince William St. Phone: 2-3049

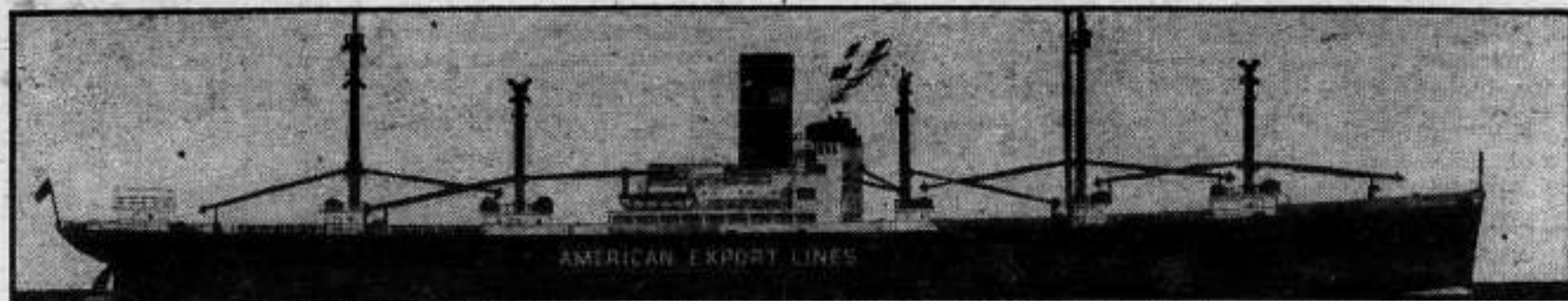
**Great Lakes District**

- ALPENA.....133 W. Fletcher Phone: 1233W
- BUFFALO, N. Y.....189 Main St. Phone: Cleveland 7291
- CLEVELAND.....734 Lakeside Ave., NE Phone: Main 1-0147
- DETROIT.....1039 3rd St. Headquarters Phone: Woodward 1-6837
- DULUTH.....331 W. Michigan St. Phone: Melrose 2-4110
- SOUTH CHICAGO.....3261 E. 52nd St. Phone: Essex 5-2410

# AMERICAN MERCHANTMEN

*Last of a series — From a portfolio of American Merchantmen painted by Lemuel B. Line. Reprinted through the courtesy of Fortune Magazine.*

**Exporter** Boasting seven holds, 9,644 Tons four of them equipped with humidity controls, 16½ Knots the SS Exbrook is in the NY-Mediterranean and Indian Ocean service. Built to carry extremely heavy loads, she can handle a 30-ton locomotive with her cargo booms.



**Converted N3-M-A1** Equipped with 3,936 Tons hydraulically 10½ Knots powered cranes that can load nearly two million board feet of packaged lumber in 20 hours, the M/S C-Trader is a compact coastal lumber carrier owned by W. R. Chamberlin of San Francisco.



**Private Design** Manned by Seafarers, the Chilore and her seven sister ships are specially built to carry iron ore from South America to the Bethlehem Steel Corporation's plant in Maryland. Built in 1947, they are operated by a Bethlehem subsidiary, Ore Steamship.



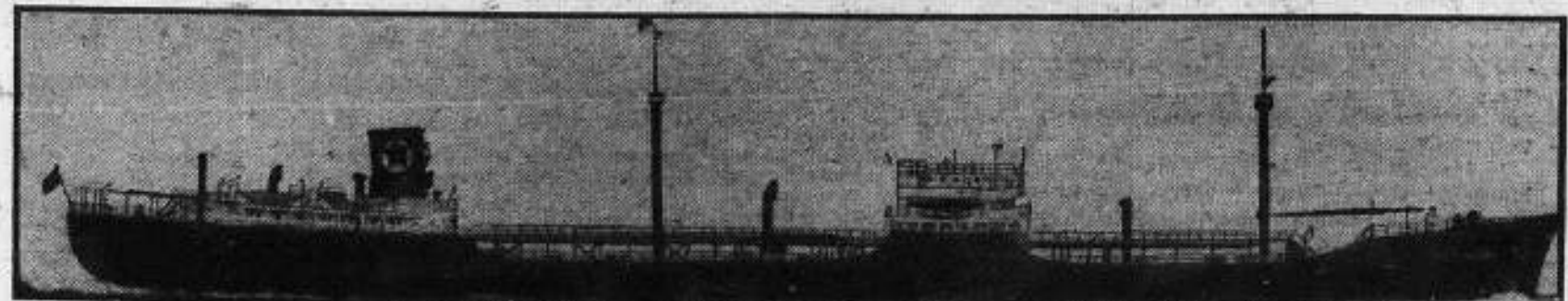
**Seatrains** Working the Atlantic - Gulf coastwise trade, the Seafarer-manned Seatrain Louisiana has a mile of standard-gauge track on deck and can carry 100 fully loaded freight cars. A \$4 million ocean-going vessel, she is the newest of the Seatrains.



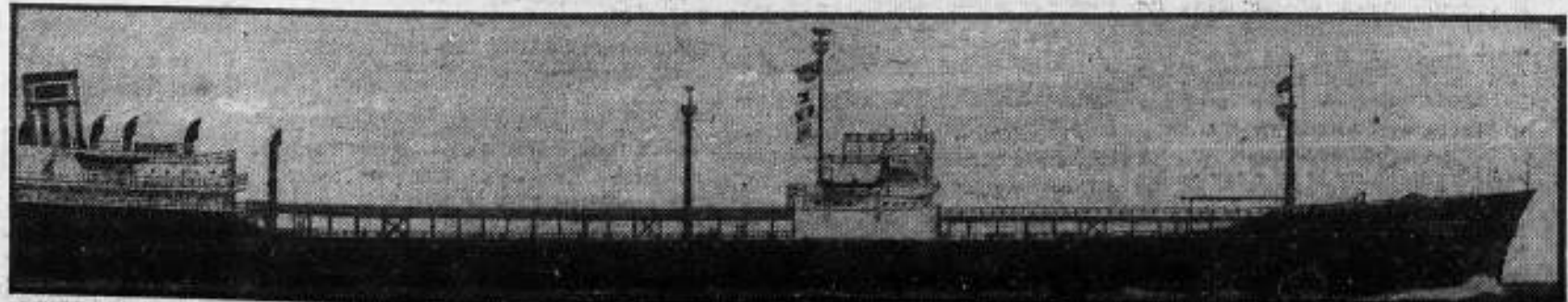
**T2-SE-A1** One of a class of 481 16,607 Tons standard ocean-going 14½ Knots tankers built during World War II, the SS Gullfray can carry 138,335 barrels of light oil or gasoline in her tanks. Operated by the Gulf Oil Corporation, she has turbo-electro power and a 12,600-mile cruising range.



**Private Design** One of five coastal 14,140 Tons tankers of the Colorado class built for the Texas Company, the SS Delaware can carry up to 20 varieties of petroleum products in her tanks. She and another sister ship are all that are left of the type. The others were wartime losses.



**Private Design** A new type of super 30,155 Tons tanker, one of three 18 Knots ships leased by the Atlantic Refining Company, the SS Atlantic Navigator is built to carry 225,000 barrels of oil. Her pumps, rated at 20,000 barrels an hour, completely unload her in 12 hours.



**Fifty-Year-Old Sea Mystery:**

**What Sank The Liner Oregon?**

Way back in 1886, the English superliner Oregon was just about queen of the seas. Called "unsinkable," she had just managed to slash the transatlantic speed record down to an "unbelievable" 6 days, 9 hours and 52 minutes. But her hour of glory was to be shortlived.

It was Sunday, March 14, 1886, that the proud Oregon was steaming at full speed toward New York. At 4:30 AM, she had just steamed between Shinnecock and Fire Island, on Long Island. Her chief officer, Mathews, was on watch. Four lookouts were posted. The night's deep darkness was surrendering to the murky pre-dawn half-light. The sea was extremely smooth.

Mathews later testified that he spotted a sudden white light almost directly in front of the Oregon. Then there was a crash. Mathews said he saw another flash of white that looked like sail. Then the proud Oregon began to sink.

**Panic Starts**

The crew and passengers became panicky, and Captain Cottier issued pistols to his officers and stationed them on the boat decks. The leaders of what Captain Cottier termed a mutiny were put in irons, and order was restored. The passengers were plagued with the realization that the Oregon carried only enough boats for less than half of the 845 persons aboard the vessel.

As the Oregon settled lower in the sea, the Sandy Hook pilot boat Phantom sailed into view. She raced to the scene, and with her three pilots, William Parker, E. E. Mitchell and Charles Samson directing the operation, lowered her two boats and with the aid of the Oregon's boats, began to transfer the passengers from the sinking liner.

The Phantom, however, wasn't large enough to take all of the persons off the Oregon, so with her decks crammed with survivors, she sailed after a schooner sighted on the horizon. Soon she returned, bringing the lumber schooner Fannie H. Gorham with her, and the passenger transfer continued.

**Everyone Rescued**

At 11:30 AM everybody had been taken off the Oregon. Less than half an hour later, the proud Oregon gave a last shudder and slid to the bottom.

The Phantom and Gorham met the German liner Lloyd Fulda on the way to New York, and all the survivors were once more transferred, this time to the Fulda.

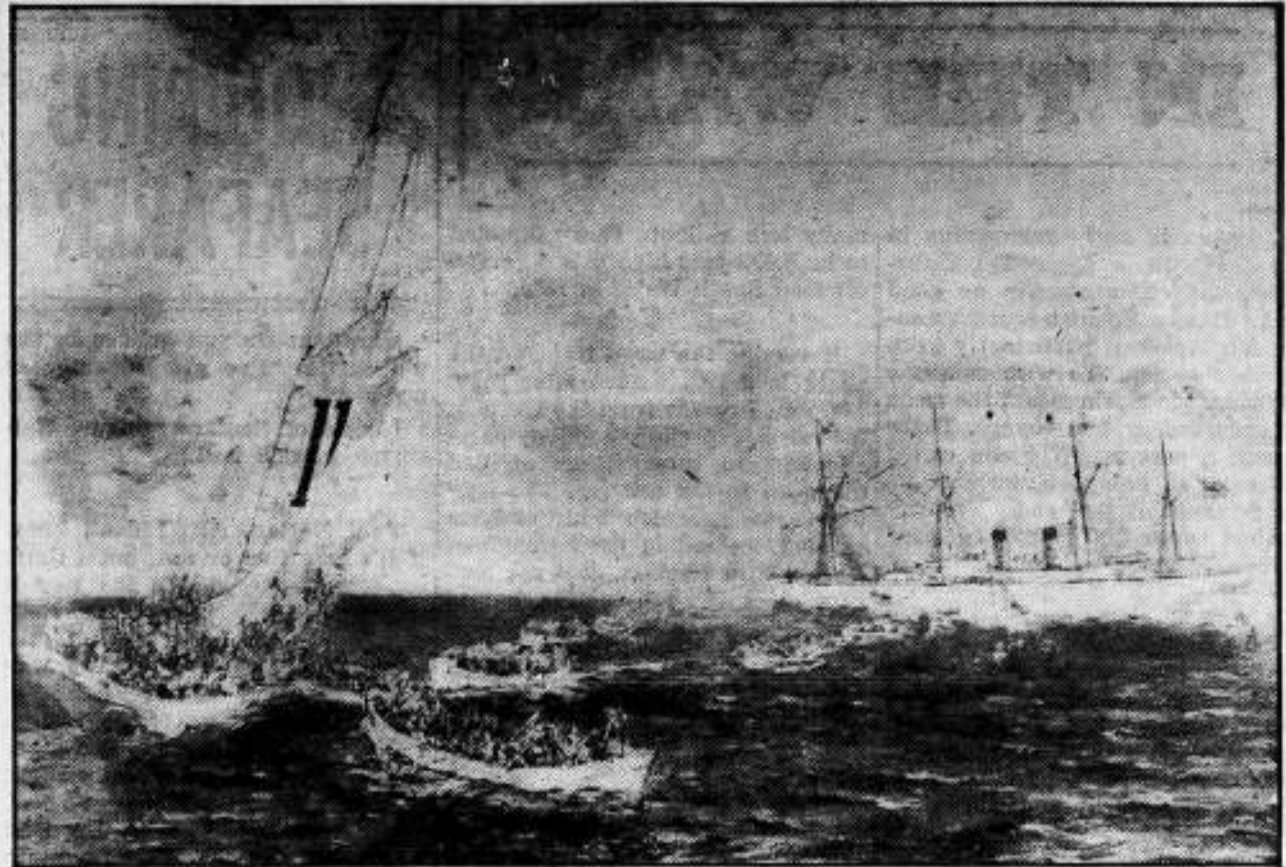
Meanwhile, one of the pilots had put the Oregon's third officer, Taylor, ashore, and he had telegraphed the news of the sinking to his company. A flock of reporters hired a tug and went aboard the Fulda before she arrived in New York.

**Journalistic History**

However, once aboard, the Fulda's captain refused to allow the reporters off the ship, and this gave rise to another epoch—in journalism this time. Even cub reporters today know about "Tom Fielders' Leap."

After interviewing the survivors, the reporters were anxious to get back to their papers with their stories. The tug they had hired was alongside, but the Fulda's captain had posted crewmen along the rails to keep the reporters aboard.

Thomas Fielders from the Times slowly edged along the rail. Suddenly he swung over the liner's rail and jumped over the side. One of the Fulda's crewmen tried to stop him, but only succeeded in ripping Fielders' coat off his back. Fielders, luckily, managed to just about clear the gap between the liner and the tug. He landed on the deck of the tug and escaped with only a wrenched hip, but once on the tug he sailed back into New



The Sandy Hook Pilot Boat 11, the Phantom, (left foreground) has its deck crammed with survivors as a steady stream of loaded lifeboats continue to come from the sinking superliner Oregon (right rear). The Oregon, shown in a painting made at that time, sank shortly after everybody was taken off.

(Photo Courtesy of Mr. C. C. Miller)

York and got his story into his paper.

When the Fulda arrived with the survivors, all New York greeted them. An inquiry into the sinking was held shortly afterward, and then the mystery began to develop.

Mathews told of the bright white light he spotted just before the crash. None of the other lookouts were sure they had seen anything. One of the passengers said he sighted sails brushing past his cabin porthole. An early investigation, however, turned up no ships that were in the vicinity at the time of the crash. No sailing ships were reported missing.

Besides, it was "unbelievable" that a sailing ship could have

caused enough damage to sink the pride of the seas. There had been no trace of any wreckage from any other ship. It seemed improbable that if the Oregon had collided with a sailing ship, there would have been no survivors or at least screams or some sounds from the men aboard.

The inquiry ended on the note that nobody knew what had caused the sinking of the Oregon.

**Schooner Missing**

Several months after the inquiry, the three-masted coal schooner Ross was reported missing. Her owners said that, according to her schedule, she should have been in the vicinity of the wreck at just about the time of the collision.

Nothing, however, was ever found to explain why—if it was the Ross which collided with the Oregon—she just displayed a white light for an instant before the crash; why she went to the bottom without leaving a trace of any wreckage or debris; why she sank so quickly; why none of her crew survived, or why none of her crew made so much as one outcry. None of these things were ever explained—that is, of course, if it was the Ross which collided with the Oregon. For the only testimony supporting the theory of a collision was the flash of a solitary white light in the darkness, and 1 person out of 845 aboard the Oregon who thought he saw white sails.

**Wanna Dive For Sunken Gold?**

Strange as it may seem, there's a treasure estimated between \$400,000 and \$3,000,000 lying in 85 feet of water off Delaware, and nobody has recovered it. The water isn't deep, and the spot is fairly well known. Yet, the fortune has been on the bottom for over 150 years.

As sea bottom treasures go, this one doesn't have any particular glamour attached to it. It's just that it sunk in a veritable graveyard of the sea, and 14 expeditions have tried to locate the wreck, but were foiled because there are well over 100 wrecks in just about the same spot.

The treasure sailed into the har-

bor of Lewes, Del., on May 23, 1798, aboard the English sloop-of-war De Braak. She was supposed to be carrying the pay for English troops in the colony, and had conducted a very successful raiding expedition on the way over.

**Overloaded**

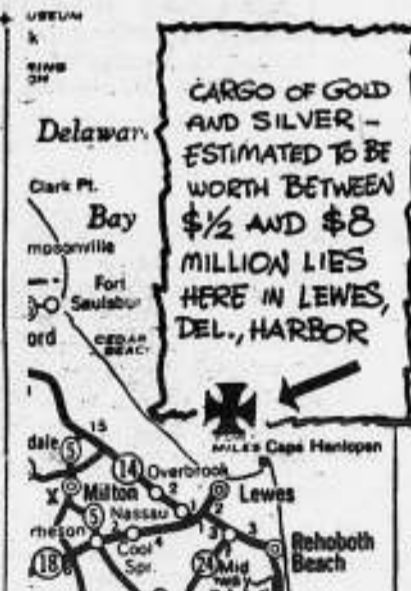
In fact, she had managed to capture and sink so many "enemy" ships during her trip, that she was overloaded with "prizes" from her conquests. A huge quantity of gold and silver, taken from the vessels she captured, filled her holds to capacity. She was so loaded that she had 70 tons of copper—a huge amount for a vessel her size—tied on her deck.

Her luck had been phenomenal, but it didn't hold out long enough. Just as she glided into an anchorage, an unusual gust of wind swept across the harbor. So overloaded was the DeBraak that she rolled over as soon as the wind hit her. The copper spilled into the harbor, and the vessel sank like a rock.

Some 35 members of her crew drowned or went down with her, while another 53 were saved. The DeBraak settled in about 85 feet of water.

**14 Expeditions**

Since then, a total of 14 salvage expeditions have tried to recover the treasure that went down with



There were three men from the lifesaving station working during the storm, plus some volunteers from nearby villages.

**4 Ships At Once**

At one time, they were trying to get the men off four ships that were washed up into the murderous surf. The schooner Allie H. Belden was the first to hit the beach. She grounded just outside the surf. While the volunteers were trying to get a boat out to her, the Enoch Turley grounded a few hundred yards away. Then the Dow hit within a hundred yards of the Turley, and the William G. Bartlett went aground about 800 yards out.

The storm stopped all attempts to get a boat out to the stricken ships, so finally, the men managed to get a line out to the Belden, the one closest inshore. From her, they got a line out to the Turley, and from the Turley they got a line to the Dow. The Bartlett was farthest out, and it was only after over an hour of trying that they got a line to her from the Dow. The crewmen were then brought into the beach along the lines stretching from one ship to another.

All four of the ships were eventually pounded to pieces by the surf and the storm. Most of the other vessels had been swamped at their anchorages when the storm first struck.

So now, Lewes, Delaware, boasts of a sunken treasure of up to \$8,000,000—in addition to the cargoes of the other vessels—which can't be found because there are too many wrecks in the same spot.

**Foul-ups Warned: Keep Out!**

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

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

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

# IN THE WAKE

Bonanza is now synonymous in the US with a successful enterprise, sudden prosperity or good luck. It is a Spanish word meaning fair weather, particularly calm weather at sea. To wish someone "bonanza" in Spain meant the same as godspeed or bon voyage. There is still a port in SW Spain called Bonanza, so named because of its good anchorage and security against winds and storms suffered elsewhere along the coast.

About 95 percent of all rivers in North America flow south, in a southerly direction or into streams that flow southward. A number of rivers, such as the Monongahela, Tennessee, Big Horn, Montana and Powder Rivers, flow northward for part of their course, but the St. Johns River in Florida is the only important river wholly within the US whose course is in a northerly direction. . . . Dominica, largest of the British West Indies in the group known as the Leeward Islands, was so named by Columbus in 1493 because he discovered it on Sunday (Dies Dominica).

The original India ink was obtained from the black and deep-brown pigments in certain kinds of cuttlefish known as sepia. Produced chiefly in China and Japan, it is more correctly called "China ink," having been named in the seventeenth century when it was customary to apply "Indian" to nearly everything Oriental. . . . One species of fish native to South African waters is known to shed its skin like a snake. The Agriopus, a type of horsefish, develops its brightly colored new outer skin under the old one, which is cast off in patches.

Waterspouts at sea are composed chiefly of fresh water, not saltwater as commonly supposed. One type is generally small and starts at the water surface somewhat like dust whirls on hot, dry plains. The other, the typical waterspout, originates in the upper atmosphere and is set in motion by a conflict of winds of different temperatures. It starts at cloud level and burrows down, essentially a tornado over water although nor-

mally less violent. One estimated to be 5,000 feet high was observed off New South Wales in 1894.

Reversing the usual transfer, the shark is a fish named after man. The name comes from the German for rascal, especially a greedy parasite and, in turn, sailors applied the word to the fish. . . . The Battersea Bridge which Whistler once painted, located in the borough of Battersea in London, does not lead to a place the sea batters, but to an island, once known as Peter's Eye (Peter's Island), from the adjacent abbey of St. Peter at Westminster. Varying local pronunciations produced the current name.

A pretty kettle of fish has nothing to do with a kettle as we know it today. Now used as a sarcastic expression though it once was used to denote pleasure, the phrase came from the word kettle, a dam with fish nets. When fishermen saw the fish being led into the nets they would look on the scene with pleasure, in anticipation of the handsome profit they'd make on the catch. The kettle or kettle down through the years somehow became linked with a cooking vessel, and when used today it's taken in the sense of an uncomfortable situation, "as the idea of someone actually coming to a fast boil in a steaming kettle."

Gateway to the Mediterranean, the Rock of Gibraltar is another one of those ill-used names that repeat themselves. Gibraltar is believed to originate from the Arabian conqueror of the area, Tarik, who called the place, Jabal-Tarik, or Tarik's mountain. The easier sounding Gibraltar came about through corruptions of the original term. . . . The first year of the American Revolution, 1775, was notable for, among other things, a sort of naval battle fought on dry land. That year a bunch of Maine farmers, armed with nothing but pitchforks and rocks, captured a British gunboat, the Margaretta, after it had stranded at low tide, and repelled a possible invasion of their locality.

# THE INQUIRING SEAFARER

Question: Do you believe in the old saying "I've got saltwater in my blood."

(Asked of Seafarers in the Galveston branch hall.)

Paul Norton, AB: I don't know if it's inherited or not, but I think that's the way it is with me. Both my grandfather and great-grandfather went to sea also. But of course there are some excellent seamen today who are the first in their family to go to sea for a living.

Jacob Moser, AB: Sure, you can't get rid of something that's in your blood. I took a job once in the Philadelphia City Hall, but I gave it up to go back to sea again. I've been sailing since 1910 and can't get away from the saltwater. There's no better life for a man anywhere.

Edward Smith, steward: I don't believe in it one bit. If a guy wants to quit going to sea, he can do it easy enough and the lack of saltwater won't bother him. The only thing is you can't get the pay and conditions of the SIU ashore. Otherwise I'd quit the sea tomorrow.

David Kosewich, AB: If I've got saltwater in my blood, it's really the conditions and wages on the ships that put it there. I've turned down plenty of jobs on the beach because the pay just wasn't any good. At sea I make in six months what I'd make in a year ashore.

Joe Pezzuoli, OS: Not exactly. I've tried to quit sailing for ten years now and I haven't been able to make the break yet. Believe me, it's not the call of the sea or the call of the dollar either. I guess I must just like the life and can't see changing at this stage of the game.

Bill Teffner, oiler: Call it what you will, there's no hard and fast rule about guys going to sea. I've been sailing for 16 years, have been with the SIU since it started and wouldn't quit now. It's not just money. The conditions of a sea-going life are really top.

# MEET THE SEAFARER



J. D. McGOLDRICK, steward

When your brother sees that you've latched onto a good thing, tries it and stays with it too, you've got the beginnings of a real family tradition on your hands. It's a sure thing, even if you ha! from the Texas cattle country where the only water is in the sun-drenched creeks that the big herds use for watering places.

Many youngsters drifted into a sea-going life almost as a lark but wound up knowing there's nothing like it ashore and stuck with it for years. That's the case with J. D. McGoldrick, steward, who, at 24, has been going to sea almost eight years. He was working in a shipyard, got a chance to get a berth and has been riding the briny since. When the LOG reporter cornered him he was eyeing the board in the Galveston hall for a good one.

An SIU member since 1945, during the war "Goldy" was sailing out of Norfolk mostly to Sicily and Italy. He was on an American Trading and Producing Company ship while an organizing drive was going on and switched over as soon as he had the chance. He's plenty pleased he made the change too, he noted.

### Native Texan

Still single, he and brother Gene get together occasionally with the rest of the family in Cameron, Texas, when both are in port at the same time. They're the only Seafarers in the family though, since their dad works for an oil company at Marlin, Texas, about 30 miles away. Cameron, with a population of 5,000, boasts 39 seamen—all of whom, like Bill Eanes, Grady Coker, Johnny Sanders and brother Gene sail with the SIU out of Galveston. Gene is third cook on the Martin McCarver right now.

The draft beard "was really breathing down my neck" not too long ago, "Goldy" pointed out. They had him down at the induction center, already, but Keith Alsop, Galveston Port Agent, finally got across the idea that skilled seamen were needed at sea, so he got out of it at the last minute.

"Otherwise I guess I'd be wearing khaki now and everybody knows that's not my best color," he remarked. "The Union in this case proved again it's a seaman's one true friend when the going gets tough."

He expects to keep on sailing while he saves up some money. "Don't know what I'll do with it when it piles up, but I guess I'll find a good use for the dough when the time comes around," he explained.

### Lots of Travel

His longest trip so far was nine months on a T-2, the SS Carlsbad, in 1946, but he's managed to make a couple of trips around the world and estimates he's been in almost every big port over the globe.

"Goldy" was on the James Swan hauling coal to Italy in 1947 when three of his buddies were gassed and killed inspecting a deep tank on the ship while it was in Sardinia. "We brought their bodies back to Norfolk around Christmas time," he declared, "but I don't care for that idea for myself."

"When I go, I want to be buried at sea. No fuss, no cost and the carpenter gets OT for the job of sewing me up in canvas. I can't see coming back in an icebox," he commented.

### Vacation Pay "Top"

Turning to pleasanter subjects, he noted that he'd gotten his vacation pay already and had that spent. The retroactive pay was still coming but he figures he'll put that away against a rainy day. "That vacation set-up we've got is really the best thing that's come our way. Like in everything, if conditions can be improved for seamen, the SIU will do it," he asserted.

When he's not sailing, which is about two months out of the year, "Goldy" goes in for hunting and fishing. "There's lots of catfish where I live and I always get a mess for eatin'." He didn't have time to pass around the recipe as he rushed off for a job call but maybe someone can pin him down next time.

# TEN YEARS AGO

General Jimmy Doolittle was awarded the Congressional Medal of Honor for his leadership in the history-making air raid on Tokyo, the first time that twin-engine bombers took off from the flight deck of an aircraft carrier. . . . There was talk about a pipeline to help ease the East Coast gasoline shortage. Meanwhile, the usually heavy traffic along the East Coast dropped to a mere trickle as gas stations went dry and rationing began to tighten up. . . . The SIU played a prominent role in the Philadelphia Maritime Day. A number of Seafarers were awarded medals during the ceremonies.

Commuters aboard a ferry in Sydney Harbor found themselves in the midst of a battle on their way home from work. Harbor patrol craft sank two Japanese subs that had invaded the harbor. . . . The SIU took action to insure that better crew's quarters and more accessible escape ladders from the engine room be provided on the new Liberty ships. . . . Some 187 persons were nabbed in a raid on a gambling house in New York City. The raid was ordered after a printed invitation to the gambling palace was mailed to Mayor LaGuardia. . . . In the larg-

est air raid of the war thus far, 1,250 British planes dropped 3,000 tons of bombs on Cologne.

President Roosevelt met with Russia's Molotov and Britain's Eden in the White House to map future strategy. . . . Representatives of six Iroquois Indian "nations" met in New York and voted to "declare war" against the Axis powers. . . . Shut Out defeated Aisab in the annual Belmont Stakes race. . . . A Seafarer who spent 32 days on a raft in the Atlantic called for rudders and sails as standard equipment on all life rafts.

The Battle of Midway, ending with 15 Jap ships sunk, was the headline news. One young Navy flier, who was shot down, later told of floating through the Jap fleet on a life raft. He said he saw three large carriers sunk and told of "a whole line of flaming Jap ships" passing him during the night. . . . The Senate passed an Armed Services pay-hike, bringing a private's pay up to \$50 per month. . . . The US and Britain agreed to pool their war production. . . . The SIU won its fight to enable seamen to allot their bonuses as well as their pay.

# The Seafarers Puzzle

- ACROSS
- 1. . . . Port. in B.A.
- 4. What we sail in
- 9. Girl's nickname
- 12. Regret
- 13. Passage
- 14. It's seen in Hawaii
- 15. Cape . . . , Alcoa
- 17. Petition
- 19. Noah's ship
- 20. The SIU
- 21. El . . . , Texas
- 23. World peace group
- 24. Province in India
- 27. A hobby of mariners
- 28. Blame
- 30. Half Prefix
- 31. Greek letter
- 32. Boat call
- 34. Toward
- 35. First-class, as a seaman
- 37. Item in Sea Chest
- 38. Contend
- 39. Where FDR met Stalin
- 41. Arrive: Abbr.
- 42. Jap coins
- 43. Fiber used to make rope
- 45. Own: Scot.
- 46. Hair tonic
- 48. Young cods
- 51. Conjunction
- 52. The United States
- 54. A cheer
- 55. Gossip
- 56. Indian home
- 57. Very close to wind

DOWN

- 1. Laker cargo
- 2. Legendary king of Britain
- 3. Cut off spars
- 4. Scuttled
- 5. Strike
- 6. Exist
- 7. Sebeme
- 8. Cuttlefish
- 9. Cut blubber from whale
- 10. Meadow
- 11. Tanker cargo
- 16. Rio de . . . , Africa
- 18. Sheriff's group
- 20. Strange
- 21. Philippine island
- 22. Island near Curacao
- 23. Etate . . .
- 25. At full speed
- 26. Particles
- 28. Exclamation
- 29. Jail
- 32. Island 39 mi. N. of Timor
- 33. Lieutenant: Abbr.
- 38. Marine insurer
- 38. Ore ship
- 40. Man over 21
- 42. Title of respect
- 44. Friend, in Paris
- 45. Palestine port
- 46. Sack
- 47. Collection of sayings
- 48. Call, in poker
- 49. 24 hours
- 50. That girl
- 53. Notary Public: Abbr.

Puzzle Answer on Page 27.

|    |    |    |    |    |    |    |    |    |    |    |
|----|----|----|----|----|----|----|----|----|----|----|
| 1  | 2  | 3  | 4  | 5  | 6  | 7  | 8  | 9  | 10 | 11 |
| 12 |    |    | 13 |    |    |    |    | 14 |    |    |
| 15 |    | 16 |    |    |    | 17 |    | 18 |    |    |
|    |    |    |    |    |    |    |    |    |    |    |
| 21 | 22 |    |    | 23 |    |    | 24 |    | 25 | 26 |
| 27 |    |    |    | 28 |    | 29 |    | 30 |    |    |
| 31 |    |    | 32 |    |    |    | 33 |    | 34 |    |
| 35 |    | 36 |    |    |    | 37 |    |    |    | 38 |
| 39 |    |    |    | 40 | 41 |    |    | 42 |    |    |
|    |    |    | 43 |    |    | 44 |    | 45 |    |    |
| 46 | 47 |    |    |    |    |    | 48 |    | 49 | 50 |
| 51 |    |    |    | 52 | 53 |    |    |    | 54 |    |
| 55 |    |    |    | 56 |    |    |    |    |    | 57 |

# SEAFARERS LOG

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## Family Portrait

The action of the SIU in instituting two new cash benefits for maternity and disability spotlights something that has not been fully realized—namely that the Union's constantly expanding program of benefits aids not only the Seafarer but his family as well.

In its early days, the Union was compelled to concentrate on factors which directly affected the Seafarer himself—wages and working conditions. Family considerations were secondary in the fight for decent treatment. It was not until the Union had established satisfactory conditions aboard ship that it could turn its attention to broadening the number and type of benefits so as to include all aspects of the Seafarer's life. In rapid succession the Union established a death benefit, hospital benefit, a vacation plan; and now, payments for maternity and for disabled men no longer able to support their families.

Of course, from the very beginning Union-won wage increases meant that the Seafarer had more cash in his pocket and could better support his dependents. The high standards established by the Union were in themselves inducements for the Seafarer to obtain a home and family. In the old days, the family man was something of an oddity at sea because conditions in the industry simply did not permit the seaman to maintain a home. Today the normal ambitions of every man for home and family are within the reach of all Seafarers.

The maternity and disability benefits reflect this change in the status of the Seafarer, a change brought about largely by the Union's own activities over the years. While they are great forward strides, the Seafarer has not heard the last word, as the Union will continue to strive for broader gains for its membership.



## Notable Birthday

At the same time that the Union instituted two new benefits the Vacation Plan—an SIU first—which was welcomed as a great forward step when it began operating, has just slipped past its first anniversary marker. It was on June 1, 1951, that the operators began paying in 50 cents per day for each SIU crew-member, guaranteeing every Seafarer paid vacations for the first time in history.

The Vacation Plan has operated so smoothly that the gigantic operation of paying out some \$2½ millions a year has rolled ahead with a single hitch to the complete satisfaction of all concerned.

The completion of the Plan's first year means the Union is now in a position to review the long-range functioning of the Plan. When contract negotiations open the Vacation Plan, like all other features of the agreement will be evaluated and discussed, with the expectation that further gains will be made along these lines.



## Knowing The Score

Ordinarily it is expected that the officers of a merchant ship take full responsibility for its operation with the unlicensed men supposed to carry out their instructions. In the case of the Liberty ship George M. Kulukundis, the roles were reversed, with an alert and responsible crew taking the initiative when the master was unable or unwilling to take the necessary steps to have the ship secured.

Failing to receive orders from topside, the crew went ahead on their own and secured the vessel. Their action protected all personnel and saved the company from potential trouble in the event somebody had been injured as a result of the master's neglect. Going beyond that, they kept an accurate record of events so that they could quote chapter and verse on the whole incident when the ship came into port. It's a good example of a heads-up SIU crew protecting its own—and, in this case, the company's—interests.



## Helping Hand

Another group of Seafarers that have done themselves proud recently are the men of the cruise ship Puerto Rico. Thanks to their generosity a group of young girls who play in a Long Island baseball league have the uniforms and equipment with which to perform.

It may seem to be a small thing, but it is this readiness to help out which is winning new respect and appreciation for Seafarers in the communities in which they live.

# LETTER of the WEEK

## Union Cafe Just Has Everything

To the Editor:

I've been reading quite a few letters in the LOG about the fine setup we have in our new headquarters hall, but it seems that not much has been written in by the fellows about the Port O'Call bar, which surprises me considering it's such a popular spot with the Seafarers in the New York hall.

I've seen quite a few bars in this town and in other ports around the world, some good and some not so good. But I don't remember ever being in any bar where seamen hang out that can compare with the Port O' Call which is run by our own Union.

The other day, I brought some friends of mine down to the hall to pass the evening. They just couldn't believe what they saw, especially when I told them that the place was managed by Seafarers.

There must be quite a few fellows in the Union who haven't gotten around to seeing the hall and the Port O' Call. Believe me they have something to look forward to.

They said that any Union that could put together a place like this and run it the way it's being run must be one fine outfit.

### Wide Selection

Aside from the fact that the place is so nicely designed, there is a wide enough choice of all kinds of wines and liquor, I don't think that any sailor would have trouble finding the kind of drinks he liked. The prices are square all the way—none of the chiseling too often that goes on in other places.

If you feel like sitting down to enjoy your food and drink they have nice comfortable booths all around the room. You can get your stuff served to you by waitresses and everything is kept spic and span.

Then there's lots of good food, steaks and any other kind of meat you might like. There's few bars anywhere which can offer you these kind of first-rate meals to go with your liquor if you're hungry for some chow.

### Music Too

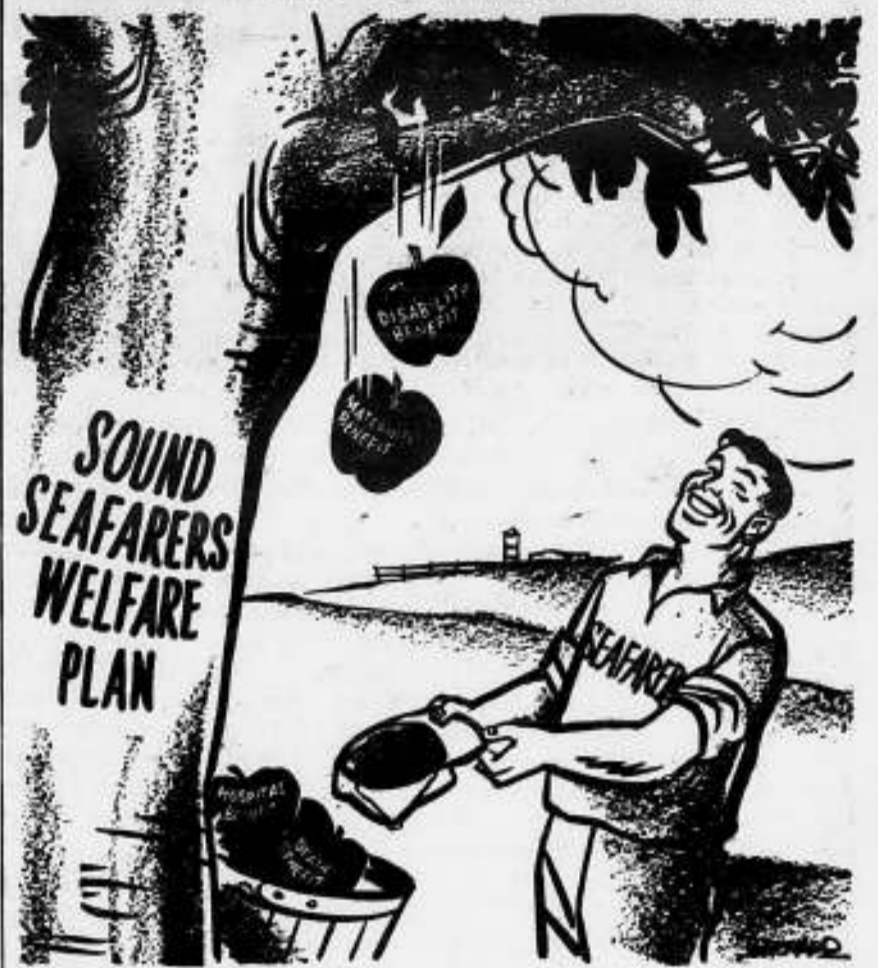
As if this weren't enough, they have several entertainers here, who'll sing, play the piano and other instruments. Also, they're easy on the eyes. None of this business of feeding nickels and dimes to a jukebox for some music.

The entertainment is on all day long from early in the afternoon until late at night, so that any time you happen to stop into the place there's sure to be a little pleasant musical background to your drinks and conversation.

All in all, when you add it up, it's one of the most pleasant places to spend an evening that I can think of. And at reasonable prices too. You can't ask for anything more. I'm all for it and I know that all of you will be too when you've seen the place.

Harry Barlow

## 'In the Shade of The Old Apple Tree...'



## As I See It

by PAUL HALL



IT IS A WELL-KNOWN FACT among seafaring men that ten years ago not a soul believed it was possible for the SIU or any other maritime union to obtain the kind of welfare benefits Seafarers now enjoy. The latest of these, payments for maternity, for the disabled man who is no longer able to hold a job, and a hotel to provide decent low-cost facilities for men waiting to ship, show the big difference in the life of the Seafarer today.

The SIU has reached the point where after years of steady gains, the Seafarer has received the first-class treatment he is entitled to, and can lead a normal life with home and family.

Looking back on the entire picture, you can see where your Union waded in and went after these things, winning for the Seafarer the kind of benefits he always rated. These achievements were made possible because the SIU had the strength, the vision and the solid membership support that are so necessary to progress.

Many people have argued in the past that it wasn't the business of a trade union to worry about a seaman's family, or what happens to him when he's sick, or unable to work for some other reason.

The need of providing protection and assistance to the men off the job, as well as on the ship, is proven by simple fact. No sooner did your Union go out and establish new welfare and vacation benefits than other unions in the industry realized we had a good thing. Accordingly, they followed down the same path, with the result that seafaring men everywhere are enjoying in some degree the benefits that were pioneered by the SIU.

However, the best testimonial to the soundness and desirability of all our benefits is contained in the letters received by the Union from the wives and mothers of Seafarers, thanking the Union for what it has done in this all-important area.

Let's we forget, it is good for us to remind ourselves that all these

benefits are not there just for the asking. They come to those who are properly organized, and determined enough, to go out and get them.



## YOUR UNION'S STANDING

A policy of helping other groups of workers in their beefs was applied with considerable success in the strike of the Commercial Telegraphers Union against the powerful Western Union Telegraph Company. Down in Philadelphia, Local 22 of that union appealed to us for help when the company started to hard time their members, some of them elderly women, on the picket line.

Local 22 informs us that in response to this appeal, Seafarers down in Philly pitched in on the picketing, helped out on the financial end and contributed to the leadership of the strikers. In the words of Local 22, the Seafarers "so greatly strengthened our spirit and determination, that they could never be broken."

We certainly appreciate these sentiments from the Commercial Telegraphers Union as long as we're able to, we intend to help out whenever and wherever we can. Looking at it from our own point of view, someday we may need the help of others, and we have been assured it will be there for the asking.



## ONE POINT TO REMEMBER

about all our benefits, new and old, is that none of them would be ours today if it were not for the way the membership has been solid with the Union to get these things we all want.

With this in mind, the Union is anticipating a favorable vote on the \$20 assessment for new halls in some of the outports. When all the votes are counted next week, we are pretty sure that the members will have given the go-ahead signal for the Union to put up the kind of rigs in the outports that we now have in New York.

# ORDER!

Everyday on the world's well traveled sea lanes scores of SIU ships' crews gather together in shipboard meetings.

Similarly every second Wednesday thousands of Seafarers on the beach meet in the Union's various branch halls to discuss and act upon the Union's business.

Whether the meetings consist of a gathering of 30 men on ship or 1,000 in port, they are all part of the same process and serve the same purpose. It is at these meetings that Seafarers bring their opinions and experiences directly to bear on the functioning of the Union. In turn, the decisions of the meetings have considerable effect on the lives of every Seafarer.

The way in which these meetings are conducted is all-important, and knowing the rules can count for just as much in the Seafarer's life as knowing the skills his rating calls for. A Seafarer who knows the ropes on the proper way to conduct a meeting is going to be able to contribute much more of value to meetings than the fellow who's in the dark about motions and points of order.

The Union wants every Seafarer to become thoroughly familiar with the standard meeting rules, so that he is fully competent at hitting the deck and chairing a meeting. SIU meetings on ship or ashore are outstanding examples of true Union democracy. A heads-up membership and a wide-awake crew is a guarantee of business in a truly democratic fashion.

## Rules of Order



FOR THE SENATOR AND THE SEAMAN...

Robert's Rules of Order are the accepted rules governing meetings of all types throughout the English speaking world. This goes for everything from the Congress of the United States to a county political caucus.

Special rules are adopted to fit special needs of groups but rules of order generally are based on the Robert's text which covers all possible circumstances.

## The Quorum

The word quorum simply denotes the number of members in

good standing necessary to constitute a working attendance at a meeting. Due to the fact that the majority of our membership is away at sea, the quorum established at shoreside meetings is 25. This means that 25 full book members in good standing must be present when the meeting is called to order, or the meeting cannot proceed. Aboard ship the quorum is no problem inasmuch as all crewmembers not on watch attend the meeting.

## Time of Meeting



EVERYONE CANNOT SPEAK AT THE SAME TIME

Meetings ashore are held every other week on Wednesdays. The meeting hall opens at 7:00 PM and if a quorum is present the meeting shall be called to order. If no quorum is present, the port agent will remain at the meeting hall until 7:30 PM and then again call for a count to determine if a quorum has been obtained. If 25 book members are not then present, the agent shall declare "no meeting."

Attendance at every meeting is compulsory for all members on the shipping list. The penalty for missing a meeting without a legitimate excuse is loss of shipping date. A member must then re-register and go to the bottom of the shipping list. Employed members not on the shipping list are encouraged to attend all meetings but may or may not, as they so desire.

All officials are required to attend all meetings unless occupied on official Union business.

All SIU men are allowed to attend meetings. All have a voice, but only full members in good standing have a vote.

Aboard ship, meetings should be held regularly to take care of the ship's routine Union business. Special meetings should be called when any disputes between individuals or departments arise that cannot be settled by the departmental delegates. If the dispute is entirely within one department, a meeting of the personnel of that department only should be called and should not involve the other two departments.

# HOW TO CONDUCT

## Masters-at-Arms

As many masters-at-arms as are necessary may be appointed to act as ushers, doormen and to keep order at all meetings ashore.

## The Agenda



The Agenda is simply the order in which the business of the meeting is conducted. At shoreside meetings it runs as follows:

1. Call to order.
2. Election of officers—chairman, etc.
3. Reading of the minutes of previous meetings.
4. Reading of the branch agent's report and action thereon.
5. Communications, and action thereon.
6. Resolutions, and action thereon.
7. New business.
8. Secretary's financial report and presentation of bills.
9. Election of the auditing committee and unfinished business.
10. Secretary's verbal report.
11. Patrolman's reports, auditing committee, special committees.
12. Obligations.
13. One minute of silence.
14. Good and welfare.
15. Adjournment.

Shipboard meetings, too, need an agenda to keep the meeting going on an even keel. Since many things that are taken up at shoreside meetings will not occur aboard ship, the following agenda should fit the bill:

1. Calling the meeting to order, (ship's delegate)
2. Election of officers—chairman, etc.
3. Reading of minutes.
4. Ship's delegates' reports, reports of committees, etc., and action thereon.
5. Old business.
6. New business (motions and resolutions only).
7. Good and welfare.
8. One minute of silence.
9. Adjournment.

## Election of Officers



The meeting is called to order by the agent (ship's delegate

aboard ship) who calls first for the nominations for chairman. He recognizes only those who raise their hands. Names shouted from sections of the assembly are not recognized. To nominate a brother for chairman after you have been recognized, you rise and state, "I nominate Brother..."

After a suitable number of nominations have been made, the nominations may be closed by a motion.

The agent then asks for acceptances or declinations. Those who accept are then voted upon by a hand vote and the one receiving the largest number of votes is declared chairman and takes over the conduct of the meeting.

The chairman then follows the same procedure in the election of other meeting officers.

## The Right to Speak



The chairman is the conductor and regulator of the meeting. Every member has a right to speak but no member has the right to infringe upon the rights of any other members. For that reason no one should speak until he has been recognized by the chair. He may obtain this recognition by holding up his hand or by rising, as the chair shall direct.

## Making a Motion

The method of bringing anything to the attention of the membership or crew for action is to make a motion. The motion is simply a proposal, or a verbal, orderly way of initiating action.

If everyone started flipping lids and sounding off at once every time a report was made, nothing would ever be accomplished. The making of a motion is the way to initiate discussion on any given point of the agenda or any issue that arises. DISCUSSION CAN ONLY TAKE PLACE AFTER A MOTION HAS BEEN MADE AND SECONDED, EXCEPT IN THAT PART OF THE AGENDA TITLED GOOD AND WELFARE.

A motion is "in order" when it has something to do with the fixed order of business, such as motions "to accept" or "to reject" a report. The same holds for resolutions which should be acted upon with motions "to concur" or "to non-concur." If you are in doubt as to the content of any report you are always in order to make the motion, "I move to refer this matter to new business."

# A UNION MEETING ON SHIP AND SHORE

The object of such a motion is to permit the regular business of the meeting to continue according to the agenda or order of business, and then later to discuss the issue.

No motion is valid until it has been "seconded." The procedure is to be recognized by the chair and then to rise and say, "I second the motion."

## Discussion



"LET'S CLOSE THE DISCUSSION..."

A motion is open to discussion only after it has been seconded and entered in the minutes by the recording secretary.

Before any discussion takes place the chairman requests the recording secretary to read the motion as entered and then opens the floor for discussion. Discussion should continue only so long as the pro and opposite viewpoints are clearly expressed by the membership and then a motion "to close discussion" should be acted upon.

Discussion on the motion can also be closed by any member being recognized and saying, "I call for the question," meaning that it is his wish that the motion be acted upon by the membership at the meeting.

Generally, motions are acted upon by those in favor answering with "ayes" when called upon, and those opposing answering with "noes." In close counts where the voice is uncertain, a show of Union books can be called for at the discretion of the chair.

The chair determines the result by announcing that "The ayes have it—the motion is carried," or if the motion is lost, "The noes have it—the motion is lost."

## Chair's Authority



HE AIN'T GOD..

It is the chairman's duty at all meetings to decide whether or not a motion is in order. It is well to remember, however, that a chairman may be wrong and there the voting member always has a

right to appeal the decision of the chair.

If any member disagrees with the decision of the chairman all he has to do is to rise and state, "I appeal the decision of the chair." After this motion is made and seconded, the chairman turns the gavel over to the recording secretary. No discussion is permitted except by the maker of the appeal and the chairman, who are allowed to explain their points. The recording secretary then takes a vote as temporary chairman by asking, "Shall the decision of the chair be sustained?" The vote is taken by "ayes" and "noes" and if the chair is sustained by an "aye" vote majority, the appeal is lost and the meeting continues under the decision of the chairman.

## Amendments



... ONLY WHEN IT HELPS...

A motion may sound good but it may be too flowery and therefore weak because it does not clearly express the intent. In this event an amendment to the motion is in order.

No amendment is in order, however, if it destroys the meaning or the force of the motion. An amendment is only in order when it either simplifies or improves the motion.

In other words the amendment must in no way replace or change the original intent of the motion as the vote on the amendment carries the motion automatically.

In addition there can always be an "amendment to the amendment" which is limited simply to clarifying the wording, to add clarity or to broadening the scope so as to lend force to the original motion and amendment.

## Substitutions

Often a motion will be made, seconded, amended and the amendment will be amended. This creates general confusion and can be eliminated by some member taking the floor and incorporating the whole thing into a single motion not conflicting with the original motion or amendments. The vote is taken on the substitute and if it is carried it becomes the regular motion, replacing the regular motion offered at first.

## Limits

On points of sharp debate where the matter is liable to consume the entire meeting if unhampered, a motion can be made to limit the number of speakers and the time allotted to each.

## To Table

A motion to "table" means simply that you do not desire to take action at that time on the subject being discussed. It may be because information is inadequate or because it is not an immediate issue. This should never be used to kill action or discussion on any matter but merely to postpone it for later consideration. It can be moved to table temporarily or to table until the next meeting.

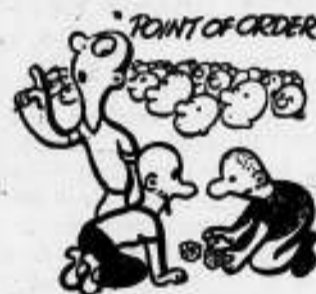
## To Refer

Another way of stopping too much tonsil bursting on any subject, is to move to refer it to a committee. The committee is elected and reports on the entire matter at a later time.

## To Postpone

If something comes before the meeting which you think is unwise to have brought up, you can make a motion to postpone the matter indefinitely. This motion, if seconded, is debatable, and if carried means that the matter can only be brought up again after a motion to reconsider.

## Point of Order



"POINT OF ORDER"

This is the headache of the chairman—the most misused privilege of all meetings anywhere. A "point of order" can never be used as a pretext to gain the floor. It is simply what it calls for. A "point of order" is a question on procedure. For example, a motion is under discussion and a speaker starts to discuss something else. A "point of order" can and should be called for to have the chairman clarify the rules of order so that the business in issue can be handled. This holds good in all matters where there is a question as to whether or not the proper procedure is being followed.

## Special Privilege



SPECIAL PRIVILEGE

"Privilege" is the right of any Union member but must never be used except where it benefits the members as a whole. If the room is too hot, a point of "privilege" can be called for to have the fans turned on or the portholes opened.

If some drunk has slipped past the doorman, then it is in order to call for a point of "privilege" to have him removed from the meeting. In plain words, "special privilege" is a point to be used in any event where the entire assemblage can be aided and never used as a pretext to stifle any point of business.

## Good and Welfare

Good and welfare is that part of the meeting where you can get up and talk about what you think should be done by the Union and in the Union, and for the benefit of the Union.

This is a good place for the old-timers to clarify issues and give the score to the newcomers.

No motions can be made or actions taken during good and welfare. It is strictly a discussion period where the membership can clear the air, and give and get information.

## Prepare Your Talk



An old and wise philosopher once wrote:

"It is not enough to know what we are to say. We must say it the right way."

In other words, all of Robert's Rules of Order will not put your point across to the membership. The rules will only provide for an orderly meeting so that you can be heard. How effective you are when given the floor—depends upon yourself.

It is well to keep in mind a few simple rules when you prepare to speak. Speak briefly, and organize your talk so it comes directly to the point.

## And Remember



... BETTER THAN SCOTCH

Keep to the point.  
Convince with facts.  
Don't become personal.  
Keep it short.  
A pint of tact is worth more than a case of scotch.

## Meetings on Ship

Shipboard meetings should be held regularly to take care of the routine Union business. Special meetings should be called when any dispute between individuals or departments arise that cannot be settled by the departmental delegates.

Remember, Union democracy operates aboard the ships as well as ashore. Hold a meeting—and let the majority decide!

# MARITIME

The 26,000-ton liner Empress of Scotland docked in Montreal last week, and set a record as the largest ship ever to arrive in that port, some 800 miles from the Atlantic Ocean. The trip cost the liner 43 feet of her mast, which had to be cut off because of the Quebec bridges. At times, her skipper said, there was only four feet of water between her keel and the bottom . . . Ships on the Great Lakes have gone all-out in a campaign to reduce smoke pollution, according to an announcement, and have cut the amount of smoke they send into the air by about half . . . The speed tests of the new superliner United States were postponed for the second time. Her builders said she "surpassed all expectations" in her preliminary tests, but that some modifications were needed before her speed tests.

A new service between New York and Albany started last week as two former LSTs began making regular runs, carrying loaded truck trailers. The vessels, which make the trip in about ten hours, carry trailers loaded with low tariff freight . . . Canada got tough with its policy of prohibiting foreign fishing vessels from operating in its waters. The Canadians officially closed all their ports to any foreign trawlers. Foreign trawlers may put into Canadian ports only for emergency or mercy trips, and must put out to sea as soon as possible . . . The new, 95-foot towboat Russel 14 went into service in New York last week. A long-range towboat, she is fitted with a specially furnished "owner's lounge."

The Argentine Government has bought the 42,400-ton Juan Peron. The world's most modern floating whaling factory, she has been held at her dock for the past several months because of a lawsuit involving the vessel . . . Congress is considering a change in ship mail routine that would permit ships to drop mail in several US ports. Present regulations require ships to drop all their mail pouches in the first US port they hit . . . Five men were injured in an engine room fire aboard the Angulake while she was under repair in Lachine Canal Basin at Montreal . . . The Italian Line has added a hostess aboard its cruise ships to supervise social activities aboard the vessel . . . Representatives of nine US shipping companies have told the Government they plan to build 14 new high-speed tankers—if the government will allow them to transfer 36 vessels to foreign flags.

American shipyards have announced that the program to strengthen all T-2 tankers will soon bog down unless the Government allots more steel for their use. The yards claim they could handle more ships, and thus complete the "strapping" program sooner, if they could get enough steel . . . The Excambian gained one passenger between Genoa and New York. It was a healthy boy delivered by the ship's doctor . . . The Pacific Transport was towed into Yokohama by the Seaborne. The transport lost its rudder in a storm and drifted helplessly in a heavy fog for two days before the Seaborne took her in tow . . . The Todd Shipbuilding Co. in Houston, Tex. is building a new 3,600-ton deadweight capacity tanker for Great Lakes service. She will have a retractable pilothouse, folding masts, hinged stacks that fold back, and hinged railings so she will clear the bridges in the New York State Barge Canal.

The Port of New York handled 32,482,000 tons of seagoing cargo during 1951, according to recently released figures. The total for the US was 178,000,000 tons of seagoing cargo handled during the year . . . The Sea Scouts went to the rescue on the Hudson River last week, when their little launch spotted a 24-foot cruiser that had run out of gas and towed it to a nearby dock . . . The Moore-McCormack Lines has announced that it is postponing ordering two new liners until the "Government sets up some definite contract policy" about subsidies for new ships . . . The Argentine steamer Santa Cruz was towed into Buenos Aires following a 20-day ordeal in which six crewmembers were killed and buried at sea. A boiler exploded, killing the six men, and then storms buffeted the ship, breaking towlines several times before she was brought to port . . . The Erie railroad has announced it is going to spend \$1,300,000 for three new Diesel tugs to operate in New York Harbor.

The British Admiralty has developed an underwater TV camera that can be worked at a depth of 1,000 feet. The British hope to use the device to locate the wreck of the Flying Enterprise and other ships. The camera can be maneuvered into holes and corners of underwater wrecks . . . A Dutch tug took the Socony tanker Shabonee into tow east of the Azores after she lost her rudder . . . Agreement has been reached on control of American President lines, ending a seven year court fight between the Government and R. Stanley Dollar . . . The Navy's new troop transport Barrett leaves on her maiden voyage carrying 382 passengers and 1,556 troops. The 17,600-ton ship is air-conditioned.

# THE LABOR ROUND-UP

The big news in the labor field, of course, has been the fast changing picture in the steel dispute. The Supreme Court ruled that President Truman had acted unconstitutionally when he seized the steel industry. Immediately, the industry was turned back to the companies and the steelworkers walked off their jobs.

Union-management conferences were held under government sponsorship, but they were "indefinitely recessed" late this week. The President then went before Congress and asked for legislation permitting him to seize the industry, saying that an injunction against the strike would be unfair to the workers and futile as far as bringing about a settlement is concerned.

Congress promptly voted down three seizure bills, and the Senate voted to request Mr. Truman to use the Taft-Hartley injunction against the strike. In his address, the President made it clear that he would not voluntarily seek a Taft-Hartley injunction, saying that the union had withheld the strike weapon for 90 days already.

**Odds 'n Ends**—The huge General Electric Co. announced it will force a strike at its Lockland, Ohio, jet plant rather than grant the workers a union shop. The company, which is paying lower wages than many other jet companies, voiced the threat to a four-man government mediation team, and in full-page newspaper ads attacking the union and the WSB and other government agencies . . . Ohio has ruled that workers left without income because of company-enforced vacations are entitled to unemployment benefits . . . The NLRB ruled that greeting-card artists are not "professionals," and thus are entitled to union protection . . . The Mine, Mill and Smelter Workers Union, thrown out of the CIO as Communist-dominated, won a representation election at the Consolidated Mining and Smelting Co. in Trail, B.C. in Canada, which handles materials for atomic research . . . Employees of five affiliates of Wilson & Co., a meat packing firm, have won wage increases after a court ruled they were not hotel suppliers, even though most of their products go to hotels . . . The CIO and AFL have joined forces to urge an increase of the \$1.05 an hour minimum wage in the woolen industry to \$1.26½ or \$1.30 under the Walsh-Healey Public Contracts Act.

# On the Job

Proper anchoring of a ship is obviously essential to ship's safety since a ship dragging anchors and out of control is the cause of many an accident. Both the anchors and anchor cables have to be properly handled as well as pass strict inspection as to their manufacture and condition.

The basic principle of the anchor is the same as the pickax, and indeed the old-fashioned anchor looks very much like one. Once the point of an ax is driven into the ground it is very difficult to loosen with a straight pull on the handle. However, when the handle is lifted, the point of the ax breaks free. The same holds true for the anchor, although the modern version has both its arms on one side and swivels on its shank. When its cable is taken in, the shank of the anchor lifts and its hold on the bottom is loosened.

The weight of the ship's anchor should be in rough proportion of one to one and a half pounds for each ton displaced by the vessel. Ships carry two such anchors on either side of the bow (bower anchors) where the modern anchor is held with shank drawn up in the hawse pipe, and the flukes (ends of the anchor arms), against the side of the ship.

### Types of Anchors Carried

Other anchors which ships may carry include sheet anchors, which are simply spares of the same type as the bower anchor usually carried in a hawse pipe abaft the bower anchor, or on deck; the stern anchor, which as the name puts it, is carried in the stern; the stream anchor, a medium-weight job carried in the stern for use in restricted waters to prevent swinging, and small kedge anchors used to move a ship ahead a little at a time or warp it by hauling the stern around.

The anchor cable chains have one end hooked to the ring of the anchor, while the remainder of the cable passes through the controller (riding chock), over the wildcat (grooved drum) of the windlass and down the spillpipe into the chain locker. There the cable is stored and secured, either by shackling the bitter ends of the two anchor cables together, or by shackling the bitter end to a ring in the deck. Sometimes the bitter end is passed through a ring on deck and then lashed to another ring overhead when quick release of the chain is necessary.

The controller serves to take the strain of the cable off the windlass and also keeps the cable from running out accidentally while raising anchor. The wildcat operates like a gear in that it has sprockets on it which fit the links of the anchor cable so as to control the cable in raising, paying out or holding fast.

The amount of cable carried by a ship is regulated by the vessel's weight, size, girth and amount of freeboard. Usually, in anchoring the ship five times as much chain is paid out as the depth of the water, although in rough weather this proportion is increased considerably.

### Anchor Chain-Markings

In all cases it is essential to know how much cable the ship has out. Consequently the chains are marked by turns of wire every 15 fathoms, with an additional turn for each fathom as follows: at 15 fathoms, one turn of wire on first stud from each side of shackle; at 30 fathoms,

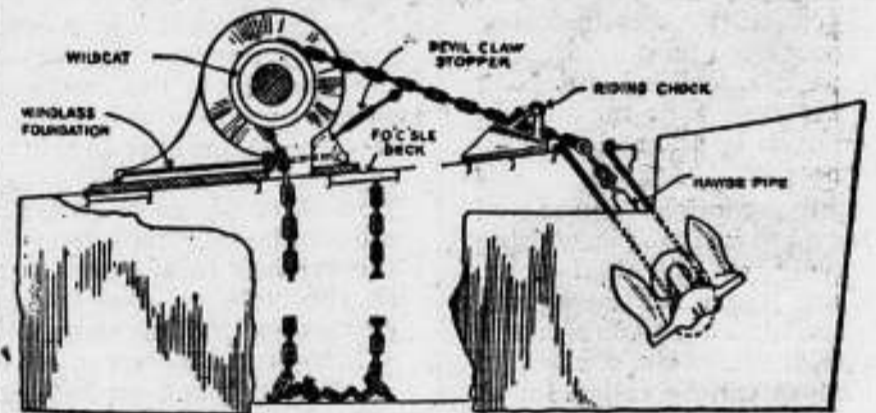


Diagram of ground tackle hooked together as one unit.

two turns on second stud, and so on. In addition, white paint of varying band sizes may be used between marked stud links.

In letting go the anchor, upon return from a sea voyage the chain is released by breaking out cement plugs placed in the spill pipes, taking off the devil claw and releasing the riding chock. After determining that the anchor is not jammed or frozen in the hawse pipe, it is let go by releasing the break on the windlass. Once the anchor hits bottom the speed of the chain slackens and the brake can be tightened somewhat to see how much chain is out by the markings. When the vessel has come to rest the brake is tightened fast.

In heaving in the anchor, care must be taken in the last stages when the anchor shank starts to enter the hawse pipe. At this point the windlass is run as slowly as possible and stopped as soon as the flukes rest against the side.

## Burly

Follow Burly Every Issue In The Seafarers Log





# Seafarers Hail New Benefits As 'Forward-Looking Unionism'



**Van Whitney, FWT:** All these new gains keep reminding us that only a union like the SIU, that's constantly looking forward to improve conditions for the membership, can produce benefits like these. That \$25 bond in the baby's name will give a child a good opinion of unions right from the start.



**Thomas J. Fitzpatrick, OS:** A Seafarers' hotel in New York is ideal. You can throw away an awful lot of dough to get a night's flop sometimes, and this will really be something fine for the guys on the beach. It's just the type of idea you'd expect the SIU to come up with for the members.



**George Stravardes, pantryman:** Disability benefits, you say? That is really looking ahead, but the SIU is the type of Union that's been doing that for years. Maybe there aren't too many guys in line for it right now, but sooner or later we'll need something like that when we can't sail anymore.



**Francisco Rodriguez, OS:** No, I'm not married, but I know what it's like in the family when a baby comes. The bills pile up and a guy just gets snowed under. This \$200 really gives you an incentive to have a family. You can bet a family won't forget the Union for a deal like this because its a big help.

## Dad Terms Benefit 'Family Union Pact'

(Continued from page 3)  
glad he gave Lady Luck that little extra nudge back in 1947.

Little Frances Stone didn't much know what was going on when her dad, Baltimore Seafarer Dolor F. Stone, started beaming all over when he stopped in at SIU headquarters in Brooklyn on his way home from the hospital with his wife, Iris, and the baby, born May 31. Stone had just filled out an application for a new membership book and was handing out cigars to all his old friends when he was told that he was entitled to receive the \$200 benefit.

"At first I thought they were kidding me," he said. "And to tell

attended the last headquarters membership meeting where the first announcement of them was made. A baby girl, Milagro, born to Bonefont and his wife, Augustina, on May 5, is their sixth child. Sailing SIU for the past 12 years, Bonefont echoed the reactions of the proud fathers who got wind of the new benefit. "This is a real break for the big family man like myself, and we really appreciate how it helps out when a new baby comes," he remarked. He's going to be throwing in for a job pretty soon because "there are a lot of people home counting on me."

## Union's Disability Benefit A 'Godsend'

(Continued from page 3)  
talking about," he said, "when I said I always got a square deal from the SIU, and that it was the best Union around."

George M. Arnold is another of the oldtimers who will begin receiving the new disability benefits immediately. George hasn't been able to sail for some time because of his health. Recently, he became confined in the Staten Island Ma-

(Continued from page 3)  
the \$200 is to mail copies of his marriage certificate and the baby's birth certificate to the Seafarer's Welfare Plan at 11 Broadway, New York City, or to Union headquarters together with the name of the last ship he worked on. The Welfare office in turn, will send him a form to be filled out and mailed in, after which they will send the Seafarer his \$200 check. The Union will follow up each payment with the \$25 bond.

Eligibility requirements are the

same as for other features of the Welfare Plan, namely, one day's service on an SIU-contracted ship in the previous year.

Incidentally, in the event the Seafarers wife gives birth to twins or triplets, each one of the babies will receive a \$25 bond.

The disability provision is designed to take care of these Seafarers who, are 100 percent unemployable from one cause or another. Eligibility requirements are the same—one day's service on a ship in the previous year.

### Eligibility Set-up

The trustees of the Seafarers Welfare Fund will pass upon applications for benefits and decide whether an applicant is eligible or not. If they agree he is entitled to benefits, he will receive \$15 a week or approximately \$65 per month for as long as he is totally disabled without time limit, effective the day his application is approved.

Here too, applications should be made through the Welfare Plan at 11 Broadway, or through the Union itself. In the cases of disabled members over 65, the Union will assist them in securing social security benefits in addition to the \$15 weekly Welfare benefit.

In effect, the new disability benefit will provide Seafarers with help when they need it most, at a time when they are unable to do any kind of work for a living.

The hotel project, long a prime Union objective, is still in the plan-

ning stage, with the Union intending to construct the kind of facility that will best meet the needs of Seafarers who will call it their home while on the beach. Construction will be financed by the Welfare Fund.

It is planned that the hotel will include recreational facilities in addition to sleeping quarters, as well as other personal services that would be desirable. It will be located directly behind the Union's headquarters in Brooklyn.

One possible delay in starting the hotel lies in the fact that tenants of buildings presently located on Union-owned property have to be relocated before the Union can demolish these buildings and start construction. The Union is making every effort to find new quarters for these people as soon as possible so that work can get underway.

With all these new expenditures undertaken or planned, the Welfare Fund is investing another \$400,000 of its surplus in Government bonds paying up to 2.64 percent interest. This means that the fund now has a total of \$1,400,000 invested in such bonds, which are providing a considerable amount of income for the fund.

### "Won't Rest on Oars"

Reviewing the Union's new ventures, SIU Secretary - Treasurer Paul Hall declared: "These new benefits are proof that the Union is not going to rest on its oars, but will try to provide additional gains for the Seafarer wherever it's possible. I don't think we've heard the last word yet on this score."

"The SIU was the first Union to establish a real vacation plan, and now we're happy to be breaking new ground with the maternity and disability payments. As to the hotel, that is something we have long been anxious to go ahead with and I think that before long, we will have gotten this long-needed project underway."

## Vacation Every 90 Workdays

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



**Proud Dad Felix Bonefont** gives out with a big smile as he applies for \$200 maternity benefit for daughter born May 5. For the aid of other Seafarers, he exhibits papers needed to qualify for claim, your marriage license and baby's birth certificate.

you the truth, I still don't know whether or not to believe it. What won't they do for the seaman next," he mused, "maternity benefits on top of everything else."

An oldtimer in the SIU, holding a book since 1938, Stone holds all ratings in the engine department, and usually sails as deck engineer.

The baby, Frances, is his fourth child, and was born in New York's Rockaway Beach hospital. During the festivities she showed no concern about her newly found-wealth, winking only once to squawk and then going back to sleep again.

Seafarer Felix Bonefont, DM, learned of the new benefits from his brother, also a Seafarer, who

## World's Speed Record Topped By New Liner

The new superliner the United States broke all listed speed records for ocean shipping when it did better than 34 knots in an eight hour speed trial off Hampton Roads, Va., on June 10.

The actual speed of the new passenger liner was not announced as the liner is designed for possible conversion into a troop carrier and this information would be considered of value to possible enemies. However, it was clear that the ship did far better than the 34 knots announced.

The previous speed record was held by the British liner, Queen Mary, which did slightly better than 32 knots for one full day in August, 1938.

What made the new ship's performance all the more remarkable was that it was accomplished in the face of high winds and rain.

rine Hospital, but because of the long period that he was unable to work, he couldn't qualify for the hospital benefits.

Sailing since the early 1920s, George joined the SIU in 1942. He sailed as a mess utility, preferring the European runs and Waterman ships.

"The SIU sure has done a lot of wonderful things for us," he said. "You have no idea how much this \$15 a week means to me. I'm going to be in the hospital for a while, but \$15 a week is wonderful when you're not able to work and earn any money. I want to thank the Union and all the guys in it."



Happy moment for disabled Seafarer George M. Arnold comes when SIU Patrolman Allan MacDonald presents him with one of the first \$15 disability checks at the Staten Island hospital.

Stars, Bars and Doughnuts Grace The Pulitzer



Ship's delegate Ed Wilkerson (L) shows off Joseph Pulitzer's newly-acquired rebel, 3rd cook Ping Yee Chee. He's from South China of course. At right, A. Lubas, baker, takes a breather after turning out a batch of flaky doughnuts.

Did You Know . . .

That the idea of turning air into a liquid was once thought so impossible that Swift savagely satirized it in his famous Gulliver's Travels? Swift reported some scientists were condensing air and letting the liquid flow like water. Today, liquid air is a common article of commerce for refrigeration purposes.

That a crazed radio operator sent an SOS in 1948 that had an Atlantic fleet naval force racing to quell a "mutiny" on an SIU ship? The William Carson, a South Atlantic freighter, was intercepted by a US destroyer as it was proceeding peacefully homeward. The radio operator who sent the report, a dud, jumped overboard right afterwards. The captain later called the crew "the best I ever had."

That an album originally had nothing to do with autographs or pictures? In Roman times an album was a white-topped table on which the names of officials and records of public transactions were kept in a public place. In the Middle Ages in Britain it also was the name for a register or list.

That the average person living 70 years consumes 44,000 pints of liquid? Scientists have computed that during this same period, he would use 8,000 pounds of meat, 26,500 pounds of bread, 12,000 eggs and 5,000 pounds of vegetables.

That Seafarers who applied for vacation benefits when payments under the Vacation Plan began in February, 1952, can already apply again if they have discharges showing 90 days worked since then? Under this set-up, vacation pay

can be collected as many as four times a year.

That an assassin as the name for a murderer dates back 900 years to a sect of religious and military fanatics in Persia led by a man named Hassan? The men were known as Hashshashins, from haschisch, a narcotic with which they drugged themselves when they went on the rampage.

That ruby jewels were once thought to be an antidote against poison? Centuries ago these precious stones were worn as charms as a safeguard against the plague. It was also believed they could protect a person against evil thoughts as well.

That someone who took a "nip" of whiskey in the old days used to drink up a half pint at a throw? The measure known as a nip comes from nipperkin which used to be just short of half a pint.

That the cafeteria at SIU headquarters still draws down just a nickel for a five-cent cup of coffee? Prices all down the line in the headquarters restaurant are below those in comparable places all over town.

That the next time someone tells you he had a hairbreadth escape from something, you can take a yardstick and measure it. A hairbreadth is supposed to be about a forty-eighth of an inch.

That a man's nephew is really his grandson? The Latin word for nephew meant grandchild or descendant in Early English, but has come down to the present with a revised meaning.

The Creed Of A Seafaring Man

"Democracy is liberty plus economic security. We Americans want to pray, think as we please—and eat regular." This quotation is at best, the practice of seafaring men. At the dinner table aboard ship, informal discussions are carried on by men from all parts of the world. They take pride in denouncing any doctrine that denies their right to live and speak as free men.

One of their main interests as seamen can be understood in a famous quotation from the late Chief Justice of the Supreme Court, Charles Evans Hughes:



Stewart

"The legality of collective action on the part of employees in order to safeguard their proper interests is not to be disputed. It has long been recognized that employees are entitled to organize for the purpose of securing the redress of grievances and to promote agreements with employers relating to rates of pay and conditions of work . . .

"Instrument of Peace"

"Congress was not required to ignore this right of the employees but could safeguard it and seek to make their appropriate collective action an instrument of peace rather than of strife.

"Such collective action would be a mockery if representation were made futile by interference with freedom of choice."

The seamen's great sacrifices, to perpetuate the existence of this right, is contained in war's history, when seamen gave all and were satisfied to be known only as "unsung" heroes.

The prevailing odds against the

forces who would deny this freedom are substantiated by a typical ship's crew list, identifying men from all sections of this country and the world.

A recent list of this kind shows men sailing together from such countries as Norway, Canada, Ireland, Sweden, France, Denmark, Italy, Greece and the British West Indies.

It also carries men who came from Maryland, Massachusetts,

Missouri, Indiana, Puerto Rico, Minnesota, New York, Alabama, Connecticut, New Jersey, Pennsylvania, California, Texas, South Carolina, West Virginia and Illinois. This is just one crew on one ship.

These men despite their varied background choose to work together in unity, under a flag and Union that protects their interest in democracy.

Freddie Stewart

Passenger Saved By Kyska Crew In Nine Minutes Flat

I was on the Kyska, a Waterman ship, out on the Pacific last month when we had a little unexpected excitement involving the rescue of a passenger. Fortunately, fast work by the crew averted a possible tragedy.

It happened on Friday, May 9, which was a wonderful day, the first good one of the whole trip. We had just finished our lunch and practically all hands were on deck, taking advantage of the slumbering Pacific. The steward's department was cleaning up and getting ready to join the rest of the gang.

I was relaxing in my foc'sle, reading a book when we heard the cry "man overboard, man overboard." I ran to the boats with all hands. The mates were in the No. 2 lifeboat so I headed there. The ship was hard over and the engines stopped.

We could see the person in the

water, and to our surprise it was a woman passenger. She was swimming but was too stunned to realize what was happening. The chief mate threw her a life ring but she was too bewildered to grab it, so F. W. Brown, DM, jumped in after her, and held her up until the boats arrived.

Skipper Praises Crew

We pulled her into the boat and had her back aboard in nine minutes flat. The skipper praised the crew as an airtight, smoothly functioning unit, and claimed it was one of the best lifeboat units he had ever seen.

Those manning the boat were: John T. Hanson, 4th assistant; R. M. Anderson, 4th mate and former member of the SIU; P. E. Patrick, chief mate; W. G. Adams, DM; F. W. Brown, DM; A. F. Burris, chief electrician; Hal Nelli, AB and Joe Nish, OS.

The woman passenger recovered from the accident pretty rapidly as she was not in the water too long.

William (Irish) Adams  
Ship's delegate

Quitting Ship? Notify Union

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

SIU Beachcombers Eager To Display Diamond Skill

New Orleans—Steve Silvestrin is back sailing again after a long stopover in New Orleans. He just shipped on the Del Mar . . . And speaking about this ship, we see several more familiar names on the crew list including Max Fabricant as chief steward and Charlie Bradley, 2nd steward, holding the two stripes job . . . Val Nunez who used to work on the Del Norte as laundryman is aboard the Mar, as saloon steward . . . Jimmie Hollen and Manuel Gonzalez are also crewmembers . . .

The Del Mar was a clean ship when I boarded her here . . . It would be nice if some members of the crew would start the ship's paper again, the "Mar-Log," which was founded by our old friend Bill Champlin.

Since the officials down here received their new Union books, their books have been challenged by brother members, reason being they just wanted to get a peep at the new books. Understand all reports are now being supplied with applications.

Well-Kept Secret

F. A. "Blackie" Bankston was born July 12, Julius Caesar's birthday. I know what the initials stand for but Blackie's sworn me to secrecy . . . Don't be surprised if you read that Milton "Rags" Maihlo has become a prizefighter. The other day he was seen eating rice and spinach.

The best organized and equipped ball team in our organization is the Seafarers Beachcombers under Maurice Duet. Let's have other halls and ships organize their own teams . . . Received a report from Buenos Aires that the barbers down there are overcharging our

boys. Pay the bill and no more.

The fellow you see around the New Orleans hall with a camera strapped to his shoulder is none other than "Red" Cobb the official photographer for the Beachcombers . . . Jack Parker, formerly with the Sea Hawk, is now selling insurance and looking very well.

Of all the southern dishes, the rebels prefer southern caviar, which is generally served during breakfast with eggs. Perhaps you yankees will know it better by its proper name, hominy grits.

Salty Dick

Kid Sister



Youngest of Seafarer Luis Ramirez' family, Maria Elena, 1 1/2, poses with mom. She has two older brothers.

LOG-A-RHYTHM:

Ode to a Tramp

By Carl Hicks

Oh I'm not a thing of beauty  
With my awkward staggering pace,  
And my builders shed their duty  
When my bones were set in place.

But with all my lowly labors,  
As I roam the seven seas  
I watch my showy neighbors  
From Suez unto the Keys.

And from far off ports down under  
To Capetown and Port Said,  
I roll through seas of thunder  
Where the mighty waters spread.

No I'm not a thing of beauty  
As I wallow 'round the Horn,  
'And my crew does extra duty  
For my gear is old and worn.

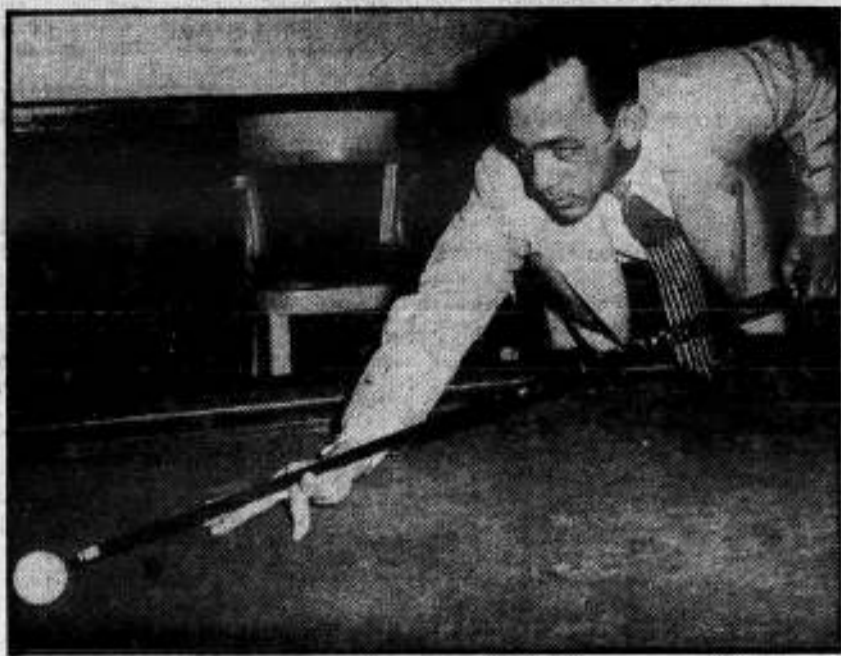
I've tasted of the stormy nights  
And heard the high winds toss.  
I've seen the magic Northern  
Lights  
And touched the Southern Cross.

My screw has churned for hours  
When I couldn't move a mile  
Against the monstrous powers  
That battered me the while.

I loafed along the Irish coast  
And heard a stately blast.  
Or in fog like some great ghost  
I've seen a queen ship pass.

No I'm not a thing of beauty  
As I cross these watery zones,  
But I'll keep on pulling duty  
'Til my port is Davy Jones.

Trying Out A New One



Stanley Schuyler, steward off the Petrolite, takes careful aim with his recently-acquired Japanese cue stick in the billiard room at SIU headquarters. The cue cost him 900 yen, about \$3 American.

Radio Man's Book on Sale

Radio operator Harry B. Antrotter's latest novel, "Slow Boat Across" has been published by the Psychological Library Publishers, 103 Park Avenue, NY 17. Dedicated in the author's words to "the sea, the ship upon her and above all the American seaman" the book is set against the background of a C-2 voyage through the Atlantic and Mediterranean.



The main line of the plot deals with the romantic involvement of a crewmember with a woman passenger on the long trip to Venice, Italy.

Copies of the book are available at the above address at \$3.50 each.

Lost Cabbie Stymies Seafarer

Durban, South Africa—I was in this port on the Robin Hood, when I was so unfortunate as to take a cab to meet my date for the evening. Cabbies being what they are in that port I should have known better, but this is what happened.

At 7 PM sharp I collared this cab and gave instructions on where to go. "Do you know where Longview Court is?" I asked. He didn't know.

"Well then," I said, "do you know where Cato Road is?" He thought he did.

I could see that this was going to be a hassle right off the bat. He started thumbing through a directory and after 15 minutes of looking we started rolling with the assurance that he would get me there.

By that time I was wondering whether he would get me there that day or next week.

Now Durban happens to be a very beautiful city, especially at night. Somehow it reminds you of

New York and I mentioned this fact to my driver (keeping up conversation, you know).

Well, he agreed, but started telling me about Johannesburg and how it looked the time he was there in 1898!

I saw I had to cope with someone from the old school.

"You've got beautiful buildings here, real nice," I said. But he just kept on talking about Johannesburg 54 years ago.

Another thing that annoyed me was that he had a memory like a fog horn.

"Is that Longwood Court you wanted?" he asked.

"No Longview Court on Cato Road."

"What's that?" (He's hard of hearing too.)

"Longview, Longview, savvy?"

"Yes sir, don't get excited." He had been driving around for half an hour and we were still on the main drag of town; somewhat slower than a rickshaw pace.

Having less of an idea than myself of where he was heading and still bugging me up with Johannesburg he cruised along looking for Longview Court. We finally reached Cato Road and started climbing a hill that seemed to have no end in sight.

My cabby spotted two natives strolling along the side of the road. He started jawing with them in Afrikaans, then English and then some strange dialect but they just didn't get him.

By this time I was ready to crawl through the top of the cab. The clincher was when my driver pulled up to a bungalow and nonchalantly said to me, "Why don't you go in and find out where Longwood Court is?"

"Who me?" I said, "You must be kidding, and anyway, it's Longview, not Longwood Court."

He seemed irked at me but reluctantly went into the house for instruction. By this time I quit smoking my cigarettes and started eating them.

To make it short and sweet, we finally found Longview Court which was just a block away all the time. I paid him about 12 shillings for my tour of the city (approximately \$1.70) and went on my way.

F. Paskowski  
Engine delegate

Harry Kroumel

fellows that go through the Suez Canal the first time. Lay off the characters who come aboard trying to sell so-called diamond rings. They are phonies. The rings are of brass and the stones are glass. Two fellows aboard got stuck. So if you are smart brothers, you'll lay off too.



These two bearded old salts are none other than Seafarers Woody and Paskowski aboard the Steel Ranger. They didn't say whether or not the slopchest ran out of razor blades.

Weary Old Steel Ranger Is Host to 'Freeloaders'

We and our dear friends, the roaches, completed the voyage for Isthmian aboard the Steel Ranger. I can truly say that they came into the States just as starved as we were. About a week from home, most of our chow ran out.

There were some good meals served aboard during the trip and that's when our dear friends were in their glory. There were so many that you had to beat them to the table when the chow bell rang or you were out of luck.

I guess a fellow like myself has to consider the situation before sailing on a ship that's 32 years old. Yep, she was built back in 1920, even before I knew what a ship looked like. To look at it, it would remind you of an old barn both inside and out. Everytime we had a little rough weather and she started to roll, she would shake and squeak as if each roll was her last.

Before getting into Belawan Deli, Sumatra, we had three bad rainy days. I have never seen it rain so hard in all my life. It was so bad that some of the fellows who slept amidships couldn't sleep in their rooms because the boat deck leaked so much. They had to sleep aft and anywhere it was dry. As for the mess hall—we got a shower with our meals.

All in all, she wasn't a bad ship. We got six months out of it and made ten ports in the Far East. Anyway, it kept us away from old man winter. Rumors are going around that it was her last trip with Isthmian.

That's about all for this trip except for a little reminder to the

The FOC'SLE FOTOGRAFHER

By SEAFARERS LOG Photo Editor

With summer coming we not only have a rise in temperature but a rise in the use of color film. Bright sunny days with nature contributing colorful backgrounds, tempts everyone to try a roll of color film. Regardless of how simple your equipment, if it can take good black and white photos you can probably take color shots.

Follow some simple but strict rules regarding exposure and you'll be amazed at the results. Load your camera with a roll of color film, set your shutter speed at 1/60 of a second and the lens opening at f 6.3. Put your subject matter in sunshine, click, and you've got yourself a nice color photo.

You've probably heard the proverb that all cats are black in the dark. This is a restatement of a fact basic to all photography... that objects are seen because of the light they reflect. In color photography the photographer takes into consideration not only the amount of light reflected but also the color of the reflected light, because it is the colored light which forms the photograph. In outdoor color photography the principle light source is daylight, usually a mixture of sunlight and skylight. For average subjects fairly close, daylight color films will produce excellent results without any filters.

With distant subjects the proportion of sunlight to skylight is greater and your color film usually will have a bluish tinge. Correction filters are recommended for such cases. Supplementary light can be obtained by using reflectors made of sheets of white cardboard or any surface covered with tin foil. Auxiliary light in outdoor color photography can also be obtained from synchronized flash lamps. Since you will probably use daylight type film outdoors, such lamps must be blue coated.

Judging Exposures

The easiest way of determining correct outdoor exposure for color film is the literature packed with each roll of film. If this information is followed carefully, you will wind up with a high proportion of properly exposed color shots. If you own an exposure meter be careful in using it for color film. Since the color sensitivity of a photoelectric exposure meter is not the same as that of color film, many errors in exposure can be traced to this cause. Most users of meters get incorrect readings because of the inclusion of too much sky in the field of view of the meter. Point your meter slightly downward when used outdoors.

If you are using color film with a meter for the first time make an exposure at the indicated meter reading and at 50 percent over and under. From the results of such a test you can determine the accuracy of the meter reading and of the shutter speeds and lens settings.

If you find consistent errors, compensate in all future shootings. Thus, for example, if you should obtain underexposure, take a lower film speed rating. If you should obtain overexposure, set a higher film speed rating on the meter. Once determined, these altered settings should remain constant for a given meter and camera combination. Ignore any meter reading on outdoor subjects in full sunlight that indicate exposures of less than 1/60 of a second at f-8.

Popular Films

The two most popular color films are Kodachrome and Ansco color. Ektachrome is still going through changes and until it becomes standardized as to speed and correction filters I'd be wary about using it. The daylight type of both of these films is balanced for exposure in sunlight. Both are about the same speed and with care some beautiful transparencies can be made.

Since Ansco color film can be processed by the user the cost of the film does not include processing. Kodachrome is processed by Eastman Kodak and the cost of the film includes processing and mounting for projection.

The following table provides approximately correct exposures for daylight color film in summer. In winter use the next larger lens opening.

|                                   | Shutter Speed | Lens Opening |
|-----------------------------------|---------------|--------------|
| Bright Sunlight .....             | 1/60          | 6.3          |
| Hazy-soft shadows .....           | 1/60          | 4.5          |
| Bright overcast, no shadows ..... | 1/60          | 3.5          |
| Dull overcast .....               | 1/60          | 2.8          |

Quiz Corner

- (1) In Coleridge's Rime of the Ancient Mariner, the Ancient Mariner was condemned to (wear a cross), (tell his story), (interrupt weddings), (stay at sea)?
- (2) An express train traveling 10 mph faster than a local is following 75 miles behind the local. Five hours later, the express crosses a bridge which the local crossed a half-hour before. What are their speeds?
- (3) Winds aloft usually have (lower), (the same), (greater), (much lower) speeds than surface winds have?
- (4) The proportion of elderly people in the total population of the US is tending to (decrease slightly), (decrease greatly), (remain stationary), (increase)?
- (5) A man has \$11.90 in nickels, dimes and quarters. If he has twice as many dimes as quarters and has 136 coins altogether, how many of each does he have?
- (6) The Monroe Doctrine is a (statement of American policy), (principle of international law), (Pan-American agreement), (treaty between the US and Great Britain)?
- (7) The amount of water vapor in the air compared with the amount the air can hold determines the (temperature), (relative humidity), (velocity), (ceiling) of the air?
- (8) The golfers should know this one. If a "spoon" is a wooden-headed club, is a "brassie" a wooden or iron-headed club?
- (9) You be the judge. Should a husband be allowed to reduce his wife's alimony when times are bad?
- (10) If three feet are added to each side of a certain square, its area is increased by 69 square feet. What is the area of the original square?

(Quiz Answers on Page 27)

Passing The Good Word



Crewmembers of the Bienville relax while listening to the reports of departmental delegates at a recent shipboard meeting.

Olde Photos Wanted by LOG

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

The SPORTS LINE

By Spike Marlin

We were stumbling over assorted feet to our usual 60-cent vantage point in the Yankee Stadium bleachers when we happened to spot a pair of familiar brogans. Looking up, we saw with astonishment that it was none other than Focus Coyle.

We asked him what strange quirk of circumstance led him to pay his way into a ball game.

"Well," he admitted sheepishly "just when I kicked off my shoes and parked in front of my set I smelled some burnin' rubber. First thing ya' know a few condensers fried. And here with Bucky Harris in town with the Senators! I just hadda get out here."

We wondered out loud what he saw in Harris' collection of clowns and castoffs.

Plain Facts

"Don't you go gettin' so smart," he fired at us. "Who's on top of who in the standin'?" We conceded the hard facts and agreed that the Washingtonians had shown no signs of growing dizzy on the unfamiliar heights—up until now.

We warned him though, that before the season came to a close they could be expected to seek their natural habitat, somewhere in the dismal gloom of the second division.

"Never mind," he sneered, waving us aside with a scornful flipper. "This Harris is the greatest. Why if it wasn't for Joe Page, he'd be the most famous manager in history."

We wanted to know how come. He looked at us with a pitying expression reserved for stupid children.

"It's simple, once you can understand," he explained. "In '47 Harris took over the Yankees. Right? He grabbed all the chips too. Right?" We had to agree.

"This Page was the greatest thing in the bullpen that year. He's savin' game after game, includin' the last one with the Dodgers in the World Series. That makes him and Bucky the heroes of 1947."

We conceded all this but... "Just relax," he said impatiently. "I'll explain everythin'. Next year, (I didn't have no set then) I calls up sick one mornin' and comes out to see them take the Sox apart. Along around the sixth innin' Harris waves to the pen—and out comes Page."

Slightly Oversize

"One look at him and my eyes is bulgin'. He waddles out of the runway like a mamma sow that's gonna pop nine little piglets. 'Man,' I says to myself, 'if I didn't know where I was I'd think it was Hugh Casey.'"

"Sure enough he stinks up the joint that year. Harris keeps wavin' for him and the infielders keep wavin' at the line drives whistlin' by. So the Yankees lose out and Harris gets the gate."

"Then Stengel takes over in '49 and Page makes a great comeback. They win again that year, and in '50 and '51 too."

Everybody knows that, we said. What about it?

"Don't ya' see," he exclaimed, "if it wasn't for that Page, Harris would of kept his job and won five pennants in a row. Instead he gets fired and is stuck in Washington. Now don't bother me anymore, I gotta root my boy home."

Sling Net Carried Strange Cargo

Meeting Percy Boyer, who I was shipmate with over 22 years ago, started bringing back memories of the so-called good old days once again, particularly when I shipped out of New Orleans in the days when the US Shipping Board was in existence.

Those were the days when we sat in the fink hall, and when old man Markey called the jobs, we raised our hand as if we were back in a school room. He then would choose whoever he saw fit for the jobs, regardless of how long a man was on the beach.

In the fall of 1933 I shipped on an old rustbucket named the Eg-

lantine and made two trips to Liverpool and Manchester, England, from New Orleans. We had quite a number of screwball characters on this wagon, and no one was nuttier than the skipper. He was an old guy in his late seventies with a voice like a foghorn and a terrific love for whiskey of any kind.

I remember one trip where we made Dublin on the way back to New Orleans. We were standing by waiting to let go. Everyone was aboard except the skipper and all the gear was battened down except one boom on No. 4 hatch on dockside.

Since it was my first trip on this ship, I was curious as to the reasons why this boom wasn't cradled. I soon found out.

As it was getting late, the chief mate ordered the gangway in. Pretty soon a cab rolled up and out came the old man, gassed up like a light.

Two sailors then shimmied down a guy line, a net sling was hooked up to the runner of No. 4 boom and the old man was shoved into the net sling with the two sailors in with him to see that he didn't

fall out and break a leg.

As the sling was raised the old man's legs shot through the holes of the sling. He was quite a sight, howling like a bulldog that he was the master, he gave the orders and they were to be obeyed by all hands.

Well the winch driver took him at his word and when the sling was over the hatch he obeyed the order to set the skipper down immediately. He came down with a bang. Fortunately, he was a tough old bird and was only jarred up.

However, the old man managed to get up, and gassed up that he was, congratulated the winch driver for obeying his orders to let him down at once.

Louis Goffin



Goffin

Coffee Bean Really Got Around

Some of the boys sailing with the Union have really been around the world a couple of times and in all kinds of foreign ports, but I doubt whether any of them has done more traveling than the coffee bean. If you look it up in the books, you'll find that the coffee

tree really got around in the last few hundred years, although right now, as anybody who has been on the South American run knows most of the stuff comes out of Santos.

Another idea some seamen might have is that the coffee time bull sessions are things that originated on shipboard. Well they are pretty far off the mark, because it seems these same practices were common in England 300 years ago.

As a matter of fact the first coffee house in London was opened in 1652 which makes this year the 300th anniversary of the coffee time talking jag, since coffee houses were famous for the amount of gossip and tongue-wagging that went on in them.

Originally From Africa

Getting back to the start of the whole thing, the experts claim that the coffee tree, which isn't much more than an overgrown bush, originated in Ethiopia. The bean is supposed to have taken its first overseas voyage through the Indian Ocean and Red Sea about 1,200 years ago to Southern Arabia. For quite a while after that most coffee was exported through the port of Mocha on the Red Sea, which explains how the word "mocha" got into the coffee game. It seems that coffee was terrifically popular among the Arabs and Turks because their religion doesn't permit them to drink. As a matter of fact, the Turks prohibited coffee for a while on the grounds that it was intoxicating.

The Europeans first found out about coffee from the Turks and Arabs. After a while, the coffee bean took a long overseas hop to Java and Sumatra where coffee is

still grown in large quantities. It got to South America sometime during the 1700's. The regular "coffee run" between Brazil and the US first got started in 1824.

While Brazil grows most of the coffee in the world, the plant is

cultivated in 14 Latin American countries as well as in the Hawaiian Islands, the East Indies and Arabia. It took a little time but that coffee bean sure did manage to get around.

Bill Pryer

GALLEY CLEANINGS

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

Slipshod baking often ruins the best efforts of the steward and cooks to satisfy hearty shipboard appetites. "Baking is as exact as any science," says SIU oldtimer Samuel S. Vandal, "since you have to use precise amounts of ingredients and know just how they'll react."

In addition to his sea-going experience dating back 40 years, Vandal put in over 15 years ashore as a specialist with nationwide baking concerns, so he knows what he's talking about. One of his creations, developed with painstaking care, is a "basic mix," which can be used for making jelly rolls, lady fingers, Boston cream pie or the like.

Here's the step by step recipe: 1 1/4 quarts whole eggs, 2 pounds-

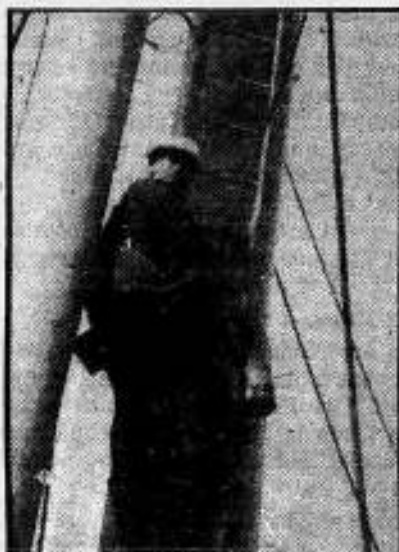
6 ounces sugar, 3/4 ounce salt, 1/4 ounce flavoring (such as vanilla, maple or lemon), creamed up well in a clean, grease-free mixer. Take 2 1/4 pounds flour, 1/4 pound cornstarch, 1 ounce baking powder and sift well twice on paper. Add 1 pint milk, then 1/2 of the flour to the mix in the machine, both at low speed. Shut off machine as soon as everything is mixed to prevent unnecessary heating of the contents.

Shake Lightly

Have a lightly greased sheetpan covered with well-greased paper ready. Take bowl out of machine and fold (shake) in remaining flour lightly by hand until no clots of flour remain. Using six handfuls of the mix to make one jelly roll of 24 servings, spread it out flat on bench with palate knife and drop it to get air bubbles out. Bake in a 380 degree oven.

Next, on a pillow slip covered with sugar (grated nuts or coconut can be added), turn the pan upside down and let stand a few minutes. Remove pan, roll off the paper and then, before it cools, cover the cake with jelly or cream and roll up with the pillow slip as a guide, making sure to twist in the ends. The entire job takes no more than 45 minutes. "It can't miss," Vandal adds.

Lofty Perch



All the world's a stage at the moment for Roberts, AB, on the Liberty Bell as he slaps paint on the mast.

Seafarer Sam Says

WRITE IT UP — PRONTO!



OVERTIME WORK DONE MUST BE ITEMIZED AND TURNED INTO DEPARTMENT HEAD WITHIN 72 HOURS OF THE TIME WORKED.

TURNING IN A STACK OF OVERTIME SHEETS AT THE PAYOFF IS LABOR LOST AND WON'T FATTEN YOUR PAY.

**Marine Tells Why He's Union Man**

To the Editor:

I was very glad to get the LOG over here in Korea. I am very proud to wear my Union pin.



MacDonald

Many a Marine has asked me why I, as a Marine, wear a union button. I tell them with pride that I belong to the best Union in the world, the SIU. I'm for the SIU 100 percent. I told my buddies that without any unions in the country we would be at the mercy of big business. I told them of how they benefit by being in a union and how organized labor always helps the individual who is a union man.

I showed the LOG to them and they all agreed that the SIU is one union that certainly does a good job.

I told them of the fight the SIU had long before Korea with the Communists on the waterfront and how the SIU defeated them, the same as we over here, will beat them in the end.

Pfc Charles MacDonald 1214526 C Co., 1st SP Bn.

1st Marine Division FMP c/o FPO, San Francisco

**Officers Neglect Ill, Injured Men**

To the Editor:

We have had a couple of unfortunate incidents on this ship, the Bradford Island, which hasn't been helped out by the attitude of the skipper and the other officers. While the messman was sleeping on deck one day, one of the crew dumped a percolator of hot coffee out of the port hole, burning him badly around the legs. When he went to the mate for treatment, the mate turned him down and told him to wait until after eight o'clock and see the third mate.

This man is now hospitalized in Porta La Cruz, the port we are shuttling to from Argentina.

Then there was an oiler who had a bad tooth at sea and went to see the captain about it. When port was reached he was told to pay for dental work out of the draw he had made and was refused any further advance. As a result the dental work was not done because the oiler did not have enough cash to pay for it.

To top it off, the chief cook had a bad heart attack and as a result has been laid up, leaving the steward's department, two men short.

The doctor at Porta La Cruz stated that the medical attention given to the crew shouldn't be given to a dog and that the messman's burns should have been treated more decently.

James J. Finn Ship's delegate

**Seacloud Sizzled On Way To BA**

To the Editor:

By some strange twist of fate we have finally blown (literally speaking) into Buenos Aires, the port of ports. What a sight the Seacloud must have presented to shoreside observers—broken down, rusty old hulk that she is.

And weather? Listen, Captain Carlsen had a mill pond in comparison. We only had six inches of freeboard leaving Trinidad and the first four weeks all watertight doors and portholes had to be kept dogged down except once in a while they could be opened on the boat deck.

But most of the time they were all shut. So on the many occasions when she would break down, the standing order was to come hard right to get the sea on the port

**LETTERS**

**Crew Of Bluestar Cooperative Gang**

To the Editor:

The voyage of the Bluestar has been running along in good shape. We have had two breaks on the trip so far with the good grace of Captain Berger. All hands not on watch were granted shore leave to stretch their legs. All hands cooperated and we the delegates are well pleased in the matter.

The deck department has been exceptionally cooperative with one another, especially the bosun. Some of you may know him, John Gallagher. He has given those who are new to the sea as well as the old, a fine example of leadership in the rank and file of the SIU. All the brothers aboard gave him a vote of thanks. Also there is among us Brother Harry (Whitey) Lamacraft of our Canadian District. He is, by the way, one of our photo fans and I must say that he has some very good shots of the fellows and the trip so far.

**Winch Handling**

Brother I. J. Torre, the deck engineer, suggests that the new contract should specifically state that when a vessel arrives in port for the purpose of loading and/or discharging, an oiler should maintain the winches during the day and the deck engineer should handle them at night.

The purpose of this request is that not only will more deck engineers throw in for the jobs to get a little OT, but there are quite a few ships that have had night engineers that didn't understand the workings of the winches well enough, to repair them alone.

In closing all the men are agreed that those who are responsible for the new books be given a vote of thanks for its style. We are hoping that they will fulfill their purpose in making clerical work at headquarters less complicated and help our patrolman handle a speedier payoff.

Rocky Milton Ship's Delegate

**Art Contest Prize A Pleasant Shock**

To the Editor:

I received your telegram notifying me that I was the second prize winner of the miscellaneous entries in the SIU art contest. The wire was forwarded to me here in Panama by my wife.

I am employed by the Ore Line as quartermaster for the last six years off and on.

It really was a big surprise to me because there are better men

than I am in the beltmaking business. Maybe nobody thought of sending them to your contest.

I am very appreciative to all the good SIU officials and men of a great organization second to none for all the things we have accomplished in such a short time.

I also received my first vacation pay in 40 odd years as a seaman and the agreements are tops. Thanks to you and the judges for the lift. Yours for bigger and better art contests.

John R. Taurin

**Stewards Rate Dayman's Raise**

To the Editor:

I should like to see that the steward's department gets classified as day workers so that they also get a raise like other day workers. We all know the Union has done a lot for all the members, and we know the hard battles we had to fight to get what we have today. But I'd like to see that a little more be done for the steward's department.

We should take into consideration the fact that the steward's department has to work seven days a week and always has to be on the ball. The chief stewards are always between crossfires. They have to satisfy the crews and also the companies. That's why I think they should be the highest paid unlicensed men. Next to them, I think the cooks should get better pay.

Also, I would like to see if there could be a way to get the companies to supply cold drinks in the slopchest, especially in the summer months. The chief stewards could take care of handling cases of cold drinks in case it is too much for the person that handles the slopchest.

I think all the steward department members would appreciate it very much if something could be done about it.

Jan V. Rooms

**SIU War Story Book Requested**

To the Editor:

Would you please send me the book "Seafarers in World War II"? I am a retired bookmember and receive the LOG regularly. I wouldn't be without it and now it is better than ever. The LOG is one of the very many things we of the SIU can be proud of.

Lloyd Heinis

(Ed. note: The booklet is on its way).

**Cooling Note For Summer**



With the thermometer in the 80's, Leroy Clarke, Lake Charles port agent, reminds us it wasn't always that way with this photo of the ice-covered deck of the Golden Hind off the coast of Japan in January, 1936.

**Hails Union Aid To Disabled Men**

To the Editor:

I was at the headquarters membership meeting Wednesday night, June 4, and heard the Secretary-Treasurer report that the Union was going to pay \$15 a week to disabled Seafarers who no longer can work and also that the Union was going to bat for these men to help them collect Social Security benefits.

I was happy to hear this because I know that a lot of oldtime seamen have trouble collecting Social Security benefits. They get snarled up in red tape because they work for so many different companies in the course of the years and sometimes a man might lose out on Social Security benefits through one loophole or another.

When a man has the weight of the Union behind him to collect these things it helps to get things done faster and better.

And, of course, I am heartily in favor of the proposal that the Union pay these fellows \$15 a week additional out of the Welfare Fund. The Social Security benefits are pretty small and this additional money will be a big help to the older brothers who no longer can work. With this money, the men will no longer have to sign their lives away to a welfare agency to be able to live.

H. C. McCurdy

**Liberty Flag Food Simply 'The Best'**

To the Editor:

Our Memorial Day dinner on the Liberty Flag was one of the best we Seafarers have had the pleasure of enjoying. The food is exceptionally well prepared by our staff in the steward's department, who, I may say, are above the average.

I've been sailing for 32 years and I never had had any better. It's like that every day.

It is a pleasure to write about a steward's department that functions such as the one on board this ship. It's also a very good crew all over. We have a few oldtimers aboard including Scales, bosun; Bishop as steward, Fontenot, our chief cook; and Rose our 3rd cook.

I would like to give them credit in the LOG.

S. J. Smith

**Oldtimer Recalls Days Gone By**

To the Editor:

While lying here in the Savannah hospital with a lot of suffering and a lot of spare time in between, I have done a lot of rebuilding of those castles in the air I built back in 1901 and later years.

I recalled when I first started in the windjammers. Landing in New York on December 15, 1904, I got hooked up immediately with "Shanghai" Gus Brown and was mighty proud of my Atlantic Union button. Many years later it was the ILA and since 1940 our beloved SIU, the one we are all so proud of belonging to.

In summing up these dreams of former years it leaves me with but one picture, a picture of the old rocking chair. So the only hope for us oldtimers with over 50 years of sea service is that we can expect to rock in one of these chairs for a little while before the call comes to stop rocking to officials and brother Seafarers, together as one and all.

B. M. Larsen

side. That way the captain could open his porthole for the short time the plant was down.

Sometimes though, she'd do a snap roll and his hole dipped a little water—not dripped, dipped.

**Heat Merciless**

The heat was terrible, 130 degrees in the shade. I don't know how hot it was in the sun because it didn't shine. All of the mercury boiled out of the thermometer we had in the messhall so it's hard to say how hot it was inside but the paint all peeled off the bulkheads above the engine room.

We opened all the iceboxes hoping maybe that would act as an air conditioning unit, but that just caused the eggs and other perishables to spoil. We should have had a fan in them to kind of circulate the air. Finally we were able to go on deck just before arrival in Buenos Aires.

There was also a shortage of cigarettes aboard so when we got to Argentina, we found there was a shortage down there and were compelled to purchase them at black market prices when we got there.

Not a great deal of consideration was shown the crewmembers requiring medical attention. The old man was approached in regards to Emanuel Perez, AB, and he said that the man's ailment was nothing, only a bellyache. This member was finally hospitalized and an emergency operation performed for appendicitis.

Another case was that of Ed Spooner, also an AB, who approached the old man for medical treatment and was informed it was only a wind burn. But in the port of Trinidad, a piece of steel was removed from his eye, which was infected.

R. Weaver Deck Delegate

**New Hall Leaves Him Speechless**

To the Editor:

Well, I finally made New York and my first glimpse of the new hall left me speechless. It is no doubt one of the finest union halls in the United States. It sure is home away from home. The cafeteria, library, meeting hall and executive offices are beautiful.

I want to say that the SIU has sure come along to great success and this democratic Union must have unity in the years ahead if we are going to continue along successful lines.

If any man wants to see what organized labor has done for the seaman all he has to do is go down to 675 4th Avenue, Brooklyn, and see the new SIU building.

Also, I want to say the the pizza pie here in Brooklyn is very good. I want to say hello to all my friends way down yonder in New Orleans, especially Brother Kouns, and wish all my shipmates the best of health.

Paul Capo

**SIU Praised For Job Well Done**

To the Editor:

I do think you all have done a wonderful job and accomplished a lot for the seamen in the past few years. If there was a class of working men that needed a break it surely was the seamen.

As a seaman's mother I am proud of what has been accomplished for them and enjoy reading the LOG.

Mrs. Mattie Roberson

**Chief Cook Loses Out On OT Rules**

To the Editor:

First I must congratulate the negotiating committee for the fine job you always do for the members of our Union. I am only going to express my views on the new OT victory for the steward's



Nomikos

department. I believe this is the first time in the history of the maritime industry our Union has won such good OT conditions for everybody in the steward's department. The port

OT is considered more than a victory but let me express this thought for the chief cook. The chief cook on a lot of ships gets only one hour per day when in the home port while the night cook and baker gets three hours per day overtime. Since he also has the same base pay as the chief cook, this gives the night cook and baker \$3.26 per day more than the chief cook.

I believe that the chief cook has more responsibility than any others in the galley but still the chief cook gets less pay. I do believe that the rest of the chief cooks feel the same way about this as I do.

I do hope the committee will take this under consideration.

N. Nomikos

~ ~ ~

**Seaman's Mom Praises Union**

To the Editor:

Gentlemen, it seems that your splendid cooperation and treatment of member seamen is hold our son sea bound ever since he was 17. I suppose the salty breeze is under his skin. He has many, many times assured me that he was with the best Union in all the US or the world, and at last I'm beginning to agree.

Since our son, H. C. McCurdy, must sail the seas according to his own decision and choice, I am grateful to God and to the kind-hearted men of the SIU.

We read the LOG with interest and see many encouraging items in the seaman's behalf.

My husband is not well, and this son has been a great amount of help to me which I've needed. He has helped me much more than my other four sons and daughter together. You can depend on my word that he will never let you down, nor any one else. I am glad that there is such a fine union as the SIU. They strive and succeed in pushing worthy members ever upwards. More power to you.

Mrs. A. E. McCurdy

~ ~ ~

**NMU's Boost For Kings Point Fishy**

To the Editor:

It's pretty easy to see through that scheme between Joe Curran, US Lines and their support for giving lots of taxpayers' dough to the brass and braid boys at Kings Point.

Curran and the NMU have been knuckling down to pressure from the shipowners and the Government on plenty of occasions, and this latest deal probably isn't the last either. I remember during the war when they were trying to put over a shipping board set-up on seamen and Joe and his "union" pals were the first to fall for the idea and love it.

They must be going off half-cocked now, to plump for more money for the military boys who strut around out on Long Island as if they were seamen.

It's a pretty poor sea-going union that'll fall for an idea like Kings

**• L E T T E R S •**

Point and its military stuff and nonsense. But I guess Curran knows on which side his bread is buttered so he just rides along with the operators and backs it.

Anybody who is sailing for a living can tell you we could use a whale of a lot of dough for new ships better than we can use a bunch of gold-braid characters.

Maybe Curran figures they'll make him an admiral or something when it's all over so it pays him to go for the idea.

Ralph B. Decker

~ ~ ~

**Ibn Saud's Cows Milked By Crew**

To the Editor:

The after end of the Steel Worker is a sea-going farm, consisting of 60 head of cattle, six of which are bulls, and four milch cows. They are going to take up residence at the Al Kharj farm in Arabia, under the care of Tubby Hayes, an expert in dairy husbandry from Texas. Two other passengers, Doc Joe Mims and Charles Kirkham, also from Texas, are along to care for the cattle.

The cattle belong to King Ibn Saud and we hope he doesn't mind having fresh milk every day, fresh from the cow.

The only objection to the cargo is noticed when the ship gets a tail wind. Then the barnyard smell penetrates the living quarters and gives some of the gang a smell of home.

In addition to the livestock we have 200 tons of high explosives in the No. 1 and No. 3 hatches. Our only casualty thus far is one lovesick fireman who didn't get any mail yet from his love light.

Edward Kennedy  
Ship's delegate

~ ~ ~

**Finds Marriage, Sea Mix Fine**

To the Editor:

I have been going to sea since 1944 and got married to a Mobile girl on February 23 of last year. I also have a stepdaughter. I think there's nothing better than going back and forth to sea especially on short trips where I can be at home with my family once in a while.



Seafarer Louis J. Cayton shown with stepdaughter Diane at home in Mobile, Ala.

I'm easy-going, like all the crew on this ship, the Monarch of the Seas, and they all seem to like me okay. We are all a jolly bunch. The steward and I are great pals, but I'm just cook, and "handy man" around the deck. How can they do without me?

My life at sea is to make an honest living for my wife and stepdaughter left behind at home waiting for me to return.

Louis J. Cayton

**Money Exchange Rates Listed**

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of June 10, 1952 and are subject to change without notice.

England, New Zealand, South Africa: \$3.90 per pound sterling.  
Australia: \$2.24 per pound sterling.  
Belgium: 95 francs to the dollar.  
Denmark: 14.14 cents per krone.  
France: 390 francs to the dollar.  
Holland: 3.90 guilders to the dollar.  
Italy: 625 lire to the dollar.  
Norway: 14 cents per krone.  
Portugal: 28.75 escudos to the dollar.  
Sweden: 19.33 cents per krone.  
India: 21 cents per rupee.  
Pakistan: 39.2 cents per rupee.  
Argentina: 14.3 pesos to the dollar.  
Brazil: 5.4 cents per cruzeiro.  
Uruguay: 52.63 cents per peso.  
Venezuela: 29.85 cents per bolivar.

**Suggests Yearly X-Ray Checkup**

To the Editor:

I wish to thank the Union for the check in payment of the benefits on my son, Claude A. Ray.

I would like to make a suggestion if I may. Would it be possible for the Union to require every merchant seaman to have an X-ray made each year?

I visited my son in the hospital in New Orleans. They have two wards for tuberculosis patients. So many of them don't find they have the disease until it is so far advanced that there isn't much hope for them.

If it was discovered in time, the patient would have a better chance and it would safeguard other people who come in contact with them. I feel very strongly about this. I hope I am not presumptuous in writing you and making this suggestion.

Alice Reed

~ ~ ~

**Steward's Task Rates More Pay**

To the Editor:

This is the first time that I have written to the LOG but I think it's about time to drop you a line and air my opinion about a few things.

I have been sailing as chief steward for 14 years and have been sailing as steward on SIU for the last 10 years. I like the way the SIU has been getting wage increase after increase for the members and better working conditions for us. But I know for a fact that one man the SIU must have forgotten about is the chief steward. Since 1948 everyone has gotten wage increases much higher than the steward.

The steward is the only man in the unlicensed personnel that is the head of a department and he should be paid accordingly to the capacity. The steward has to take inventory, order stores, check and type overtime, take care of the passengers and make sure there is plenty of stores for the trip and many other things that a man does not learn overnight.

Steward Gets Blame

If something goes wrong, the captain, company and the crew blames the steward for everything. In the end of the trip, on payoff day the Union patrolman jumps the poor stewards when the crew has a beef about something. It looks like the steward should be a father to the whole crew and the ship.

Here is just a few things that happen every day to a steward. A man wants the steward to send his laundry ashore for him and pay for the laundry when it comes back because he is going ashore to see his wife. Or a man is sick from a bad night ashore, the word is, "See the steward. He will give you a drink to help you out." But if you don't give the man a drink you are marked lousy.

Well, I have been doing this now for a long time and I think it's about time that the long-lost steward should get a wage increase so he at least gets the same wages as the bosun. In my opinion the steward should get the same wages as the third mate.

Wants Increase

Too many good stewards don't want to sail steward any more for the money they're getting. I have talked to several of them and they say they'd rather sail messman and have peace than take all the grief for the money they are making.

This is all the beefs I have. Now I would like to congratulate the SIU and the leaders of our Union for the new hall in New York. I think the new hall is the most modern union hall in the US. When I come back to New York, I would like to make a tour through the new hall and see how our Union operates.

Leo E. Movall

~ ~ ~

**Thanks Union For Blood Donor Aid**

To the Editor:

A short while ago it was essential that I undergo serious surgery at the Staten Island USPHS Hospital. Because of the nature of this operation, it was necessary for me to obtain six pints of blood transfusions.

Within 24 hours the Union had supplied seven volunteer donors to fill my needs.

I would like to thank the Union and the seven volunteers for making it possible for me to undergo a successful operation. I wish also to extend my thanks to the medical staff and the hospital personnel at Staten Island for the fine care I received while confined there.

Because of the combined efforts of so many fine people I am completing a successful convalescence.

John Keenan

~ ~ ~

**They Say John's An Oklahoma Boy**

To the Editor:

We have a couple of oldtimers on the Transatlantic who are well known to members of the SIU. One of them is none other than John Fischer. John has been shipping out of Baltimore for the past several years and claims to hail from the great state of Louisiana.

The only trouble is that no one on this ship can ever recall seeing a Frenchman from Louisiana that wore big cowboy boots, a ten-gallon hat, and keeps a special groom for his horse. Yep, John might tell you boys around Baltimore that he's from Louisiana but we all can detect that drawl. What part of Oklahoma are you from anyway, John?

Monroe C. Goddy  
Ship's delegate

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**Army Man Asks About Getting Out**

To the Editor:

Just a few lines to let you know that I got the LOG and thanks a



Mears

lot. Do you know any information concerning seamen getting out of the Army? I would like to be back to sea again and I have an AB blue ticket with three more months to go on it. I get out of the Army in March, 1953.

Cpl. Ferlton J. Mears

(Ed. note: For the time being, the Army is not processing any more discharges of seamen.)

**Cap'n, Chief Tops On Anne Butler**

To the Editor:

On a recent voyage aboard the Anne Butler we had the pleasure of sailing with one of the best skippers seen in a long, long time.

In behalf of the crew we would like to give this man, H. F. Rogers, a vote of thanks for making this trip so pleasant.

Anytime one of the crew needed money, medical aid or advice, the old man was right there. At sea in the crew mess hall the skipper would drop in every night and have a bull session with the boys. If you met him ashore it was the same as meeting an old friend, that's the way he greeted you. He called everybody by their first names and seemed more like a watch partner than the captain.

Good Shipmate

At sea he would joke with the sailors on deck and hold safety meetings for the crew's welfare. If any of you guys ever ship with him you can be sure of having a good skipper and a good shipmate.

We would also like to give our thanks to the chief engineer, Coy L. Kinsal who was also a good shipmate. The boys in the black gang really enjoyed sailing with this man. Like the old man, he was always ready to lend you a hand and give you good advice. We would sail with these two any time.

While we're handing out bouquets we would also like to thank the steward, A. G. Espeneda, and the galley force for the finechow served on this trip. All around, they made the voyage a pleasant one.

P. J. McCann  
Ship's Delegate

~ ~ ~

**Yokohama Cafe Will Carry LOG**

To the Editor:

Since the seaman's club in Yokohama has closed many SIU men here have been missing their LOGs. Frankly, I don't blame them, for, although I am an NMU man, I think it is the best sailor's paper on the newsstand.

Several guys have asked me to distribute it from my bar, the Port-Hole in Yokohama, and I'd love to do it.

Although I'm NMU and my manager, Tex Wiley, is SUP, I assure you that the LOG will be handled every bit as tenderly as the Pilot or the West Coast Sailor.

Max Byers, your former Wilmington Agent, who has been on the Yokohama beach long enough to qualify as candidate for emperor in the next Japanese election, will see to it.

Dick Tullis

(Ed. note: A package of LOGs will go out to the Port-Hole regularly from now on.)

~ ~ ~

**Retired Seafarer Seeks Pay Due**

To the Editor:

I was aboard the Bluestar from February 1951 to January 1952, during which time we got a raise in pay and Saturdays at sea. I didn't collect any of the pay as of yet and I have vacation pay coming also. How do I go about collecting the money?

I retired my book and am away from the waterfront, so you know what boat I am in. I wrote the company for the back pay. Please advise me what to do.

R. R. Wheelington

(Ed. note: The vacation office at headquarters will attend to your vacation pay when you send in your discharges. The company should send you the other money.)

LETTERS

SEAFARERS CASH BENEFITS

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

TOTAL \$85,741.24

Vacation Plan, May 26-June 6
Welfare Plan, May 18-May 31

VACATION

REPORT NO. 9

By Lloyd Gardner, Asst. Secretary-Treasurer
Period Covered by This Report-May 26-June 6

Table with 2 columns: Category and Amount. Includes Cash on Hand (\$219,338.61), Estimated Accounts Receivable (\$210,000.00), Vacation Benefits Paid in Period (\$71,131.24), and Vacation Benefits Paid Since February 11, 1952 (\$866,942.72).

Our Vacation Plan reached its first birthday on June 1, and as you can see from the list of benefits, quite a few of the brothers have collected the \$140 maximum for a full year's sea time.

But from now on in, it means a lot of Seafarers will be getting the top benefit or close to it, depending upon how much time they spent at sea in the 12 month period before that.

As the figures show, we've paid out over \$860,000 so far since we started in February, or better than \$200,000 a month. It all adds up to a stack of money and as far as we can see, everybody is very much satisfied with the way the Plan is working out.

Large list of names and amounts, including Wincas Krisulnas, Fred Durham, Leroy Larson, etc.

Traffic Director



Street traffic runs light in Lorenzo Marques, Mozambique, judging from the relaxed expression of this native cop.

Postcard Photos, Would Boost Hall

To the Editor: I think it would be a good idea if the Sea Chest in the SIU headquarters would carry picture postcards showing various scenes in the new hall.

In this way we could show a lot of people what we are talking about when we tell them that we have the most comfortable and beautiful headquarters of any union.

Get New Books Through Agents

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

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

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

Suggests Bosun Put In Six Years

To the Editor: Now that a bosun aboard ship earns much more wages than an AB, it appears that everyone who is in Group I wants a bosun's job when he ships.

We have a ruling in the Union that any AB who produces three year's discharges can have a bosun endorsement stamped in his Union book.



Blanchard

I strongly believe, and will approve that any man should have at least five or six years on deck before he can sail bosun.

As it is now, you hear a lot of guys holler, 'Gee what a bosun we had. The deck gang had to carry him. Sure he's a good guy, but he doesn't know anything.'

So I ask the opinion of you fellows around the beach and ships. Let's have some write-ins and express your thoughts on this matter.

Backs New Halls, Foul-Up Curbs

As I sit here reading the new LOG that was sent to the ship's delegate on the Citrus Packer I have been reading some of the letters about shipboard activities.



Haga

It does your heart good to know that we have one of the best unions in the world to back us up on our beefs.

I notice there are quite a few letters on fouling up on board ship and in foreign countries. We are on this European mail run and you see it often.

About the Baltimore building assessment, I for one think it is a good investment. We need new halls in quite a few of the ports.

Garland H. Haga

Whooping It Up In Bermuda



Residents of the island celebrate the anniversary of its discovery with traditional songs and dances. Photo submitted by Sir Charles of the Seatrain New Jersey.

Table with 3 columns: Name, Check No., Amount. Lists various members and their vacation benefit amounts.

Aramin Sevier, AB: The SIU has always been the Union to set the pace on benefits. It looks to me like this vacation pay is another first prize for our Union.



James W. Farber, AB: One of the favorite questions you hear these days is 'Have you collected your vacation pay yet?'



Table with 3 columns: Name, Check No., Amount. Continues list of members and their vacation benefit amounts.

Gordon Decker, messman: It certainly is an interesting system the Union has worked out here, but even more interesting is the cash you collect when you present the discharges.



Edward Nooney, AB: In the last few years the Union has really been coming up with some big gains for the members and the vacation benefits just about top the list as I see it.



Table with 2 columns: Name and Amount. Lists names and their corresponding amounts.

(Continued on page 24)

SEAFARERS CASH BENEFITS



TOTAL

\$85,741.24

Vacation Plan May 26-June 6 Welfare Plan May 18-May 31

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

(Continued from page 23)

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

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

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

John Fitzsimmons, messman: I'm a happy fellow when I have something to jingle in my pocket. Having just collected vacation pay on top of a payoff makes me feel cheerful.



Damion Mercado, FWT: The vacation pay is just another point that makes it so good for the seaman these days. We got the pay, the overtime and now these new benefits.



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

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

Frank Connelly, engine dept: The way I figure it, this money is just like an extra few bucks in your pay envelope, only it piles up as you work so you can get it when you need it.



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

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

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

William V. Spear, FWT: It seems that the Union really has worked up a fine system for paying out vacation money besides the fact that we're getting benefits for the first time.



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

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

Antonio Acosta: Anybody who comes up here to collect can see for himself that the Union has won us a good thing that puts money in our pockets when we can use something extra.



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

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

Walter Keenan, night cook & baker: The thing that I like about it is the way it works so fast. The office sure has a good system, nothing complicated about getting the dough.



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

(Continued on page 25)



SEAFARERS CASH BENEFITS



TOTAL

\$85,741.24
Vacation Plan
May 26-June 6
Welfare Plan
May 18-May 31

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

(Continued from page 24)

Table with columns: Name, Check No., Amount. Lists names like Olaf Berentsen, Harold Lowry, Gaspar Martinez, etc.

Table with columns: Name, Check No., Amount. Lists names like William Schlitz, Frederick Leftwich, Frank Stevens, etc.

FINAL DISPATCH

Bobby Berrier, 22: Seafarer Bobby Berrier of Corsicana, Texas, was killed in a truck accident on March 22, 1952.

Walter Edwards, 72: A veteran of many years at sea, Walter Edwards died of natural causes in Harlem Hospital, New York, on April 9.

Daniel W. Midgett, 59: A tumor of the lung took the life of Daniel Midgett at the Norfolk USPHS hospital in January.

Bernard L. McNeil, 26: A native of Massachusetts, McNeil died in New York on April 29.

Kenneth W. Nickerson, 49: A cerebral hemorrhage caused the death of Kenneth W. Nickerson while a patient in the USPHS hospital in Mobile, Ala., on April 25.

Theodore W. Ulinski, 30: While aboard the Compass, Ulinski went overboard and died at sea on April 23.

George H. Russell, 64: A heart attack while aboard the Alcoa Pioneer took the life of George H. Russell on May 1.

Edgar D. Gray, 23: His skull fractured in a highway accident, seafarer Edgar D. Gray passed away in Sequoia Hospital, San Mateo, Calif., on April 19.

Robert N. French, AB: The vacation money is like a reserve, because if you want to you can leave the money in and collect when you run short from being on the beach too long.



Table with columns: Name, Check No., Amount. Lists names like Harry Diech, Mikosaj Strawinski, John Flannery, etc.

WELFARE

REPORT NO. 30

By Lloyd Gardner, Asst. Secretary-Treasurer

Period Covered By This Report—May 18-May 31

Summary table for Welfare Report: Cash on Hand \$463,355.38, US Government Bonds 1,000,273.44, etc.

USPHS HOSPITAL STATEN ISLAND, NY

Table listing names and amounts for USPHS Hospital Staten Island, NY. Includes Alfred Abate, Leo A. Allen, Fred Anderegg, etc.

Table listing names and amounts for USPHS Hospital Staten Island, NY. Includes Leonard Kay, Leo H. Lang, Nolan D. McCurley, etc.

USPHS HOSPITAL BRIGHTON, MASS.

Table listing names and amounts for USPHS Hospital Brighton, Mass. Includes R. P. Bowman, Ray Harris, Michael Iwaszko, etc.

USPHS HOSPITAL BALTIMORE, MD.

Table listing names and amounts for USPHS Hospital Baltimore, Md. Includes Theodore S. Aleck, Thomas L. Ankerson, David G. Bierma, etc.

USPHS HOSPITAL SEATTLE, WASH.

Table listing names and amounts for USPHS Hospital Seattle, Wash. Includes William B. Jones, Francis I. Gibbons, Joseph L. Somyak, etc.

USPHS HOSPITAL MOBILE, ALA.

Table listing names and amounts for USPHS Hospital Mobile, Ala. Includes Tim Burke, Joseph S. Fazio, James C. Gilson, etc.

USPHS HOSPITAL NEW ORLEANS, LA.

Table listing names and amounts for USPHS Hospital New Orleans, La. Includes Claudius Archer, Lloyd T. Bacon, Oliver Celestine, etc.

USPHS HOSPITAL GALVESTON, TEX.

Table listing names and amounts for USPHS Hospital Galveston, Tex. Includes Gerald FitzJames, Lewis N. Lack, Joseph Fusilier, etc.

USPHS HOSPITAL MANHATTAN BEACH, NY

Table listing names and amounts for USPHS Hospital Manhattan Beach, NY. Includes Robert Atmore, Carl S. Berre, Rupert A. Blake, etc.

CENTRO ESPANOL TAMPA, FLA.

Table listing names and amounts for Centro Espanol Tampa, Fla. Includes Julius Atwell, Emigdio Reyes.

USPHS HOSPITAL SAVANNAH, GA.

Table listing names and amounts for USPHS Hospital Savannah, Ga. Includes Terrell D. Adams, Warner W. Alford, W. B. Creech, etc.

BELLEVIEW HOSPITAL NEW YORK, NY

Table listing names and amounts for Bellevue Hospital New York, NY. Includes Lawrence DuBeau.

USPHS HOSPITAL SAN JUAN, PUERTO RICO

Table listing names and amounts for USPHS Hospital San Juan, Puerto Rico. Includes Emil J. Medvetz, Angel Suarez.

USPHS HOSPITAL SAN FRANCISCO, CALIF.

Table listing names and amounts for USPHS Hospital San Francisco, Calif. Includes William J. Anderson, Simon Bunda, John Komras, etc.

USPHS HOSPITAL PORT STANTON, NM

Table listing names and amounts for USPHS Hospital Port Stanton, NM. Includes Francis I. Gibbons.

USPHS HOSPITAL CHICAGO, ILL.

Table listing names and amounts for USPHS Hospital Chicago, Ill. Includes Julius R. Scot, Disability Case as per Board of Trustees Meeting 5/6/52, Otto P. Preussler.

DEATH BENEFITS

Table listing names and amounts for Death Benefits. Includes George H. Russell, Bobby Wayne Berrier, Richard Rowan, Theodore W. Ulinski.

... DIGEST of SHIPS' MEETINGS ...

CHOCTAW (Waterman), May 14-Chairman, Mike Bruton; Secretary, Norman Smykowski. Chief mate promised to have the laundry painted during this trip.

E. A. BURNETT (Isthmian), March 20-Chairman, R. Thelus Secretary, Franklin E. Chance. Minutes will be posted on the bulletin board.

May 3-Chairman, R. Thelus Secretary, Franklin E. Chance. \$10 in the ship's fund will be given to the LOG.



mation about fighting to the patrolman. Beef against captain will be reported to the patrolman.

STEEL KING (Isthmian), February 19-Chairman, Dorward McKeel; Secretary, P. J. Marayo. Steward department should be quiet at work.

April 24-Chairman, W. Dodd; Secretary, P. J. Marayo. A. R. Packert resigned and A. H. Griffin was elected ship's delegate.

BENJAMIN SILLIMAN (Seas Shipping), February 17-Chairman, G. Hunt; Secretary, A. J. Gebron. Beefs were made on the leaky mushroom vents.

April 4-Chairman, L. W. Rosen; Secretary, R. Keith Sawvel. Eugene Cabral was elected ship's delegate.

May 3-Chairman, L. R. Rosen; Secretary, R. Keith Sawvel. Ship's delegate reported that the hot water beef has been straightened out.

SANTORE (Ora), April 20-Chairman, J. Turner; Secretary, H. Riggs. Old washing machine was discarded.

gate will take care of the milk situation before sailing. More night lunch and bread should be provided.

LEWIS EMERY JR. (Victory Carriers), May 4-Chairman, Oscar Kilpberg; Secretary, L. Barczewski. Tubercular hospital donation letter will be sent to the hall to be okayed.

PAOLI (Cities Service), May 4-Chairman, Vesel; Secretary, A. Ricciardella. One OS shipped at Lake Charles.

SEATHUNDER (Orion), April 7-Chairman, Clark Inman; Secretary, Frank Leonard. Beef over members going to the captain with complaints.

TAMAR I (Orion), April 2-Chairman, Leon White; Secretary, Robert McCulloch. Steve Fulford was elected ship's delegate by acclamation.

May 4-Chairman, Leon White; Secretary, Robert McCulloch. Ship's delegate reported that the mate has had painted as many rooms as he could with the paint on hand.

CATHERINE (Dry-Trans), March 15-Chairman, Robert Byrns; Secretary, J. R. Young. Charles Bolton was elected ship's delegate.

May 4-Chairman, Pickett Luck; Secretary, Billie Fadgett. All members were asked to list items for the repair list.



has gone to the captain with a beef. Crewmembers should not whistle and sing in the midship house.

LASALLE (Waterman), April 36-Chairman, M. Hallaire; Secretary, J. Bronson. Ship's delegate will get slopchest list next trip.

HENRY T. RAINEY (Bull), May 3-Chairman, H. D. Carney; Secretary, L. F.

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement.

Draw. Delegates reported no beefs. Each delegate will make up a repair list. Boatwain thanked his department for a good job well done.

LONE JACK (Cities Service), April 27-Chairman, Edward Casey; Secretary, D. M. Singleton. Delegates reported no beefs.

BULL RUN (Petrol Tankers), May 8-Chairman, Kirby Dugman; Secretary, T. C. Minor. Harris was elected ship's delegate.

GREELEY VICTORY (South Atlantic), May 1-Secretary, Rosario Lipari; Secretary, Patrick Ryan. Delegates reported everything in order.

PERSONALS

William B. White Contact VA office at 1 Beacon St., Boston, regarding your GI disability claim.

William Owens Get in touch with R. Rodrigue, Box 355, Westwego, La. Important.

I am anxious to hear from you. Please write. M. H.

Ray "Whitey" Davis Get in touch with Herbie Del Varco as soon as possible.

Gear left aboard Seatrain New Jersey has been sent to the address you designated. Sir Charles.

Morris Cohen Your family is anxious to hear from you. Write Mrs. E. Fishman, 723 Palmetto Drive, Franklin Square, L. I., N. Y.

Patrick C. Burson Your wife hasn't heard from you in some time. Contact her at Howard Apt. 1, Endicott City, Md.

Richard B. Henry Get in touch with Henry A. Gallick, 201 Broadway, Bayonne, N. J.

Wilfred "Red" Shea Please get in touch with your mother right away at 248 Princeton St., E. Boston, Mass.

Joseph Codarre Please write your son, Edwin Codarre (No. 18453); at Box 51, Comstock, N. Y.

David Ashmore Get in touch with your wife at 575 W. 177th St., N. Y. C.

Joseph Wolkowski It is urgent you get in touch with your draft board at 150 Nassau St., N. Y. C.

agreement. Steward reported that he has stores enough for 60 days. The Japanese tomato juice has gone bad and will not be served.

LOGANS FORT (Cities Service), May 6-Chairman, Ornan Bartlett; Secretary, Roy Feebles. Delegates reported no beefs.

SAN ANGELO VICTORY (Seafarers Del.), May 8-Chairman, Cyril Magnon; Secretary, Jerry DeMes. Engine department quarters and showers haven't been painted.

BEATRICE (Bull), May 7-Chairman, J. O'Rourke; Secretary, S. Evanchuck. Repair list was voted on and accepted.

GULFWATER (Metro Shipping), April 27-Chairman, Steve Deri; Secretary, Joseph Medwed. Steve Deri was elected ship's delegate by acclamation.

TAINARON (Acclaim), March 16-Chairman, W. Mitchell; Secretary, J. Harris. Steward was elected ship's delegate, due to a shortage of bookmen.

April 20-Chairman, G. W. Viner; Secretary, T. Scholtz. Oiler overtime penalty hour will be talked over with patrolman.

BRADFORD ISLAND (Cities Service), Chairman, Thomas McCann; Secretary, Clifford Martin. Ship's delegate reported the ship is going foreign.

STONY CREEK (Amer. Tramp), May 4-Chairman, William Mear; Secretary, L. Franklin. Ship's delegate reported that bosun admits deck should be hosed down once a week.

NOTICES

The following men have been classified 2A by their selective service boards: Billy F. Cherry, until Sept. 2, 1952; William Dauphney, status unchanged; Kenneth Paul Marple, until June 6, 1953; Thomas D. O'Brien, until Nov. 28, 1952; Charles George Peters, Nov. 27, 1952; Gerald Elroy Peterson, until March 1, 1953.

Richard Paeroll Your gear may be picked up at the SIU headquarters - baggage room in Brooklyn.

Suez Canal is disputed both ways. More strict regulation needed on clothing to be worn. General improvement on conditions is needed. There are not enough tablecloths for everyday use.

ALBION (Transfuel), May 3-Chairman, D. E. McCorkie; Secretary, Allan A. Ellis. Company and Union will be notified that this ship needs a washing machine.

WINTER HILL (Cities Service), May 7-Chairman, John Mitchell; Secretary, Leroy J. Dely. Delegates reported no beefs.

GOVERNMENT CAMP (Cities Service), April 30-Chairman, T. Weaver; Secretary, E. McNeil. All beefs taken up with the patrolman in Lake Charles were settled.

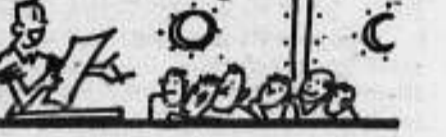
COEUR D'ALENE VICTORY (Cities Carriers), May 10-Chairman, L. Hitchner; Secretary, M. Kowalski. Ship's delegate reported a balance of \$8.25 in the ship's fund.

KATHRYN (Bull), May 11-Chairman, A. Alben; Secretary, F. A. Bartolomei. Delegates reported no beefs.

SANTA VENETIA (Elam), March 8-Chairman, Sam Singer; Secretary, Murray Kaplan. Motion was passed to have all crewmembers sign the fo'c'sle repair list.

April 4-Chairman, Sam Singer; Secretary, Murray Kaplan. Chief mate will issue a list of men to go ashore while fo'c'sles are being painted.

MALDEN VICTORY (Mississippi), May 6-Chairman, J. D. Dillon; Secretary, Stumie. Ship's delegate will speak to the first assistant about keeping the laundry locked when the ship is in port.



On arrival in the States, discussion will be held with the patrolman about foreign help doing crew's work.

THOMAS STONE (Eastern), March 9-Chairman, W. LaClair; Secretary, T. L. Teears. Ship's delegate suggested that each department delegate try and take care of the beefs in his department.

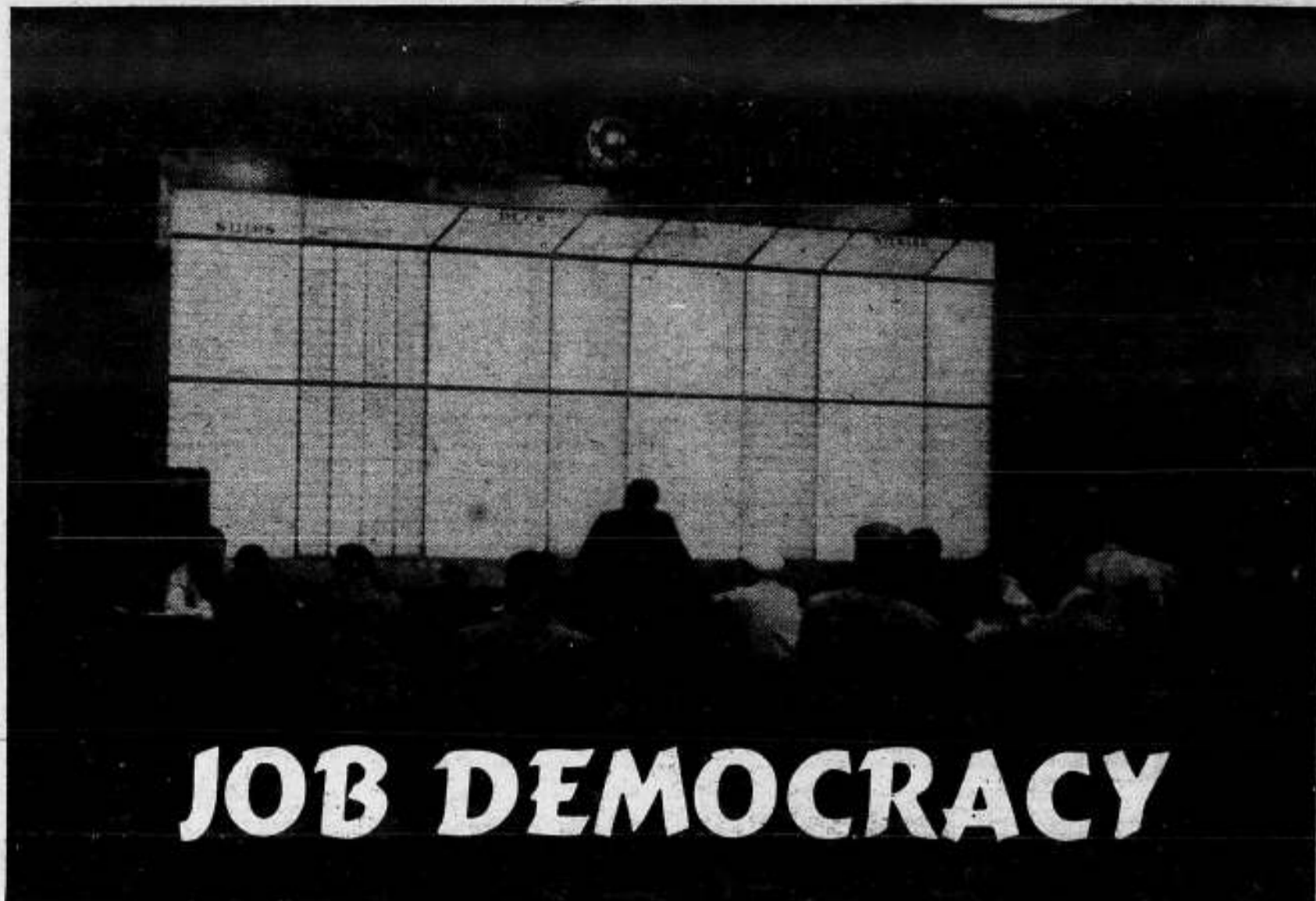
March 22-Chairman, C. M. Moss; Secretary, T. L. Teears. Ship's delegate reported that a few articles are missing from the fo'c'sles.

April 13-Chairman, R. E. Kiedinger; Secretary, T. L. Teears. Motion was passed to send one delegate to the hall to speak to the patrolman about conditions and beefs so that he will have all

(Continued on page 27)

Editor, SEAFARERS LOG, 675 Fourth Ave., Brooklyn 32, N. Y. I would like to receive the SEAFARERS LOG—please put my name on your mailing list. (Print Information) NAME STREET ADDRESS CITY ZONE STATE Signed Book No. TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below: ADDRESS CITY ZONE STATE





## JOB DEMOCRACY

## -SIU STYLE!

The heart of the Union is the rotary hiring hall with its emphasis on absolute job democracy. Rotary hiring is the most precious possession of Seafarers and was only won after much hardship and sacrifice by the trail blazers in the Union.

What is rotary hiring?

- The first crack at the job goes to the man who is longest on the beach.
- Every Seafarer is guaranteed that his turn to ship will come when the men ahead of him on the list ship out.
- A Seafarer can throw in for a job at any time. If he holds the oldest ticket, he gets the job. If he decides to wait for a run of his choice he can do so—his ticket has priority over men registering after him.
- Rotary shipping eliminates the crimp and shipping master who so long held seamen in bondage. With them the seaman could either "crawl or starve." Today their grip is broken thanks to the Union's successful struggle for job democracy.
- All jobs come from one place—off the shipping board, ruling out daily rounds to company offices or piers, hat in hand, a humiliation still fresh in the minds of many a Seafarer.
- Jobs go to competent, professional sailors who deserve them and not to inexperienced men who will sell themselves cheaply to get aboard a ship.
- To sum up, rotary shipping guarantees every member an absolutely fair and impartial hiring system, the most workable method ever devised, proven every day over and over again at the hourly job calls in every SIU hall.



# SEAFARERS INTERNATIONAL UNION