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

SIU-CO'S HUDDLE FOR PACT SIGNING

- Story On Page 3



Passes On. Pictured in one of his last public appearances at the AFL convention in NY during September, AFL President William Green passed away last week at his home in Coshocton, Ohio, at the age of 82. The post of the veteran AFL leader, head of the Federation since 1924, has been filled by AFL Secretary-Treasurer George Meany amid reports of renewed effort for unity between the AFL and CIO. (Story on Page 3.)

BULLETIN—Representatives of the SIU Atlantic and Gulf District and its contracted dry cargo operators concluded late this afternoon negotiations on a new contract embodying increased wages and overtime rates and improved working rules.

The agreement was signed by the majority of the shipping companies as the SEAFARERS LOG went to press. Among those signing were: Bull Line, Waterman SS Co., Isthmian SS Co., Victory Carriers, Seatrain Lines, Seas Shipping Co., and the Orion agency.

The Union won an agreement that is, for the first time, uniform for all contracted dry cargo companies in the industry. Money provisions are subject to WSB approval.

The full text of the agreement and an analysis of its provisions will be published in the next issue of the LOG. Meanwhile, copies of the new contract will be dispatched to all affected vessels within the next few days. (For earlier story, see page 3).



BME Membership Cool To Plan For MMP, MEBA Unity

With the blunt statement that the "BME is not going to allow itself to be captured," the membership of the SIU-affiliated engineers union served notice on the MEBA-CIO that

the BME would be the final+ judge of proposed affiliation part of the Seafarers International. Pilots, AFL, which would involve

Further, the BME membership at a headquarters meeting on November 18 stated in a resolution that the "MEBA is still to be considered a dual and hostile organization" and that any proposal when and if drafted for such affiliation and absorption of the BME can't be put into effect without approval of the BME member-

Seeking AFL Charter

The BME took this action after the official publication of the CIO engineers union revealed that they are dickering for a charter from the MM&P which would bring them into the AFL. While these negotiations are in their preliminary stages, the obvious objective is for a merger of the MEBA and

at no time has the BME been formally approached by any MEBA representative with a proposal. BME Secretary-Treasurer Charles King said that "the desire of the MEBA for a merger with MM&P and for an AFL union label shows that these fellows are really worried about the rapid progress the BME has been making. Now they're throwing in the sponge and suing for peace, hoping that they can get rid of us and be free to operate as before.

'MEBA Still The Same'

"As far as we are concerned, the BME is here to stay. We'd like to see the MEBA and MM&P work out something between themselves, but we are not going to be swallowed up by the outfit whose shortcomings led to the formation of the BME. The MEBA is still the same organization it was when the BME was formed.

"Furthermore," King pointed out, "the BME is already affiliated. We're in the AFL family and we're

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with the Masters, Mates and We won't say we're against a union of all engineers because we believe most engineers favor that. That is the role the BME is following-

that of a national union of engineers." Left-Wingers' Role

Waterfront observers were a little sceptical about the chances of the merger going through because of the strong left-wing faction in the MEBA. AFL affiliation is the last thing this faction is likely to want. The group that pushed Lee (Continued on page 17)





The Panamanian freighter Faustus rests on the bottom, partially blocking the mouth of Rotterdam Harbon. She hit the breakwater while entering without a pilot. Plans have been made to undermine her and sink her deep enough to reopen the harbor entrance.

Shoregang Pacts Provide Jobs For Men On Beach

MOBILE-Contracts covering shoreside work on Waterman and Alcoa ships in this port BME headquarters revealed that have been signed by representatives of the SIU-affiliated Marine Allied Workers and the companies involved. A contract covering shoregoing work on Mississippi vessels has also been signed in New Or-

Final details of the arrangement providing about 150 jobs in Mobile under the initial operation of the plan were worked out under terms of agreements that became effective in October.

The new shoregang contracts were hailed by SIU Vice-President Cal Tanner as a boon to Seafarers on the beach in this port, Tanner, who is also SIU Port Agent in Mobile stated that already more than 100 deep sea men are engaged in dockside activities which cover all phases of ship maintenance and supply for Waterman and Alcoa vessels calling in the Port of Mobile.

Work involved includes such operations as rigging, chipping. scraping and painting in the Waterman repair yards. Alcoa ships on the bauxite run are washed down and sougeed by the MAW shore gang after the ore is discharged. All Waterman and Alcoa vessels now are shifted in the harbor from dockside to repair yard and to oredischarging sites by SIU or MAW

Store Ships, Too

Ships of both lines are stored by the MAW shore gang under the new arrangement. Much of this work formerly was carried on by non-union gangs, but none of it is work which is normally considered longshoring.

Under the new contracts, jurisditcional lines of other crafts which had established valid contracts in the repair yards were recognized and were not interfered with, Tanner said.

"What these contracts mean to continue to serve Seafarers at the SIU men in this port is that men on the beach have an opportunity to work at a gainful occupation while waiting on the beach for an opportunity to ship out," Tanner

The new MAW contracts provide a vacation plan, overtime rates, job ning. It wound up as a highly sue- security, grievance machinery and They pointed out, however, that cessful venture which the Union guarantees of improved working nightclub forced holding back on more adequate facilities are avail- neymen under terms of the first

SIU Man's Case Sets Precedent

important court decision establishing a man's right to maintenance and cure from a company even though he may have shipped on another vessel after the injury has been won by a Seafarer.

The case involved Seafarer Bill Morris, who was employed by Cities Service at the time of the injury. Morris was represented by the office of Seymour W. Miller, general counsel to the Union, in his appearance in the Municipal Court in New York.

Sprained Wrist

Morris suffered a sprained wrist while on a Cities Service Tanker, but kept on working after receiving first aid. When he paid off the tanker he signed on a Waterman ship and worked the whole trip. However, his wrist still pained him, so after paying off the Waterman ship on a Friday afternoon, he decided to go to the USPHS hospital for a checkup.

He went to the hospital Tuesday morning, four days after he paid off and about three months after he first received his injury. At the hospital he was marked "unfit for duty."

Company Passes Buck

He then claimed maintenance and cure for Cities Service, since he could not sail without a "fit for duty" slip. Cities Service told him that Waterman was responsible since that was the last company he worked for. Waterman then told him that Cities Service was responsible as he was injured on a Cities Service Ship.

Morris then brought suit against Cities Service for maintenance and cure. The court's decision was that Cities Service was responsible, since he was injured on a Cities Service ship. The court absolved Waterman because the injury was in no way aggravated by his work on the Waterman ship.

Consequently it ruled that while he was not entitled to maintenance while he was working on the Waterman ship, he could collect once he got off that ship. The fact that he took a job between the time he was hurt and the time he was marked "unfit for duty" merely suspended his rights to maintenance but didn't eliminate

In addition, the court ruled that Morris was entitled to maintenance from the day he got off the Waterman ship, four days before the doctor certified him as unfit for duty. The court said that obviously if the doctor certified him unfit four days later for an old injury. he must have been unfit at the time he got off the ship.

Speak Your Mind At SIU Meetings

Under the Union constitution every member attending a Union meeting is entitled to nominate himself for the elected posts to be filled at the meeting-chairman, reading clerk and recording secretary. Your union urges you to take an active part in meetings by taking these posts of

And of course, all members have the right to take the floor and express their opinions on any officer's report, or issue under discussion. Seafarers are urged to hit the deck at these meetings and let their shipmates know what's on their mind.

contemplated expanded services in able in the proposed Union hotel, agreement is \$1.87 an hour. progress, emound iterms and conditions emboated in Canal and up the West Coast to currous ports



Joe Callahan (left), Alcoa supt. of ship maintenance, and Cal Tanner (right) SIU Mobile agent, talk over shore gang operations with Connie Knowles, bosun of the MAW-SIU shore gang in Mobile.

Nightclub Closes, Will Reopen In Hotel

On the eve of the completion of three months of successful operation, SIU officials this week announced the closing of the Seven Seas Room of the Port O' Call tomorrow night to

provide the cafeteria and other membership services fuller the headquarters cafeteria, which operations. Plans call for re-SIU hotel to be built at Union headquarters.

Headquarters officials revealed hall day or night. that the bold experiment of a Union night club, which was originally set up to operate only for tured name entertainment plus the the duration of the AFL conven- same quality food and drink at low Union.

was converted into the night club opening the club in the proposed six evenings a week. It was noted too that the Port O' Call bar will

During its nearly three months of operation, the cabaret had feation in September, had off paid in prices obtainable at the cafeteria considerable prestige for the and bar during the day and evethe continued operation of the expects to continue when separate, conditions. The base rate for jour-

The SIU this week joined labor, government and business leaders in paying tribute to William Green, president of the AFL since 1924, who passed away a week ago at his home, his birthplace, in Coshocton, Ohio.+

His age was 82.

Head of the Federation until the next annual convention at St. Louis in September is George Meany, 58, AFL secretary-treasurer. A New Yorker, Meany was an official in the Plumbers Union

2nd Mariner Due In Dec. For Robin

The second of the Mariner-class vesels to be chartered to an SIU company, the Cornhusker Mariner, on or about Christmas. Latest word is that the delivery date for the ship will be December 23, subject to change if the ship isn't ready to go into service by that

The Cornhusker was built by the Bethlehem shipyards in Quincy, Mass., and is now undergoing fin-Ishing touches there.

A Robin Line official said that they would not operate the ship in the South African run, but did not know on what route she would However, he soon after determined be put into service. "We will be carrying MSTS cargo," he said, "and the ship will go wherever MSTS wants to send her."

1st Gets Praise

Those Seafarers who crewed up the Keystone Mariner, first of the Mariner Class vessels, have been or's dream.

As soon as the ship is completed and will be crewed up out of the headquarters hiring hall.

until he went to Washington in 1940 as secretary-treasurer of the Federation. Taking over Meany's old post as secretary-treasurer is William Schnitzler, youthful president of the Bakery and Confec-tionary Workers International tionary Union.

Mining Tradition

A miner like his father before him, Green joined the United Mine Workers in 1890 and eventually rose to the position of the international secretary-treasurer of the UMW and a vice president of the Federation.

Active in Ohio state politics, he served two terms in the Ohio State Senate where he introduced and won enactment of the Ohio Workmen's Compensation Act and various statutes to regulate conditions in the turbulent mining industry.

Samuel Gompers, who founded will be delivered to the Robin Line the AFL in 1881, became its first president. In 1894, John McBride became president for a year, and then Gompers again was elected president and held the position until his death. Upon Gompers' death, Green was named president and he had been reelected to the post every year. Ill since last May, he nevertheless took part in all functions during the national AFL convention held in New York this September, which chose him to serve again for the 1953 term. he needed a rest and returned to his home a short time ago.

Heart Attack

His death on November 22, following a severe heart attack 36 hours earlier, came just 12 days after the passing of CIO President Philip Murray, a lifetime friend enthusiastic in their praise for her, who also came from the ranks of They report that her speed, her the UMW. Murray's death spurred riding capability, and the quarters a wave of rumors regarding the and other facilities provided are chances of reuniting the AFL and the best yet as far as cargo ves- CIO into one organization, a subsels go, and come close to a sail- ject much discussed in recent years, and it is expected that the rumors will be followed by someit will be delivered to New York thing more substantial as the AFL creases for every rated and unrated Included among them in a greatlyhas already taken steps toward reopening of labor unity negotiations.

Wm. Green Dies, New Freight Ship SIU Pays Tribute Pact Slated For Signatures Today



Robert Matthews, SIU assistant secretary-treasurer, supervises as headquarters employees prepare final copies of the newly negotiated contract so they can be presented to the various SIU-contracted freight companies for their signatures.

The SIU and its contracted companies met today to+ put their signatures to a brand new dry cargo contract SIU TO PUT ing rule boosts for Seafarers. Operators are expected to begin signing the agreement this afternoon, barring any last minute hitches.

the first standard dry cargo the contract have been revised and contract of its kind in the SIU, and the Union negotiating crews. They will also provide a committee is determined to see clearer definition of duties and rethat it is adhered to by all sponsibilities so as to eliminate the standard freight operators. If confusion that has arisen in the approved by the operators and past from time to time. the members in its present form, it will provide sizeable wage in- added to the agreement as well. man covered by the contract.

In addition to the wage and

The new agreement is overtime rate gains, all the general rules and working rules of strengthened. These revisions will mean more overtime for SIU

Many new features have been strengthened clause on repatria-

(Continued on page 17)

Slopchests **Aboard Ship**

Beginning next week, the SIU Sea Chest is going to sea. The Union's Sea Chest services will be extended to all ships sailing out of Northeast ports, by the placing of Sea Chest merchandise aboard as slopchests,

Union-made merchandise of first quality will be supplied to the ships out of a central warehouse that has been established in New York. The new system is expected to deal a body blow to those unscrupulous slopchest suppliers who have long victimized seamen with shoddy, low-grade goods at exorcompanies to be organized by the bitant prices. Prices on the seagoing slopchest will now be much lower than formerly and will be in line with the price scale maintained at the Sea Chest in head-

The decision to extend the lowcost Sea Chest service to the ships proper was made following the strong response of Seafarers to the Union-operated service ashore. Up in the Port of New York bids fair until now, the Sea Chest operation had been confined to headquarters and to ships that were in New York harbor. These ships were being visited regularly by an SIU Sea Chest representative who took orders from the men and had the merchandise delivered to the ships. Establishment of a sea-going SIUsupplied slopchest will guarantee Seafarers these services on a yearround basis wherever the ship might be.

> The new SIU service has caused considerable alarm among the waterfront ship chandlers and slopchest operators. Members of the industry have banded together in

> > (Continued on page 17)

ke Authorized As Calmar Balks At Contract

Failing to make headway with company representatives in repeated negotiation sessions, the SIU negotiating committee the standard freight contract. has served notice on Calmar Lines of termination of the contract. The termination is ef-+

fective on December 1.

sent out after the headquarters negotiating committee to strike this company, if necessary, to secure a contract. The notice was based on the written memorandum signed in September by the Union and operators' representatives. contract, which expired September 30, subject to cancellation by ten days' written notice by either side. It made possible continued peaceful negotiations with the operators which led to the present contract among the other SIU shipowners. Only Holdout

Calmar is the only one of the that has failed to agree to the sions. terms of the standard agreement reached with all other operators.

the company fail to soften its The termination notice was stand by the December 1 deadline. which is Monday morning, the Unmembership meeting of November ion committee has the authority 19 voted to authorize the Union to tie up the ships at any time after that date.

Aside from the basic contract clauses on wages and overtime there are several side items over which negotiations have been snagged. These include the man-That memorandum extended the ner in which the ships are to be provisioned and other company practices that vary from the standard established throughout the SIU contracted fleet.

Standoff Attitude

The company's attitude is highlighted by the fact that its president has up until now refused to SIU's standard freight companies attend any of the negotiation ses-

Those who have represented the company in meetings with the Un-Several meetings have been held ion negotiating committe have tercoastal trade. The ships usually tant-secretary treasurers, nine port with the company on the subject, shown no disposition to meet the run out of Baltimore, through the agents, and 33 patrolmen in the an organization called the Slop

the Union's policy, a negotiating committee representative said, "has been to insist that all freight companies comply with the standard agreement, putting them all on an equal footing. The committee doesn't intend to let any one company get special privileges for itself at the expense of the men who sail the ships.

Have Had Enough

"Evidently the Union's determination on this score has not yet been realized by the Calmar Company. We've asked for, and received, authority to strike the company to put an end to the company's stalling on this issue."

Here, as elsewhere in the standard dry-cargo field, the negotiating committee is out to establish a standard agreement and standard trict. shipboard practices throughout, in order that conditions will be the same for Seafarers no matter what company's ships they may be on.

without making progress. Should terms and conditions embodied in Canal and up the West Coast to various ports.

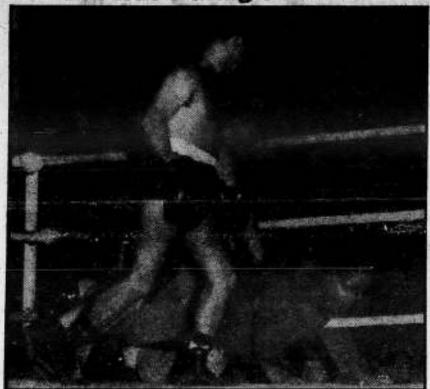
Seattle. It was one of the first SIU in the Union's early days.

Voting in the Union elections to pass last year's figures by a wide margin. Although the early rush has slowed down, the vote totals have topped the 1,200 mark with over a month yet to go.

The heavy vote thus far shows the big interest among the membership in filling the record number of 49 posts in the A&G Dis-

Seafarers began voting on November 1 in the 60-day referendum which runs until December 31, 1952. At stake in the two-year The Calmar Line has eight ships election are the posts of secretaryin its fleet and operates in the in- treasurer for the District; six assis-

But Who's Going To Count?



Seafarer Moon Kouns, the "ref," is down and hanging on the ropes after Seafarers Cosby Linson and Joe Nuccio ganged up on him during a match in New Orleans recently for the benefit of the family of a former fighter who died while working as a referee.

Atlantic Men Protest **Out-Dated 'New' Pact**

Falling far short of its advance notices, the so-called "brand-new" AMEU-negotiated agreement for the Atlantic tanker fleet has drawn sharp protests from the crews of over

a dozen ships as a "watered-+ down version of SIU contracts ard Burke on the SS E. H. Blum, dating as far back as the beginning of World War II."

As expected, promised gains failed to materialize as the contract, the product of two and onehalf months of AMUE Fleet Council deliberations and secret huddles with management, proved little from past experience that the more than a rehash of a few benefits Seafarers have been enjoying for years. It studiously omitted the bulk of the provisions long since regarded as model clauses and subsequently installed in the agreements of other maritime unions.

No Safeguards

Reaction to the AMEU's brainchild came quick when crews studied the text and found it patterned after its predecessors, lacking even minimum safeguards to the AMEU even watered down this insure against bypassing essential clauses and the enforcement of same. Several Atlantic tankermen made it plain that the fleet would this OT under the SIU contract. not "buy" the AMEU package. The meager gains they had received, the men pointed out, were included only because of the SIU's organizing campaign and the pressure on the AMEU to deliver some-

The overwhelming sentiment was tween SIU and AMEU agreements appearing in the "Atlantic Fleet News" published by the SIU Tanker Organizing Committee, which pinpointed some of the gross omissions in past Atlantic contracts, the AMEU wouldn't even have known where to begin.

One tankerman, a three-year man with the company, OS Rich-

Put Number On Meeting Excuses

Seafarers sending telegrams or letters to the New York headquarters dispatcher asking to be excused from attending headquarters membership meetings must include the registration number of their shipping card in the message.

From now on, if the number is not included, the excuse cannot be accepted by the dispatcher.

noted "there are still the same old phrases like 'at the company's discretion when practicable' which take away the little bit of good in the contract altogether. What good is a contract anyway if you can't or won't enforce it, and we know AMEU won't enforce any contract."

Delayed Sailing

The major item in the "new' AMEU agreement which it characterizes, like the others, as the "best in the industry," is concerned with delayed sailing time, although the SIU has had provisions for overtime for delayed sailing in contracts since the early part of World War II. However clause so only the men reporting aboard at the posted sailing time get paid. Everyone off watch gets

For the first time, a clause was included that the company has to furnish boots for tank cleaning. The SIU had this provision in 1945. On OT for tank cleaning and butterworthing, the AMEU claimed "wonderful gains" this year, but the SIU had these rates during the hat if not for the comparisons be- war and they have been considerably improved since that time.

> The SIU had the AMEU's "new" clause on "sanitary work and general cleaning" during World War II and has been improving it constantly since then. Atlantic tankermen fared no better on the wage question, as they finally gained the

increase Seafarers won in Septem-

ber, 1951, and which is being im-

proved right now in the SIU tanker negotiations.

Improved Constantly

In all, what the whole package means, the SIU Tanker Organization Committee stated, is that the AMEU "has picked up some contract clauses that the SIU has had for ten years, and has presented them as something brand-new in the 'best contract in the world.' A study of the 'gains' made by the AMEU in its negotiations shows that most of them just 'won' by the AMEU have been in SIU agree-

SEAFARERS CASH BONDINS





SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 11/9/52 To "/22/52

No. Seafarers Receiving Benefits this Period	9	88		
Average Benefits Paid Each Seafarer	60	62		
Total Benefits Paid this Period			59893	46

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	6675	00		
Death Benefits	6316	7/		
Disability Benefits	300	00		
Maternity Benefits	4400	00	the state of the state of	
Vacation Benefits	42301	75	A 11/7	
Total			59.893	46

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	243	195	00		
Death Benefits Paid Since July 1, 1950 *	422 9	945	39		
Disability Benefits Paid Since May 1, 1952 *	3	090	00		
Maternity Benefits Paid Since April 1, 1952 *	57	800	00		
Vacation Benefits Paid Since Feb. 11, 1952 *	1566	333	99		
Total	1			2293,364	38
* Date Benefits Resen					1 (8)

WELFARE, VACATION PLAN ASSETS

Cash on Hand Vacation Welfare	Vacation	352399	53		1 1
	Welfare	476 038			
	Vacation	210,000	200		
Estimated Accounts Receivable Welfare		210,000			
US Government Bonds (Welfare)		1490 960			
Real Estate (Welfare)		105,000	00		
Other Assets -	Training Ship (Welfare)	8.500	2000 1 100 200		
TOTAL ASSE	7		2852.899	41	

The assets of the Seafarers Welfare Plan continue to grow, even though new benefits are being added from time to time and the old benefits increased. The paying of benefits immediately by the Welfare Plan Representatives in cash is also a big contributor to the services rendered by the Plan.

Vacation benefits have leveled off to about four thousand (\$4,000.00) per day paid out with the largest benefit paid so far to one man, of two hundred forty-one dollars and sixty-three cents (\$241.63) having been paid in this twoweek period. All men are urged to apply for their vacation benefits as soon as they accumulate ninety (90) days.

Submitted November 22, 1952

Al Kerr, Assistant Administrator

and, remember this.

ments since 1946 or '47. Some of All these are yours without contributing a single nickel on your part-Collecting SIU benethem were won by the SIU during fits is easy, whether it's for hospital, birth, disability or death-You get first rate personal the early days of World War II. | service immediately through your Union's representatives.

The rumor is that Milton Eisenhower, brother of President-elect Dwight D. Eisenhower, has some ambitious plans that will affect the American merchant marine, if he can sell them to Dwight and the Congress next year. Although he is now President of Penn State University, brother Milton used to be with the US Department of Agriculture, one of the biggest shippers of the country, and keenly interested in the merchant fleet.

Brother Milton is thinking in terms of proposing that the top Government maritime agencies (Maritime Administration and Federal Maritime Board) once again be made independent agencies. At the moment, these agencies are under the jurisdiction of the US Department of Commerce and, to this extent, are somewhat submerged from the public eye.

This is not a joke. Barnacles, mussels, tube worms, and other fouling organisms cost the US shipping industry alone more than \$100,000,000 every year. For hundreds of years men have sought a preventive for marine fouling and corrosion. Back in the days of wooden ships, vessels sometimes fell apart-riddled by sea borers-even before they completed a single voyage. As of now the cost of docking, scraping, and bottom-painting a superliner would exceed \$75,000-without counting the cost of loss of her services during docking.

Because of this, the US Naval Institute has issued a new book entitled Marine Fouling and Its Prevention, the book representing years of research by the Navy's Bureau of Ships, and Woods Hole Oceanographic Institution.

On the subject of discharging alien crewmen, the new Immigration and Naturalization Act (Walter-McCarran Act) makes it unlawful for any owner or master to pay off or discharge any alien crewman, except an alien lawfully admitted for permanent residence, employed on board a US vessel without first obtaining the consent of the Attorney-General. Violation is punishable by a \$1,000 fine.

A majority of American steamship owners are now putting on a fight to eliminate this provision, holding that its enforcement would interfere with normal operation of vessels.

Tankers, which are usually in port for very short periods, would be particularly affected, because many are obliged to employ alien seamen as replacements while in foreign trade, and upon return to the US, many of these vessels are immediatly transferred to the US coastwise trade and alien seamen must be promptly discharged as required by law. A similar situation confronts subsidized vessels, which are required under law to discharge, upon return to the first US port, any alien seamen who may have been employed as replacements in foreign ports.

Steamship operators are arguing before the special Presidential Immigration Committee that since steamship lines, under existing law, are permitted to employ aliens as crewmen who have proper papers, the companies should also be permitted to pay off and discharge such allen crewmen without the necessity of obtaining the consent of the Attorney-General, or any immigration officer to whom the discharge consent has been delegated.

The steamship lines also are asking for amendment of existing law to provide that when an alien seaman is signed on a US-flag vessel, and is in possession of a valid passport or other travel document, together with the required Coast Guard papers, that detention expenses and expenses incidental to detention and/or deportation shall not be assessed against the vessel or master if the seaman is detained by a US immigration officer on arrival at a US port for any reason other than a medical one. The owners hold that when a foreign seaman has been permitted by an immigration officer to land temporarily in the US, the vessel should not be held responsible for any further or future detention or deportation cost.

The Federal Maritime Board now has paved the way so as to allow the American Export Lines to purchase two large passenger liners for the Mediterranean service at about \$14,000,000 each. The ships, the SS Constitution and SS Independence were the subject of much controversy in and out of Congress, after the former Maritime Commission (now replaced by the Federal Maritime Board and Maritime Administration) offered to sell the ships originally at a price of about \$12 million each.

The General Accounting Office (watchdog of the US treasury) plained that the \$12 million price was too low whereupon the FMB, in February of this year, after reviewing the case, offered the ships to Export at a price of \$18 million each. Export Lines refused to buy under these conditions. Based on "new evidence" uncovered abroad, the FMB now has agreed to let the ships go at the \$14 million price. American Export Lines has 30 days within which to elect to buy, but is sure to snap up the newest offer.

Plans for a \$11,500,000 Mexican freighter line to link Atlantic and Pacific ports with Latin America, the US and Europe, have been made known in an announcement from Mexico City. The new line will be named the Atlantico y Pacifico, and has Mexican Government support.

The new International Convention for Safety of Life at Sea, 1948, came into force on November 19, 1952, between the eighteen countries which have accepted it.

The first safety conference was held back in 1914, largely as a result of the Titanic disaster. In 1929 a second safety at sea conference met in London. This latter Convention is now to be superseded by the

Those eighteen countries presently parties to the newest Convention include: Belgium, Canada, Denmark, France, Iceland, Israel, Italy, Japan, Netherlands, New Zealand, Norway, Pakistan, Portugal, Sweden, Union of South Africa, United Kingdom, United States and Yugoslavia.

STUNDARD NMU 'Starving Out' TB from WASHINGTON Seamen, Ignores Appeals



A group of NMU members at the Manhattan Beach TB hospital discuss ways and means to get some monetary help from their union. They are: (front, left to right), Morgan Lewis, Fred Horneman, John Hogan, who is the NMU hospital delegate, and Joe Blackstone. Seated in the rear is SIU hospital delegate John Driscoll.

Angered at the NMU officals' callous disregard of their needs, 90 tubercular seamen, members of the NMU, have planned a special meeting at the Manhattan Beach hospital to take action on their plight. Ever since December 31, 1951, the NMU has cut these men off without a penny of aid, by+

benefits they used to get.

The NMU also threw the \$200

burial benefit out of the window, Under the SIU Welfare Plan, Sea- farers who were hospitalized beso that men who have died at the farers in the hospitals receive \$15 fore the plan went into effect. This hospital, many of them veterans of the Union's first struggles for for as long as they are hospital- hattan Beach and Ft. Stanton. The existence, have had to be buried at Government expense.

Apparently worried by developments, the NMU hurriedly sent a "patrolman" down to the hospital to stall the meeting plans. The 'patrolman," who was somebody without official status in the union, held out the faint hope that President Curran or Secretary Stone of the NMU would come to the hospital to "discuss" the men's problems. He said they "might" come if 30 men signed a letter requesting them to appear.

Unrest has been rising at the hospital ever sice NMU announced in the "Pilot," the union's newspaper, on April 5, 1951, that it would discontinue benefits for the long-term patients, because its employer-financed pension and welfare plan was going into effect. As this plan, unlike the SIU's, does not cover long-term patients, the NMU decided it could not afford the \$450 a month that these tankermen are especially subject and the driver will be on hand.

men would cost the union. NMU Ignores Appeals

The unrest has been fed as the NMU National Council ignored several appeals by the men. They have received similar silent treatment from the union newspaper, The meeting was scheduled after three registered letters had brought no results.

Seafarer John Driscoll, SIU hospital delegate declared: "These fellows have the idea of buying a full page ad in one of the daily newspapers. They feel that's the only way they can get help.

"I understand an ad like that costs as much as \$1,500. I haven't got the heart to tell them, because that would come to better than \$15 a mar, and they just haven't got that kind of money."

All Seafarers Get \$ \$

penniless, Seafarers in the hospital ship. have been receiving their regular \$15 weekly hospital benefit, plus holiday bonuses.

eliminating the \$5 a month benefits where NMU men do not is are out of luck.

Further, the SIU Welfare Plan contained in the differences be- set up a special list at the very tween the two unions' welfare plans. beginning, to take care of Seaa week and death benefit coverage covered all the Seafarers at Manized, years if necessary. Under the SIU was able to do this because NMU plan, benefits are paid for Union-administration of the Plan 13 weeks only. Long term cases saved the heavy cost of insurance (Continued on page 17)

Racketeering Cabbies Operate In Many Ports

Taxi drivers in Venezuela are not the only ones that take advantage of seamen. While the majority of drivers in the States are honest Joes pushing a hack for a living, there are

quite a few cabbies who have worked out schemes for milking seamen of their hardfarer William Calefato in a com- to a certain spot and promise to munication to the LOG.

to be being bilked because of the rapid turnaround and limited shore leave of their ships. Besides, many tanker terminals are located in out of the way places and the tankerman has to grab a cab, or walk.

One of the commonest ways of taking it out on seamen is for the cabbie to overcharge the passenger. "But that's not as bad as the more audacious ways some drivers have of robbing innocent seamen who are ashore for a brief interlude."

Will 'Hold' Valuables

For instance, there is the racket pulled by some drivers in Lake Charles. They will meet a ship and show the seaman around to the local spots. Then they will join him in a drink and while they are in the bar the driver will suggest that he holds the seaman's valu-While NMU members are left ables until they get back to the

One reason why Seafarers get Seafarer will see of his property. labout other seamen.

Over in Bayonne, NJ, another stunt has been practiced all too earned dough, according to Sea- often. The dirver will bring a man wait for him. There the man will Calefato, who sails regularly on be slipped a mickey. When he Cities Service tankers, says that comes to, the money will be gone with a fat bill for a meter that has been running all along.

Another trick practiced by certain unscrupulous cabbies, Calefato says, is the planned holdup. These drivers will wait in train depots, and look for a seaman carrying a duffle-bag. As soon as they spot one they loudly announce their cab and offer their assistance to the seaman.

The driver then says his cab is parked down the street (even though there may be lots of room to park nearby). On the way to the cab, the driver will signal a confederate. A few minutes later, the cab gets held up in an out of the way place and the unfortunate seaman is relieved of his dough.

Travel In Company

The best way to avoid such traps, he suggested, is to go ashore with another shipmate. Also, he warns that Seafarers should be-Some drivers will actually per- ware of the driver who asks too form this service honestly, but in many personal questions of the most such cases that's the last the passenger as well as questions

Award 17c Longshore Pay Boost

An award of a 17-cent an hour increase to North Atlantic Coast longshoremen has been handed down by Professor Paul R. Hays, arbitrator of the longshore wage dispute. The award directly affects longshoremen employed along the coast from Portland, Maine, to Norfolk, Virginia. It is expected to set a pattern for the rest of the Atlantic and Gulf Coast as well, and will eventually involve 60,000 workers.

Professor Hays was chosen as arbitrator after the International Longshoremen's Association and employers were unable to agree on settlement of wage demands. Arbitration was recommended by the ILA wage scale committee and was approved by an overwhelming vote in a membership referendum conducted among all of the local upions of the ILA that are covered by this contract.

Employers Offered 81/2c

The award is considerably more than the 8½-cent increase that had been offered by the employers, plus the 121/2 cents proposed for overtime. The contract involved is a two-year agreement with this reopener on wages only.

As far as overtime rates are concerned, Professor Hays ruled that the time and a half provision would be retained, which means an overtime increase of 25 cents to \$3.401/2 an hour. Penalty cargo rates were also increased by 17 cents for straight time rate for longshoremen is now \$2.27. The increase and other terms of the award are subject to the approval of the Wage Stabilization Board. Both the ILA and employer representatives expressed confidence that the WSB would rule on the contract sometime during the month of December.

Meanwhile, the New York State lost. Crime Commission, which has been holding hearings in New York in recent weeks, announced it would turn its attention to the waterfront beginning December 3. Public hearings will begin on that date in the New York County Courthouse, dealing with conditions on the waterfront, with particular attention being paid to midtown west side piers in Man-

Seatrain Memories Recalled



Seafarer Stephen Zavadcson displays two of his latest canvases painted aboard ship to record his impressions of the Seatrains he's sailed on in recent years. Zavadcson, an AB-deck carman, is now on the Seatrain New York after a stint on the Louisiana,

SUP Men Given \$1,000 For Fighting Ship Fire

The successful fight of SUP men to quell a blaze aboard the tanker Lompoc has been rewarded by the owners, the Union Oil Company, with \$1,000 checks for each man who stayed aboard.

The Lompoc, and a sister ship, the Victor H. Kelly, were Oleum, California, last July when fire broke out on the pier as the Kelly was discharging cargo. As a result of the blaze, the Kelly was guitted, despite firefighting efforts by the crew, and three lives were

Crewmembers of the Lompoc succeeded in bringing the blaze aboard their ship under control with the ship's firefighting equipment, although the tanker suffered heavy damage. As a result, commendations and \$1,000 bonus checks were given out by the company to the 15 men, including licensed personnel, who stayed

SUP deckhands, with the remainder being ship's officers and some of the unlicensed crew-members alongside the company pier at in other departments aboard the

'Certificate of Honor'

The commendation reads, "Union Oil Company of California awards this certificate of honor to (name of crewmember) of the SS Lompoc, who on July 12, 1952, and in the finest tradition of seamanship risked his life to combat an oil fire and save his vessel. The courage and presence of mind displayed on that occasion by him and his fellow crewmen were important factors in minimizing property damage and loss of human life."

SUP men who received the checks were John Stiens, J. F. Kelaboard the ship to fight the fire. ly, R. M. Taplyn, George Chatel, Five of the men involved were and Carl H. Lans,

UNION TALK

By KEITH TERPE

There recently came to the attention of the Organizing Department one of the favorite trick gadgets foisted on the unsuspecting memberships

of company-dominated "union" outfits masqueraded as spectacular gains. One of the most often-resorted-to arguments pleaded by these sham "unions" is the device of offering the men "full pay at all times, 365 days a year." Now at the outset this sounds like a very good deal, and someone would have to do a lot of convincing before you'd turn down a contract gimmick providing for something like that, but we hope that for the good of the boys in the Socony fleet, they voted this

Their "union," one in name only just like the Atlantic fleet's AMEU, presented them with a brand-new, sugar-coated "package" to make it look so good nobody could turn it down. According to the Socony Vacuum Tanker Men's Association, they have at last "negotiated a plan with the Company whereby . . . every Socony man will be entitled to 60 days of vacation or paid leave in every year. They then note that "to gain this, naturally we had to give up certain things . . . (but) this is the opportunity to move ahead in the direction of more time off and remaining on pay."

But let's examine this so-called "SVTMA five and one plan" that they'd have everybody believe is "the opportunity to move ahead . . . " What it means, in essence, is that every man works five months out of six but gets paid for six. So far it sounds good, but look what these fellows had to give up for this bonanza. The SVTMA concedes that it had to give up, for example, Sunday overtime at sea as well as certain penalty time provisions, in exchange for the full 60-day vacation

Now without getting bogged down on the arithmetic of this exchange, and basing our figures on the base rate for an AB under the SIU agreement, just on the issue of Sunday OT at sea, we'd say the average guy in the Socony fleet comes out losing almost \$325 on this deal over the year's time. This figure is based on the difference between what he'd make during the regular eight hours on Sundays at sea and what he actually earns by getting the regular daily rate of pay throughout this so-called 60-day "vacation," plus vacation pay for the full year. And that's only a piece of the dough he'd lose out on under this grandiose "five and one plan."

As we mentioned up above here, this thing was already voted on when we heard about it, and we can't say for sure it got the okay, but it does illustrate the type of rotten dealing that characterizes these outfits masking as legitimate labor unions. For the benefit of the guys affected, we hope they knocked it down good and proper. Incidentally, it's gadgets like this that are causing more and more of the seamen from thhese unorganized fleets to turn to the SIU where they don't find this type of phony dealing going on. They've been flocking to our halls because of disgust with the way their present "unions" are selling them, bag and baggage, down the river, maybe because these "union" hot shots think it will get them a bigger slice of the company pie.

But all of them-Socony, Esso or Atlantic-go in for the same kind of shenanigans and that's why their biggest supporters are becoming more and more disillusioned about them every day. In Atlantic, as noted elsewhere in this issue, the AMEU came out of its negotiations with a really fine contract. After all, it was modeled after SIU agreements of 1946 and '47 which have been considerably improved on again and again since then. Despite this however, the AMEU goes on blissfully proclaiming it has the "best contract in the industry," forgetting for the moment that in a fast-moving world like ours, a '46 model is okay in '46, but it stacks up pretty poorly next to a smart new '52.

Cartoon History Of The SIU

The Robin Moor Is Sunk

No. 25



In June, 1941, a German sub sank the SIU-manned Robin Moor, first US ship to be torpedoed. The crew took to the lifeboats in the South Atlantic. Some got to South Africa, others to South America. The SIU immediately began a fight for bonus and insurance protection for Seafarers.



The SIU asked all unions to unite, but found unity was impossible. The NMU began endless talks with admirals and played into the hands of the Maritime Commission with political maneuvers. The SIU announced that only adequate cash protection for seamen would be acceptable.



The 'SIU, fed up with the shipowners' and MC's evasions, hit the bricks on Sept. 13, 1941: The NMU called the strike a bum beef and tried to take scabs through the Alcoa picketlines at Weehawken, NJ. The SIU's militant action won, and the Government and shipowners finally yielded.

Top of the News

UN SECRETARY-GENERAL RESIGNS-Trygve Lie, the Norwegian who has served as UN Secretary-General since the organization was founded, has turned in his resignation. Lie was originally elected for a three year term, but his term of office was extended for two years by the General Assembly when the Soviets and Western nations were unable to agree on a successor. The Soviets have not recognized his authority since then. Lie aunounced that he was resigning for that reason, so that the UN cor ... get a head that would be recognized by all members. Another reason for his resignation is thought to be the current Senate subcommittee investigation into the loyalty of American employees of the UN, which has led to charges and countercharges, and much ill-feeling between Lie and the committee.

EISENHOWER, TRUMAN MEET-President Truman and Presidentelect Eisenhower have held a brief meeting in Washington along with their advisors to prepare for the handing over of the Government to the Republicans in January. Following the meeting, a joint statement was issued in which they said that the President-elect could not be held responsible for any acts of Government until he actually took over. However, one result of the meeting was a strong statement by Eisenhower the next day, supporting the US stand on prisoners-of-war in Korea. In other words, Eisenhower backs the principle that no Chinese or North Korean prisoners should be forced to go back to Communist control if they don't want to. The General also announced several of his cabinet appointments, including John Foster Dulles as Secretary of State and Charles Wilson of General Motors Corp. as Secretary of Defense.

CLOTHING PRICE CONTROLS ENDED-Tighe Woods, Price Stabilization Director has announced the suspension of price controls on all clothing, soft drinks, women's hats and wholesale pork. He said however, that Congress should extend price controls on other items such as machinery, milk, bread, gasoline, oil, and essential

metals. This was one of his last acts before resigning.

TABER SEES \$15 BILLION BUDGET CUT-Republican Representative John Taber of New York, who will be chairman of the House Appropriations Committee in the next Congress, says that he will attempt to cut \$15 billion out of the budget that will be submitted by President Truman. The law requires that the budget be submitted by January 18, which is two days before Eisenhower will take office. It is expected that the budget will call for \$85 billion. Taber said that a considerable part of the proposed \$15 billion cut would be taken in the proposed foreign aid program and the defense program.

1

CZECH RED LEADERS GO ON TRIAL-Fourteen former Communist leaders of the Czechoslovak Communist Party, including Rudolph Slansky, ex-Secretary General, and Vladimir Clementis, ex-Foreign Minister, have gone on trial in Prague on charges of high treason. Slansky was the leader of the Communist takeover coup in Czechoslovakia and was generally regarded as the hatchet man of Moscow's previous purges in Czechoslovakia. He was also responsible for the sible in making an appeal." arrest and imprisonment of William Oatis, American correspondent, on spy charges, when Oatis was trying to find out what had happened to Clementis who had disappeared in February, 1951. Ironically, Slansky is being tried by the same judge and same prosecuting attorney that tried Oatis. He has already "confessed" a variety of are examined or treated at Public charges including being a Titoist, a murderer, a Trotskyite and a supporter of "capitalist Jewish emigrants" to Israel.

Union, Gov't Study McCarran Act

Union representatives have held several meetings with representatives of the US Immigration and Naturalization Service to find out how the McCarran-Walter Act will affect alien seamen sailing with the SIU. The Act, which was passed at the last session of Congress,

has revised this country's imeffect on December 24.

At present the Department of Justice of which the Immigration Service is a part, is writing up the regulations under which the Act will operate. Other regulations and clarifications are being written by the State Department. At present, the regulations have not yet been completed but when they are, a full explanation of them will be carried in the SEA-FARERS LOG.

What is known thus far, is that

flag ships before September, 1950, can qualify for US citizenship. This provision applies whether or not the men involved were admitted for legal and permanent residence in the US.

The five-year rule was knocked out of the law on September 23, 1950, when the Internal Security Act (also called McCarren Act) was passed, but has now been revived, effective December 24.

Apply Early

Consequently, after Christmas, the McCarran Act revives the five- those aliens who have the necesyear provision under which aliens sary seatime will be able to apply

migration laws. It will go into who had five years sea time on US | for citizenship. They should get their bids in as early as possible, because the privilege of applying will run out on December 24, 1953.

The Immigration Act contains several other provisions of interest to alien seamen, and details of all requirements that have to be met by aliens entering the US.

One provision of the Act permits an alien who was admitted legally to this country for permanent residence to count sea time aboard an American ship as a substitute for shoreside residence. However, such seatime would have to be immediately preceding the date he files for citizenship. This provision will expire in December

Quotas Changed

The act also affects alien seamen in that it changes the quotas and priorities for immigration to the US. Consequently, aliens from certain countries will have a better chance of obtaining citizenship than aliens from other countries whose quotas may have been filled. Generally speaking, aliens from Scandinavia, Northern Europe and the British Isles will find it easier than seamen from elsewhere.

The Act doesn't change the existing law as to the number of alien seamen who may be employed on a US-flag merchant ship. However it does require that a vessel arriving from a foreign country must give the Immigration Service a complete list containing the names of all alien crewmembers, their ratings, where and when they signed on and who paid off in the US.

Similarly, when the ship leaves it has to supply Immigration with another list containing the names of aliens signed on in the US, as well as those who paid off, were

Union Protects Aliens

Some ship operators, in an attempt to avoid having to file reports, are trying to discourage the hiring of alien seamen. However,

USPHS Tightens Up On Disease Carriers

The US Public Health Service has announced that it is setting up a program which would prevent any man from sailing if his presence aboard a ship might endanger the

health of his shipmates or ! himself. The USPHS said it turbance, active tuberculosis or with the Coast Guard in enforcing

this program.

An SIU headquarters spokesman pointed out that the program allows for an appeal procedure, and any Seafarer who finds himself the man is unfit for sea duty. It listed "unfit for duty" and prohibited from sailing by the Coast Guard should immediately contact the Union if he wishes to appeal the ruling. "Any man who finds himself unable to sail because of this ruling," said the SIU spokesman, "and feels that the ruling is unjust should immediately get in touch with the Union's Welfare the appeal. Services department, and the Union will help him as much as pos-

Shipboard Hazard

The USPHS announced that it, "has been seriously concerned with the problem of seamen who Health Service hospitals or clinics and found to have a mental dis-ready going into effect.

will work in close contact other illness that renders them unfit for sea duty because their presence aboard a ship might prove hazardous to themselves or others.'

In such cases, said the USPHS, it will notify the Coast Guard that will not, however, disclose the nature of the man's illness to prevent any embarrassment, it said.

If the man wishes to appeal, he files an appeal with the Coast Guard. The USPHS will then turn over the complete medical records of the man to the Coast Guard and a public hearing will be held on "This action," said the USPHS,

"is being taken solely for the health protection of the other members of the crew and of the fired, or deserted in a US port. passengers and for the personal safety of the patient." Meanwhile, notifications about the new program have been sent to all USPHS hospitals, and the program is al-

(Continued on page 17)

YOUR DOLLAR'S WORTH

GUIDE SEAFARERS TO BETTER

Written exclusively for THE SEAFARERS LOG. by Sidney Margolius, Leading Expert on Buying

Don't Get Hooked At Xmas

Working families toss away plenty of hard-earned dollars every Christmas on novelty toys that have only fleeting interest and too often are shoddily made, but invariably carry high price tags. Mothers and fathers skimp on themselves all year, but when it comes to Christmas, that's for kids, and there's no skimping.

The smart way to give kids good toys without breaking your back is to avoid the high-priced novelties, and instead select bread-and-butter playthings. The kids will appreciate it more too. In most families, eighty per cent of the children's toys are bought for them at Christmas, so they should be the kind the youngsters will find both interesting and durable the rest of the year. If you do want to give them some mechanical or novelty toys, too, then buy inexpensive ones in the five-and-tens.

Play is really a child's way of learning. If a toy is complicated, or doesn't reflect the environment around him that the child is trying to understand, then he won't play with it no matter how much you spent, or how cute you think it is. A child living in a harbor or port city will have more fun with a toy vessel or truck like those he sees on the streets than with a toy plow that a country child would love.

Avoid Tie-Ups

It's especially wise to avoid watches, dolls or other toys that have a TV or movie star or cartoon character tie-up.

You pay extra for them.

Many basic toys can be made at home, especially stuffed dolls and playthings. For these, use oilcloth for the outside; it's easy to paint and is washable. (Use non-poisonous titanium paints.) You can also cut out clowns, dolls, animals and other shapes from sponge rubber.

Play furniture is another basic plaything that can be constructed at home, from packing cases or "bought" lum-

ber. Be sure you sand it down smoothly. If you buy the play furniture, avoid those that are highly-decorated or have extra gimmicks like musical chairs. Experts recommend simple school furniture in natural finish, like the Phoenix brand.

Here are other tips on making or buying basic play-

Blocks: Whether you buy blocks or make them yourself, avoid the traditional cubes and instead get sets of large blocks in varied shapes. These lend themselves to constructing different objects, and so have more play value. You can make them yourself from one and three-eighths inch lumber, preferably a hard wood so they don't splinter. Be sure the set has paired blocks of the same size and shape so they fit together and make a third block.

Dolls: Undressed dolls cost about half the prices of the same dolls dressed, if Mama can make the clothes herself. That way, you can give a bigger doll for your

Construction Toys: Intricate construction sets are not advisable for children under eight. One reasonablypriced, simple set is the Lionel Menagerie which costs about \$1. Another good set for young children is the Skaneateles set of wooden train, track and blocks (\$2.50).

Books: Before buying books, consult these two pamphlets in a local library, or send for them. Children's Books for 75 Cents or Less, issued by /ssn. for Childhood Education, 1200 15th St. NW, Washington 5, DC (35 cents), and Children's Bookshelf, published by Government Printing Office, Washington 25, DC (Publ. No. 304-1946, Children Bureau).

One of the best sources for worthwhile playthings is the Arts Cooperative Service, 340 Amsterdam Ave., New York 24. This is a non-profit association formed by nursery teacher, but non-members can buy there and take advantage of their reasonable prices too. If you send a stamped self-addressed envelope, the Arts Co-op will send you a list of recommended playthings.

Another excellent source for well-made children's equipment at reasonable prices is the Boy Scout trading posts in each town. Their equipment is well-made, like the 14inch camp shovel they sell for 50 cents, with hardwood handle and riveted steel blade which is far superior to the shovels usually sold for children. Other good gift possibilities at the Boy Scout posts include the Scout flashlight camera for \$8; the Pathfinder compass, which combines a protractor and compass for map-making and direction-finding, for \$1.95; a six-power telescope with precision-ground lenses for \$1.95 and others.

Tips on Gifts for Adults

Very often, too, gifts for adults are chosen because of novelty appeal. But, as the recipient would tell you if good manners didn't prevent, a simple usable gift is better than one chosen with the notion that "this is something she wouldn't buy herself." If she wouldn't it's probably because she doesn't want it. Here are some suggestions:

Buy well-made tailored lingeric instead of the fancilytrimmed but non-durable things the stores promote for Christmas giving. Give a man a warm flannel robe rather than the fancy rayon ones which have little usefulness. Stick to solid colors in shirts, rather than stripes, because the solids offer better quality for the same money and have more versatile uses. Give mercerized lisle socks instead of fancy rayons which don't wear well. (Check the Seafarers Sea Chest at Union headquarters for good buys in haberdashery items.) Give knitted, wool, or silk ties rather than rayon, which wrinkles easily, or at least be sure that any rayon tie has a wool lining and loose hand-stitching along the back seam. Give a woman a simply-made housedress of basically good material like 80-square percale, with generous seams and good tailoring, rather than a fancily-trimmed one.

Dumps Aliens At Co's Order

Alien members of the National Maritime Union are being shut out of job opportunities aboard some of that union's contracted companies' ships with the permission of the CIO union. What's more, aliens who are already aboard ships of these companies are being fired as soon as the ships reach US+

is going into effect, SIU represen-

Don't Send Your Baggage COD

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

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

Seafarers who want to be sure of getting their baggage when they want it, can send it to any Union hall provided

675 4th Ave, Bklyn, NY

tatives made inquiries among side the American citizens in the Now that the McCarran Act various shipping companies as to Union. As long as the alien quota their policy on aliens. They were on ship is not filled, and an alien told by United States Lines and member has the oldest shipping others that from now on they card, that man is going to ship. would not hire any aliens aboard their ships.

Possible Penalties

The reasons given by the companies are that under the new immigration law they will be subject to considerable red tape if they hire aliens, and possibly heavy fines and penalties if the Immigration Service finds aliens aboard who violate regulations.

An SIU spokesman charged that "the action of the NMU in standing by idly and letting the shipowners deprive allen members of their bread and butter sits pretty poorly on a Union that always boasted about the way it protected the rights of aliens.

SIU Backs Alien Members

"For our part, the SIU is not going to sit by and permit the shipowners to dump our alien members. These men helped build the SIU and fought its beefs along-

"Some of our companies had the same idea as US Lines, but they learned in short order that the SIU is one Union that doesn't step aside and bow meekly every time the shipowners want to pull a fast

Kings Point Reversal

The spokesman pointed out that this isn't the first time the NMU has permitted United States Lines reported in the SEAFARERS LOG versed its position on Government training schools and went along with US Lines when that company went all out for increased appropriations for Kings Point Merchant Marine Academy.

The NMU has also permitted the company to maintain a blacklist against NMU members. Men on the list are not permitted to sail the company's ships, unless the company decides to let them. The NMU even went to the extent of printing these blacklists in the union newspaper when the company lifted some of them so as to fill crew vacancies for the liners United States and America.

Seafarer's Rescue Try Is Too Late

Del Norte crewmember Hal Crane made a desperate but unsuccessful attempt to save the driver of a wrecked car from drowning in the Mississippi River. Crane succeeded in pulling the driver out of his car, but by the time he was brought to the surface the man was beyond saving. The incident was reported in the Del Norte Navigator, crew's newspaper on the Delta liner.

The incident took place while Crane and his wife were driving to his parents' home during a blinding rainstorm. When they came to

the Bay Louis bridge he saw that the bridge railing had been knocked out and two women were waving franctially for help.

Crane got out of his car and saw that there

was an automobile, completely turned over in six feet of water. He quickly pulled off his shoes, made his way down to the water by the bridge girders and swam over to the automobile.

By diving underwater he was able to get hold of the drivers body and pull him clear of the wreckage. The body was then picked up by an outboard motorboat that came on the scene.

With the help of three other men, Crane succeeded in turning the car onto its side, He searched for other bodies but found none. Unfortunately, the man he had rescued was pronounced dead when the body was brought ashore.

The Del Norte Navigator praised Crane for his rescue effort, which though unsuccessful, won the applause of onlookers for his fast action and display of courage under trying conditions.



A display of Seafarer William J. (Professor) McKay's hobby shows some of his handiwork. The ring-type cigarette holders are shown at lower left, one with a cigarette and the other without one.

reported in the SEAFARERS LOG earlier in the year, the NMU reversed its position on Covernment Pass Idle Hours

William J. (Professor) McKay is one Seafarer who has found a way to beat the long and lonely hours at sea. "From experience, I know," he says, "that a long trip can be a short

one as well as a profitable one; all you need is some kind of vessel and another of a palm tree.

Using a pair of plyers, a fine saw and a hammer as his principal tools. McKay has turned out an impressive array of metal monograms and decorative pleces, made about this sort of hobby is that you primarily from copper coins and always have something nice to bits of copper sheeting.



McKay

Among his collection are two SIU emblem rings that he made himself. "It's simple and invigorating to have some sort of hobby to pass the time while at sea," he said, "and I feel that

my hobby is one of the things which has kept me young."

McKay, who admits to 65 years, and watch fobs for his collection. coins, one of a full-rigged sailing more years too.

"It's easiest to work with copper coins," he said, and "piercing them is just a matter of some patience in tracing out the outline of the figure or picture on the coin."

"Another of the great things show for the trip," said McKay. "I don't say that everyone should adopt metal-working as their hobby, but I do think that everyone should have some sort of hobby to pass away their spare time and keep their mind occupied."

Another of McKay's pet projects is a lady's cigarette holder that he designed himself. This particular holder, says McKay, "has a ring at the bottom that fits over the finger, thus holding the cigarette up and preventing any sort of tobacco stain on the fingers."

McKay has been at his hobby has also made suitcase monograms, for many years now, and says that he intends to keep at it for many And one of the things of which he more. He also says that he intends is proudest is a set of pierced to keep on sailing for many, many

Transport Damaged By Tanker



Crewmen inspect the 20-foot hole torn in the side of the Navy's fast attack transport Ruchamkin after a collision with the tanker Washington off Cape Henry. Five soldiers, who were asleep in their bunks in the troop quarters, were killed in the crash, which took place in a heavy fog.

state property and the same state property and



Please send me......CPO shirts at \$13.95 each.

Name

Address

Make check or money order payable to Seafarers Sea Chest

State

Neck sleeve sleeve

City

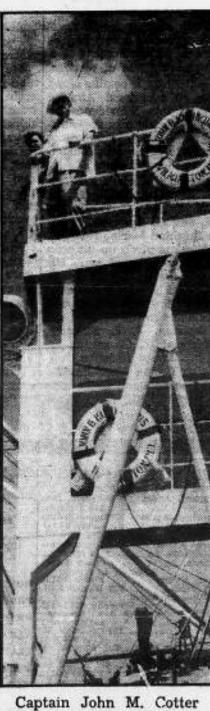




Crew digs in to Aycock's chow. They are: (left, back to front) Aycock (standing); E. B. Kispert, I. F. Echevarria, OSs; N. V. Jorgensen, E. K. Stratiotis, ABs; G. K. Brown, oiler. (Right, back to front) J. L. Yarborough, OS; K. F. Elvin, MM; Jan Sidor, deck eng.; J. L. Worley, W. A. Aycock, ABs.



Some of the men who made the wheels go round pose for the camera in the ship's engine room. Front, left to right, arer You Hong Kim, Francisco Rotolo, wipers; Ah Pao Chang, FWT. (Rear, left to right) are: Jack Millstead, 3rd asst.; G. J. Sakopoulous, chief ang.; Herb Snyder, 1st asst.



and a local pilot keep a sharp lookout while docking in Apra Harbor, Guam.



Here's "Sparks," H. A. Stanford, at work.



Haik Alexanderian suds up the crockery.



Kim and Chang take themselves a breather.



Captain Cotter takes a fix on ship's radio finder.



Here's Harry Wong, Sal Requites and Aycock.



Here's bosun Nils S. Larson in his foc'sle. "A swell fellow to sail with," Aycock reports.

PORT REPORTS

New Orleans:

Steward Supervision Of Stores Helpful

Down yonder here things have into the men on the beach. All of Del Norte rounded out that figure. a sudden up jumps the grain ships and practically every member that wanted to was shipped, with a total of 268 men shipping since Boston: the last report.

weeks is good and again the membership here in NO is thankful for Slated for 2 Ships the wonderful organizational work of the SIU as quite a few of the ships coming in were not of the to hold its own during the past regular run original SIU compa- two weeks. nies but such new outfits as Isthmian, Bloomfield, Compass, Omega, here shortly for payoff are ships

14 In-Transits

Paying off here were the Alcoa Del Sud (Mississippi), De Soto, (Dry Trans), Fairhope, and Iberville (Waterman), Compass (Compass), Omega (Omega), Seacloud (American NM) and the Wanda (Epiphany), with the Alcoa Planter, Del Sud, Fairhope, and Compass signing back on in addition to the Del Santos for a new agreement which would (Mississippi). Fourteen in-transits include the Clipper, Corsair, Pilgrim, and Polarus (Alcoa), Steel Traveler and Steel Vendor (Isthmian), Seatrain NY and Seatrain Savannah (Seatrain), Alawai, Morning Light, Warrior, and Monarch of the Seas (Waterman), Lucille Bloomfield and Margaret Brown, (Bloomfield),

Beefs were of a minor nature with the exception of food beefs on the Compass. This scow had sailed short of stores and to top it off her refrigeration went bad and a make-shift rig with a lifeboat motor had to be installed in order to keep all the food from going bad. We made sure the ship was well stored leaving here.

All stewards are instructed to contact the hall when they are short of stores, but should do so before they are getting ready to sail in order that the beef can be squared away. Some stewards are in the gin mill when the ships are being stored and they don't know what they have until ready to sail or later at sea, then they pass the buck to the company or to the hall because they are not well stored. Other members in the hospital are It's no trouble to make the companies put stores on board, but they are not to blame when the steward is not on the ball and waits until the last minute to order stores.

Sad circumstances accompanied the recent hospitalization of Purvis Blackwell. Purvis was driving homé after paying off the Chiwawa as the result of his mother's death when he met with the accident which resulted in his hospitalization. The incident prevented him from attending the funeral. He asked that his sincere appreciation be expressed to the crew of the Chiwawa for their kind remembrance.

Brother Gets Well

Sam Marinello, the chubby boat-

patients who are eligible for Galveston:

Among the highlights of the past week was the fact that payments in this port under the Vacation Port, Three Payoffs Plan passed the \$200,000 mark. Payment to Blackie Bankston who really picked up and put new hope just left the boatswain's job on the Lindsey J. Williams

New Orleans Port Agent * *

Outlook for the coming two New Beds and Lockers

Shipping was fair and continued

Our payoffs during the past two weeks were the W. E. Downing American MM Corp., Southern (Mathiesen), Tagalam (Seatrade), Trading, Epiphany, and due in Catahoula (National Navigation), Amberstar (Triton), Republic (Trafrom Gulf Cargo Carriers, Pan- falgar), and Archers Hope (Cities Oceanic, and the Kea Steamship Service), with all the ships signing on again.

In transit were the Robin Locksley, Robin Kettering, Robin Went-Planter (Alcoa), Steel Vendor (Isth- ley (Robin), Antinuous, and Chickmian), Del Monte, Del Oro; and asaw (Waterman), and Catherine

> Beefs aboard the Amberstar and the Catahoula are being dealt with. The Cataboula needs to have all new lockers put in for unlicensed personnel, with the company claiming they were waiting call for a standard type locker for our contracted ships. Amberstar promised to have new bedsprings put in for crews' bunks and to fix a defective stove in the next port.

Music Festival

Semi-classical music is invading the domain of the Mountain style melodies found aboard the Catahoula in the evening music festivals. The crew has a new phonograph and is adding records to a steadily mounting pile of platters.

Atlantic Refining is coming along well with an occasional Atlantic ship coming into Providence or New Haven. Atlantic men are working hard for union representation, with shoreside organizers contacting ships as they hit port.

Members on the beach here include P. Karas, J. McCarthy, C. Myers, W. Prince, C. Dwyer, R. Howland, and G. Lothrop.

In the Brighton Marine Hospital, D. S. White has given up his chin foliage for the sake of art. His beard got in the way of his paints. He's cooler but happier in his ward which looks like an art museum. R. P. Bowman, J. J. Flaherty J. J. Fifer and W. Geradeau.

Boston Port Agent

In-Transits Swell

During the last two weeks, shipping was fair here and continued to hold its own.

Twenty-one ships are in-transit here, with three paying off recently and no sign-ons. Paying off were the Salem Maritime, Marie Hamil Tainaron, and the Margaret Brown. In-transits were the Federal, Del Santos, Potrero Hills, Seatrain Texas, Lucile Bloomfield, Seatrain Georgia, Southern Counties, Royal Oak, Seatrain Louisiana, Julesburg, Archers Hope, French Creek, Logans Fort, Mae, Alawai, Seatrain New Jersey. Strathbay, Purplestar, Seacomet, Quartet, and the Wanda.

Sad to relate, there are many brothers in the marine hospital, but they are recovering their strength after various illnesses. Among them are E. J. Kocanoviski, W. C. Brown, C. E. Purvis, C. Ingram, C. R. Johnson, Pat Green, W. W. Currier, J. E. Markopolo, J. Peoples, A. J. Menendez, J. E. Brady, H. G. Shartzer, J. B. Fruge, and J. F. Roberts. They would appreciate hearing from their many friends and brothers.

Keith Alsop Galveston Port Agent 1 * San Francisco:

Union Requesting Info On McCarran Act Rules

There hasn't been much activity on the shipping front out here of late since we haven't had our usual run of ships for the Korean shuttle. Our usual load of in-transits on the intercoastal run has been taking up some of the slack and the men out here are taking replacement jobs on them.

We paid off the Seatiger (Colonial) and signed that vessel on again for another voyage. Our intransits included four Waterman ships; the Bienville, Wacosta, Young America and Fairport; the Robin Goodfellow (Robin); Shinnecock Bay (Mar-Trade) and Liberty Bell (Liberty SS Co.). All these ships were visited by the patrolman and minor beefs were squared

away. We have been in regular contact with the Immigration office out here, trying to find out what the score is on the McCarran Act which is going into effect next month. So far we haven't learned very much as the Immigration men Adams, E. Leikas, A. S. Ferrara. themselves are awaiting word from R. Sesseville, J. Karpinsky and E. Washington on the rules and reg- Harriman. ulations of the Act.

We had a big turkey feed for all

hands on the beach on Thanksgiving Day. It was a fine party and everybody enjoyed themselves to the fill, which made us feel that Cornhusker Mariner all the work that went into it was worthwhile.

H. J. Fischer West Coast Representative

Seattle:

Raids on ILA Foremen Being Fought By MTD

Most of the men who want to ship from here have been able to get out these past two weeks, with shipping holding its own and promising to pick up a little during the next couple of weeks.

We had three payoffs with the same ships signing right on again, and four in-transits. The payoffs were the Gadsden and Alaska Cedar (Ocean Tow), and the Young America (Waterman). They all signed on again. The Mauldin Victory (Mississippi), Bienville and Wacosta (Waterman), and the Pennmar (Calmar) were in tran-

The past two weeks saw the beginning of a dispute involving the

ILA foremen around this area. It seems that a group of these foremen bought a bill of goods fed to them by the Commie outfits.

Through pressure from the gangs of long-

shoremen and others, some of these foremen were pressured into changing over to independent. Some of them were even encouraged by the companies, which have played patsie with the Commie outfits for a long time.

Ferrara

The whole thing is just another attempt by the Commies to cause disruption on the waterfront and to stage more raids on legitimate

The AFL Maritime Trades Department, Central Trades, and State Federation of Labor have all gone on record to support the ILA right down the line. The MTD is out here to personally supervise activities.

Harvey Medford, a winch driver Gadsden, stopped in at the hall while his ship was in port. Some of the other oldtimers who have

> Jeff Morrison Seattle Port Agent

Due To Crew Up Soon

Shipping and business have continued at about the same pace reported in the last period, not booming, but a steady turnover in all departments with the exception of Group I in the steward's department.

Chief stewards are moving sort of slow, which means that the boys are holding down these jobs instead of jumping from ship to ship. We paid off a total of 29 ships in the past two weeks, and signed on 12 on foreign articles. There were also a number of ships in-transit.

The ships paid off were: Kathryn, Marina, Elizabeth, Suzanne, Monroe, Carolyn, and Beatrice (Bull): French Creek, Government Camp, Chiwawa, Royal Oak, and Council Grove (Cities Service); Robin Kirk (Robin), Seacliff and Seapender (Orion), San Mateo Victory and Burbank Victory (Eastern); Golden City, Azalea City, Mobilian and Afoundria (Waterman); Steel Artisan (Isthmian), Strathcape (Strathmore), The Cabins (Mathiasen), Heywood Broun (Victory Carriers), Seatrain Louisiana and New Jersey (Seatrain), and Sand Captain (Const. Aggregates).

We signed-on the Claiborne, Golden City and Hurricane (Waterman), the Seacliff (Orion), Louis Emery Jr., and Heywood Broun (Victory Carriers), San Mateo Victory (Eastern), Sea Gale (Seatraders), Puerto Rico (Bull), Robin Trent and Robin Mowbray (Robin) and the Steel Worker (Isthmian).

Pay-Offs Smooth

All of the pay-offs went smoothly, with a minimum of beefs, and all the beefs were settled at the pay-off.

A lot of the boys who like the rum and coke run were happy when we crewed up the Puerto Rico (Bull) last week. She sailed a few days later, and has now added another stop to her schedhandling the beef activity, with ule. From now on the boys will the secretary-treasurer of the MTD also get to stop in the Virgin Islands.

A number of members have been asking about the new Mariand ship's delegate aboard the ner Class ships and when we expect to get another of these babies. The crew which went aboard the Keystone Mariner was very much been around here include Jimmie impressed with the quarters and other facilities, and so some of the other fellows ar getting interested now. Well, Robin Line has informed us that they expect to get the Cornhusker Mariner sometime around December 23.

Future's Bright

Shipping should pick up considerably between now and the first of the year. There seem to be a number of new ships coming out, and then, of course, there will be a large number of boys piling off ships so that they can spend the holidays at home with their families.

The voting on officials to serve in the coming two years is going at a very good pace here in headquarters with the majority of the members anxious to come up and cast their ballot for the men of their choice. We urge every member who can possibly do so, to get to the nearest SIU hall and cast his ballot. This is not only their privilege, but it is their duty-as good Union men to pick the men they want in office.

Claude Simmons Am't Secretary-Treasurer

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BALTIMORE 14 North Gay St.
Earl Sheppard, Agent Mulberry 4540
BOSTON 276 State St.
James Sheehan, Agent Richmond 2-0140
Dispatcher Richmond 2-0140
GALVESTON 30845 23rd St.
Keith Alsop, Agent Phone 2-8448
LAKE CHARLES, La 1419 Ryan St.
Leroy Clarke, Agent Phone 6-5744
MOBLIE 1 South Lawrence St.
Cal Tanner, Agent Phone 2-1754
NEW ORLEANS 23 Bienville St.
Lindsey Williams, Agent
Magnolia 6112-6113 Sam Marinello, the chubby boatswain, is getting around once more and his steady improvement indicates that anyone tossing in for a Mississippi serang job will meet with some added competition. Old-timer Tex Liles is doing nicely and says helio to all.

Harry Goodwin dropped in and left a booklet of Shrine Circus tickets, now showing in New Orleans, for distribution among the SLindsey Williams, Agent Magnelia 6112-6113 NEW YORK ... 678 4th Ave., Brooklyn MoRFOLK ... 678 4th Ave., Brooklyn Magnelia 6112-6113 NEW YORK ... 678 4th Ave., Brooklyn Sterling 8-4671 NORFOLK ... 127-129 Bank St. 9en Rees, Agent Phone 4-1635 PHILADELPHIA ... 337 Market St. S. Cardullo, Agent Market 7-1635 PHILADELPHIA ... 337 Market St. S. Cardullo, Agent Market 7-1635 PHILADELPHIA ... 337 Market St. S. Cardullo, Agent Phone 4-2341 St. Don Hilton, Rep. Phone 4-2341 SAN FRANCISCO 450 Harrison St. H. J. Fischer, Agent Douglas 2-5475 SAN JUAN, PR ... 252 Ponce de Leon St. Phone 3-1728 SEATTLE ... 2700 ist Ave. Jeg Morrison, Agent Seneca 4670 TANPA ... 1809-1811 N. Franklin St.

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Phone: Essex 5-2410

FORT WILLIAM... 1181/2 Syndicate Ave.
Ontario Phone: 3-3221
PORT COLBORNE... 103 Durham St.
Ontario Phone: 3591
TORONTO, Ontario 86 Colborne St.
Elgin 5719

PORT REPORTS

Lake Charles:

Prompt Benefit Checks Impress Newcomers

Shipping in this fair port hasbeen good during the past two weeks with about 50 men getting on the various ships hitting here.

Causing this turnover were the Archers Hope, French Creek, Lone Jack, Bents Fort, Winter Hill, Chiwawa, Government Camp, Cantigny, and Fort Hoskins (Cities Service), Republic (Trafalgar), W. E. Downing (State Fuel) Tagalam (Seatrade), and last but not least the good ship Catahoula (National Navigation) of molasses run fame.

All of the above listed wagons each took a few men so all the boys were made happy, rated and next two weeks should continue very good as we have a lot of coastwise wagons due back here on their two week run.

Awaiting Contracts

Everyone around here is awaiting the printing of the new contracts as reports reaching us are that these new contracts are really the berries, and clear up a lot of points of irritation that have existed heretofore.

Another point that has the members wearing smiles is the prompt way that the welfare benefits are handled. During the past week we put in for the death benefit for the widow of one of our members and presto, back comes the check. This was noticed by a lot of our new men who had never realized how fast these matters are handled. In the hall at the time were members of some of the other labor unions in this area, and who had read in the LOG about our welfare plans, but thought that it took a lot of red tape to clear it the speed in which the SIU hanyer was needed to collect.

Union Gains

We nominate for our Seafarer of the week, Brother Dennis Downey, who joined the SIU way back in 1938 and had sailed continuously since, including trips made to every war zone during the fighting. Brother Downey remembers when we were in No. 2 Stone St., and when we had to battle all the way. to make the owners realize that a new and militant union was on the march. At present, Brother Downey is resting after having been on the coastwise tanker run, and although he will not let us know where he is staying (little does he know that we had him spotted the first night), for fear that he will be shanghaied, we know every move he makes, for the city is too small to hide for long. But don't worry. Dennis, your time is up and it's time for you to get some saltwater under your feet. Happy voyage.

The gashounds and performers are giving this port a wide berth for they know, that although it is a small place, the rules of the membership are just as strict here as in any other port. There is no welcome here or any other place for men who foul up either our reputation or our contracts.

On the labor front all is well and good with no beefs of any kind at present and everyone working who wants to.

Among the old timers who are either on the beach or who have come in here these past two weeks were Al "Red" Hancock, J. Phillips, M. Henton, "Tex" Alexander, Karl Hellman, W. W. Hughes, Ben Grice, Mr. Watd, T. Scoper, E. Parit

sons, J. Snell, A. Capote, and Bill | Mobile: Fraser. Brother Capote will be remembered as the old faithful who is waiting for the old Seatrain New Orleans to come out of the weeds over in New Orleans and go back on the New Orleans to Cuba run. We hope his wait is finally rewarded.

> Leroy Clarke Lake Charles Port Agent \$ 4 *

Savannah:

Shipping Tempo Good; **New State Docks Open**

We had a banner period in shipping these past two weeks, but it may slack off a bit in the coming two weeks. Three ships paid off non-rated alike. Shipping for the and signed on almost immediately, with 11 in-transits scheduled for this port.

> Paying off were the Southwind and Southland (South Atlantic), and the Seacomet (Orion). Ships in-transit were the Marina and Dorothy (Bull), Azalea City and Yaka (Waterman), Michael (Carras), Ponce (Ponce Cement), Seatrains Savannah and New York, Robin Trent (Robin), and the Steel Worker (Isthmian).

Beefs Settled

Beefs were routine with a food beef aboard the Seacomet settled okay, and the electrician aboard the Ponce replaced by a new man.

Several days after returning from the funeral of Brother W. C. Spivey in Douglas, Ga., I attended the funeral of Brother Spivey's brother who passed away while out at sea. The latter was an engineer, while W. C. was a member of the Union, sailing usually as a FWT.

The new State Port docks have just been opened recently, with up. They remarked favorably on many of the prominent people in the state government, shipping, dles such affairs, and the point was and various other big shots in atbrought out to them that no law-tendance. I was invited by Governor Herman Talmadge to attend this affair, but the funeral of A. F. Spivey made this impossible since it was necessary to pay my respects and those of his Union brothers.

> The polls are still open for voting on the 1953-1954 SIU officials, and will remain so until the end of the year. It is the duty and privilege of every good Seafarer to cast his ballot for the men he wants to run the Union for the next

A point to remember for all wise Seafarers is to keep your name have been holding their own. out of the ship's log book at all times, except to sign for a draw.

E. B. Tilley Savannah Port Agent

New Shoregang Pacts Aid Port Shipping

Shipping for the past two weeks has been fair and will continue to be that way for the next two weeks with 11 ships due for payoff and replacements.

Signing of the new shoregang contracts with Alcoa and Waterman has helped to improve shipping in this port. The shoregang work combined with job openings that will be created by Seafarers coming ashore for the holidays will keep shipping going at a lively pace until next year. Gangs presently employed are made up almost 100 per cent of SIU men of the SIU-affiliated Marine Allied Workers. We have kept the companies satisfied by supplying a steady force of competent men through the Mobile hall.

Payoff List

Recent payoffs were the Patriot, Corsair, Polaris, Cavalier, and Ranger (Alcoa), Petrolite (Mathi-sen), Morning Light, Monarch of the Sea, and Maiden Creek (Waterman). The Polaris, Ranger, and Maiden Creek signed on again. Intransits include the Chickasaw, DeSoto, Marie Hamil, Golden City, and the Steel Maker.

On the beach at the moment is Joseph F. Crawford, who joined



and has sailed in the deck department ever since joining. He just completed a tripon the Golden City and is enabout the new educational program offered by the

SIU. Thinks that we should be proud of it as well as the shore gang jobs added to the program by the union.

Other oldtimers on the beach are F. E. Hobin, S. Piner, J. Jones, and F. E. Thompson.

Cal Tanner Mobile Port Agent

Everything Quiet Now That Election's Over

Shipping has been fair around our sunny city, but it looks as if it

during the past week, the DeSoto of extra cheer. and Azalea City (Waterman), and the Ponce (Ponce Cement). There

were no beefs at all on the DeSoto | Baltimore: or the Azalea City, and we managed to straighten out the few beefs that the crew had on the Ponce, so everything was shipshape on all the vessels when they left

Labor Front Quiet

Things on the labor front are pretty quiet in these parts just now, and so there are no other unions which might need any assistance from us at the present time. As is the SIU's policy, however, we're ready to lend a hand to any other labor outfit that finds itself in a legitimate beef and can use some help to straighten it out. This is the sort of policy that has helped make the SIU the leading union in the industry, and we plan to follow it whenever possible.

What with the elections over, it seems as if everyone is just taking it easy and enjoying the lovely sun now that the cold weather is hitting the North.

Of course, the SIU elections are still in progress, and we've been getting a heavy turnout from the men as their ships hit port. But that's the way it should be. Every Seafarer should cast his ballot for the men that he wants to run his Union during the next two years.

Ray White Tampa Port Agent

Wilmington:

Union Moving Into New SUP Hall Soon

Shipping was more than adequate in this port in the past two weeks, with one sign-on and nine in-transits headlining the heavy action. We look for a slowdown in the next two weeks, so anyone looking to ship immediately should head for some other port.

Signing on was the Brightstar of the Triton Steamship Co., with intransits the Raphael Semmes, Fairport, Beauregard, and Stonewall Jackson (Waterman), Calmar, Penmar (Calmar), Cecil N. Bean (Dry Trans), and the Tini (Carras).

The Union will be moving into a new building within two weeks. and it will be a beauty. The new SUP hall in Wilmington will provide recreation for the members with plenty of parking space. .

There were no beefs reported, with all ships coming in with a minimum of trouble. Minor squabbles were squared away with ease.

Oldtimers on the beach are Johnny Bedner, R. Packert, Max Byers. might slow up a little bit for the Johnny Gural, and Johnny Men- ing. coming week. Otherwise, things ville. Red Armiger, in the marine hospital, is resting well and hopes We had three ships in-transit to hear from his friends for a bit

> Sam Cohen Wilmington Port Agent

Shipping Excellent, **Best in Two Years**

Shipping has been excellent here and it has been one of the best two week shipping periods in the past two years. There were 23 ships paying off, 12 signing on, and 11 in-transits.

Paying off were the Lone Jack (twice), and French Creek (Cities Service), Evelyn (twice), Edith, and Mae (Bull), Afoundria, Hurricane, and Gateway City (Waterman), Oremar, Chilore, Venore, Cubore, Santore, and Bethore (Ore), Mary Adams (Bloomfield), Catherine (Dry Trans.), Robin Kettering (Seas), Sweetwater (Metro), Alamar, Seamar (Calmar), and Amerocean (Blackchester). Signons were the Sea Vigil (North Seas), Steel Maker and Steel Artisan (Isthmian), Oremar, Alamar, John B. Waterman, Marore, Venore, Santore, Bethore, Quartette (Carras), and the Edith.

In-transits were the Edith. Arlyn, and Jean (Bull). Yorkmar (Calmar), Afoundria, Iberville, and Azelea City (Waterman), Steel Artisan, Pointer and Roamer (Alcoa), and the Robin Kirk (Seas),

Bids Expected Soon

Plans are being stepped up for our new home here. The finished plans for the renovation of the building are due this week, to be submitted to the contractors who in turn will submit bids for the renovation of Union properties. All bids by contractors will be submitted to the membership for their approval before action will commence on the building.

Beefs have been mainly routine with the exception of the Amerocean, where the captain took it upon himself to write a new contract and to declare himself lord and master of all he surveyed. This beef was settled to the crew's satisfaction and the master is now sailing his canoe in a direction other than the SIU.

Earl Sheppard Baltimore Port Agent \$ 1

Philadelphia:

Rated Men Are Finding **Jobs Plentiful Here**

For the past two weeks shipping in this port has been moving along at a sprightly pace, with prospects for the future even more promis-

Rated men who are looking for jobs and are not particular have had no difficulty shipping. outlook for the future is bright with the Army Base going along at full swing with many of our contract vessels leaving from there to the Far East and ports in Europe. Our tankers have been moving into this port steadily so we have a fair choice of jobs.

Paying off were the Winter Hill, Fort Hoskins, and Logan's Fort (Cities Service), Trojan Trader (Trojan), Olympic Games (Western), Federal (Trafalgar) and Ocean Ulla (Ocean). Sign-ons were the Jean (Bull), and the others with the exception of the Winter Hill.

In-Transits Heavy

Ships in-transit were the Carolyn and Inez (Bull), Steel Admiral, Steel Maker, Steel Artisan, and Steel Worker (Isthmian), DeSoto, Yaka, Iberville, Azalea City, Mobilian, Antinious, and Hastings (Waterman), Robin Mowbray, Robin Wentley, Robin Locksley, and Robin Kettering (Seas), Seamar (Calmar), and Heywood Broun (Victory Carriers).

Steve Cardullo Alies Philadelphia Port Agent

G SHIPPING RECORD

Shipping Figures November 5 to November 19

PORT	REG. DECK	REG. ENGINE	REG.	TOTAL REG.	SHIP.	SHIP. ENG.	SHIP.	. SHIPPED
Boston	36	19	20	75	14	22	14	.50
New York	213	201	159	573	145	153	171	469
Philadelphia	45	43	25	113	51	39	41	131
Baltimore	146	114	95	355	136	109	98	343
Norfolk	47	39	27	113	15	15	5	35
Savannah	30	27	28	85	24	18	16	58
Tampa	14	9	11	34	2	3	1	6
Mobile	64	53	48	165	37	46	37	. 120
New Orleans	64	65	72	201	88	84	96	268
Galveston	67	61	37 -	165	68	57	48	173
West Coast	76	60	63	199	51	41	52	144
Totale .v	882	791	685	2,078	631	587	579	1,797

IN THE WAKE

Few Seafarers know that the skins stretched over a frame-work turning point in the war. The occupation of Chiwawa led to complete victory at Sacramento. The ship was purchased by Cities Service in 1946, after service during the war.

1

Electric eels, which are to be found in Central and South American waters, are known to have knocked down and drowned horses while fording rivers in Braz'l, and to have damaged ships. These eels, some of them are as long as eight feet and as heavy as 50 pounds, are related to the catfish, carps and suckers. They generate electricity in their bodies and the shock discharges are strong enough to paralyze and kill small fish and mammals and to stun even human beings. A large electric eel can produce a charge of about 600 volts, enough to kill a man. At the New York World's Fair in 1940, one of these fish supplied enough current to send a telegram to Mrs. Eleanor Roosevelt in Washington.

\$ \$

In much of modern literature, including works by Charles Dickens, sailors are often nicknamed as "Jack Tar." This pseudonym came about in the early 19th century when sailors wore widebrimmed storm hats made of oiled or tarred cloth. In those days, the men of the sea were referred to as tarpaulins . . . A "dandy funk" was a man-of-war pudding consisting of broken crackers and molasses.

1 1 1

North. Both are made of walrus nardo O'Higgins.

SIU-contracted Chiwawa (Cities of whale-bone or driftwood. The Service) is named after an im- kayak is a small one-man canoe, alportant Mexican town which has a most entirely covered with walrus glorious place in American his- skin so that the opening is only tory. It was at Chiwawa that Amer- large enough for the body of the ican troops under the command of paddler. It is useful for hunting General Winfield Scott routed the seals and walruses, but cannot enemy to win the Mexican War carry heavy burdens like the of 1845-47. This happened on umiak, the woman's boat. This is February 28, 1847, six days after a rather clumsy, open-topped ca-Scott defeated the Mexican Gen- noe, broad in the beam and capaeral Santa Anna in the battle of ble of carrying the women, chil-Buena Vista which marked the dren and household goods when Eskimos travel by water.

> \$ 1 4

Two theories have been offered to explain the origin of the phrase "bitter end" to describe a tight situation, as where someone sticks to a course of action regardless of the consequences and is said to stick it out to the bitter end. One then supposes that the origin is biblical, but there is also evidence that it was merely a nautical phrase pressed into use ashore as well. In The Seaman's Grammar published 1627, Captain John Smith wrote: A Bitter is but the turn of a Cable about the Bits, and veere it out little by little. And the Bitter end is that part of the Cable doth stay within board." Likewise, Daniel Defoe in Robinson Crusoe (1719) wrote: "We rode with two anchors ahead and the cables veered out to the bitter

* * *

New York City's Manhattan Island is said to mean, in the language of the Delaware Indians, "the place where we all got drunk," in reference to a drinking bout in which the natives polished off a barrel of Henry Hudson's rum. However, according to another source, the name has the more sober meaning of "town on an island"... The name of the Barbados Islands means "bearded," and refers to the bearded fig-trees growing there ... A section of what we call Antarctica is called Graham Land by the British and O'Higgins Kayaks and umiaks are the boats Land by the Chileans, who named used by the Eskimos of the Far it for their national hero, Ber-

name

Burn

Machine shop

Ocean Trans)

Any vessel Maglie of the

Great wonder

Daughter of Loki

Rubber tree

Chickens Is-

Abbr.

land

SEAFARER

Question: If it were possible, would you favor crewmembers taking their wives along on trips?

Frank Keelan, AB: Definitely not. I'm married myself but I don't

believe in starting something that would be hard to stop. A man coming home from a ship wants to find his house in good shape and his kids well

cared for. A wife should stay home and look after the house and children.

1

Joseph Carl, OS: Yes, I am in favor of it because I would like to

take my wife along on a trip to Italy. We both have many relatives there that we would want to visit and my wife is anxious to go there and see them. She was just asking me

the other day if it was possible.

Nat Debaggis, 3rd cook: No, I



but if I was I wife along. It's for a woman to would make

something you'd have to watch for. the Voyager to its destination.

4 t t

Kaj Mortensen, BR: No I wouldn't do that. A woman has no

business on a ship at all. I have been on ships where the captain or the chief engineer brought their wives along and it always caused a lot of bad feeling among the crew-

members. No, I'm not married myself.



the time. I'm single myself so I don't care.

1 1

I've been on ships that carried a few passengers,

maybe eight or ten, some of them women. The first thing you know there's a lot of petty jealousy and hard feelings between the officers and crew. All it does is

MEET THE SEAFARER



THOMAS L. BOWERS, steward

he's not sorry either that he left City Victory. the toothpaste and shaving cream of McKesson & Robbins for the hard and often lonely existence on ships, but nevertheless the compensating thrills and adventures of seafaring, strange sights and foreign ports.

Born in Tennessee 52 years ago, Bowers got his first job in 1914 as a soda jerk while going to school. In those days, he got the travel itch from his textbooks, but couldn't do much about it because of family obligations. So, he kept going behind the drug counters and advanced slowly but surely. He worked for McKesson & Robbins for 17 years in Chattanooga, and finally in 1939 decided to get rid of the "itch," to throw up all of his past background and to start life over again on the sea.

Started Sailing in 1942

After getting his seaman's papers, Bowers was called one day in January, 1942 by Carl Rogers, former SIU port agent in Jacksonville, Fla. and offered a job as galleyman on the William J. Salmon. "I grabbed this break in view of my lifelong desire to sail the seas," he said. Although he went through the perilous waters don't think so. I'm not married, of the North Atlantic during the war when the area was infested wouldn't take my with Nazi subs, the closest he ever came to any kind of trouble was not the best kind spraining a ligament in his right of surroundings ankle which still hurts today.

At one time during the war, be where there's Bowers added, he was on the Alall men working. coa Voyager which was part of an I don't know if it 11-ship convoy. Two ship, were hit and four others went down, trouble but that's but "downright good luck" guided

> Recalling other interesting experiences, Bowers said that while China, last August, the Communist | walting to ship out again on any "rebel" forces beheaded a number kind of a cargo ship.

Life on the seas has proved to of people. As a result, the French be a happy and satisfying lot for troops guarded the house and Tom Bowers, an SIU oldtimer, didn't let any of the Seafarers out, who made his first trip after 25 not that they wanted to go any-years with his feet squarely on where anyhow. This trip, his most land in the drug business. And recent, was made on the Jefferson

Prefers Intercoastal

Differing radically from many other Seafarers, Bowers prefers the intercoastal run although the chances to save money are usually much fewer. But he doesn't go ashore much anyway, and besides he likes American ports much more than foreign cities.

Bowers calls the Union his "best friend" during the past 11 years of membership for having enabled him to see places "I would have never seen otherwise. I have been all around the world, from the Persian Gulf to French Indo-China and shall forever be thankful that I chose this traveler's life." Among the ports he has been to, he was most impressed by Durban, South Africa, because "It came nearest to our American customs with good restaurants, nice stores, etc."

Ship Conditions Better

Among all the gains achieved by the SIU through the years, Bowers appreciates most of all the improvements in living conditions aboard ships. "It wasn't too long ago when we had to wash our clothes in old buckets, but now the contract provides us with washing machines. Living aboard ship today is much cleaner and healthier than it was back in 1942. And the Union gives us greater protection in beefs. But what I like most are the plans for the new Baltimore hall. Because I ship mostly out of Baltimore, I will gain."

Bowers is married and lives in a trailer at Sebastian, Fla. His son is a Lieutenant, j.g., with a naval squadron in North Africa. Who knows, but maybe there will be another Seafarer before long in the family as he also has a married on the outskirts of Saigon, Indo- daughter. He is now in New York

man forces moved in to occupy the Senate a quorum. Toulon and take over the vessels. The Nazis ordered immediate demobilization of all French armed forces . . . The first announcement Robert Bowley, cook and baker: that American ground forces were I'd guess it would be all right once in actual contact with enemy in a while but it forces was made by President would cause Roosevelt along with the antrouble if it be- nouncement that Free French came a regular troops under General Giraud had practice. It would joined the Allied forces on the be like too many desert . . . The SIU opposed a bill families living to- proposed in Congress which would gether in the have taken away the rights seamen same apartment enjoyed under the Jones Act . . . and arguing all The ceiling on farm wages was lifted to encourage recruitment of farm labor.

The Nazi desert legions con-Harry Mrva, DM: Positively no. tinued to withdraw and the Allied forces kept pushing ahead in North Africa . . . Nine Axis supply ships were sunk while trying to slip across the Mediterranean . . . The Alaska-Canada International Highway was officially opened . . . Fighting on New Guinea reached a new height with a number of Japanese counterattacks . . . The SIU backed a bill which would have prevented the drafting of any mer- that merchant seamen be trained

A large part of the French fleet | Senate, the Vice-President had to was blown up and scuttled by the issue warrants of arrest which French officers and crews as Ger- brought in eight Senators and gave

\$ t

A fire sweeping through the Cocoanut Grove nightclub in Boston and the panic that resulted ended with a total of 493 persons killed and 168 injured . . . American forces on Guadalcanal advanced slowly while the US announced that half of 1,500 Japanese troops landing near Tetere in the Buin area were destroyed by aircraft . . Seafarers in all SIU ports cast their votes in the regular A&G elections . . . Three persons found guilty of treason-sabotage in connection with aiding Nazi saboteurs who landed here were sentenced to death.

1 * * Fierce naval battles off Guadalcanal resulted in a Japanese battleship, five cruisers, five destroyers and eight transports sunk in two days. We lost two cruisers and eight destroyers . . . German torpedo boats sped into the English coast and sank four merchant ships out of a heavily protected convoy just as it was making port . . The SIU backed a proposal chant seamen . . . In order to stop in gunnery and replace Navy gun a fillbuster on the poli tax in the crews aboard merchant vessels.

Vacation re-21. out of date Air controlmen: Navy abbr. Another name for Hebrides Large dam in Canal Zone One time Agent: Abbr. Gulf on Mindanao The Atlantic 27. or Pacific Ship of Bull Writing im-

ACROSS

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plying to a ship On sheltered

Siberia's longest river

Another name for Yale 61. Bird seen at 11. Krazy DOWN

Not many Man's name Louse egg British coal boat Island W of Indonesia Our nation's

initials Of punishment Famed name

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52. bought in port 53. Ceylon export 55.

Old wine cup Port of Kyolo

(Answer on Page 25)

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Upolu, Samoa Part of one's

tioni integrinos em er' dinesi-



make for an unhappy crew. Section Con Company (2005)

SEAFARERS & LOG

November 28, 1952

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kriend Of The SIU

The death of William Green, AFL president, at the age of 82, deprives Seafarers of one of their many staunch friends in the AFL. In the early days of the SIU when it was struggling against odds to establish itself on the waterfront, the Union received effective cooperation from President Green. That To the Editor: cooperation continued down through the years at all times.

Since 1924 when Green was first elected AFL president, the AFL has almost tripled its membership and won tremendous gains. The accomplishments of the organization under his leadership are the best monuments to Green's services.

The New Contract

Barring an unexpected development, the new agreement with SIU-contracted operators should be all wrapped up before the day is over. When the Union negotiating committee entered into contract talks with the operators, it was determined to establish a standard contract to apply to all standard freight operations. To accomplish this the contract had to be rewritten completely from top to bottom. This huge job has been handled with complete success.

As a result, the new contract will emerge as the finest of its kind. Wage scales have been improved considerably and the general rules and working rules have been revised and clarified, assuring more overtime and less disputes over their of our minds, but they are always meanings. Many new features of value have been added as there, for future reference, and well.

In addition, the SIU has obtained additional employer-contributions to the Welfare and Vacation Plans which were not nietly. granted to other East Coast unions. This will mean bigger and better vacation and welfare benefits under the existing plans, which are already superior to anything else operating in the industry.

Most of the clauses in the contract include the ideas that working Seafarers submitted to the negotiating committee last summer. In this way the contract represents the conditions that Seafarers themselves wanted to sail under. And just to make sure that the membership has the last word on read than at sea? the issue, once the contract has been signed it will be submitted to the membership for action in regular SIU meetings Travelling, a man learns about life, in all ports.

Shore Gang Jobs

New agreements that have been signed with Alcoa, Waterman and Mississippi on shore gang work will mean additional jobs for Seafarers on the beach waiting to ship out. These of it. agreements are another step forward in the Union's campaign to assure greater security for Seafarers through our affiliate, the Marine Allied Workers.

The agreements signed thus far affect the ports of New Orleans and Mobile, home ports for these companies. They involve those types of shoreside maintenance and ship supply work that do not infringe on the work of ship repair yards or on longshore work.

Since MAW jabs are shipped off the board in SIU halls in those ports, Seafarers are now being shipped to them while waiting for the deep sea runs they like to come along. 4

Important Decision

The recent court decision won by a Searfarer on a maintenance and cure claim involved a small sum of money, but may have far-reaching consequences. In this particular case, the principal was established that a man's right to maintenance as the result of an injury doesn't vanish if he takes another job before he is certified "unfit for duty." As long as the original injury is responsible for his being unable to work, the company is responsible to him for maintenance and cure

From now on then, there should be no buck-passing on cases of this kind. However, the wisest thing to do in the event a Seafarer is injured aboard ship is to report it immediately on the ship and have it checked with equal rapidity by a USPHS doctor when he gets off. That way, the Seafarer scholarship application about fouris assured he will receive the protection he's entitled to.

There's Hope For Union's Scholars

As parents, my husband and I naturally welcomed the news of the Union Scholarship Fund, even though our prospective contestant for the scholarship is only four years old, and at the present is simply a kindergarten "student."

During one of our discussions, my husband mentioned that at the last Union meeting a question arose as to the three-year seatime requirement. Some claimed that when the three years are up, they will forget all they knew.

When a student has the intelligence and perseverence to excelscholastically, he need not worry about forgetting all in three years of sailing. Facts we learn and know well we never forget. We may shove them away in the base only a mild review is necessary to bring them out clearly and defi-

Reading Helps

Reading is the greatest, education of all. Many great men of science and letters had almost no formal education-but they read and read and read, and what better opportunity has a man to

Travel educates and broadens. sees the world, and when he spends three years at sea, before entering college, he is not just a wild-eyed youngster out of high school with a little book learning and a lot of confused ambitions and vague ideas of life, but a man who knows life and knows what he wants out

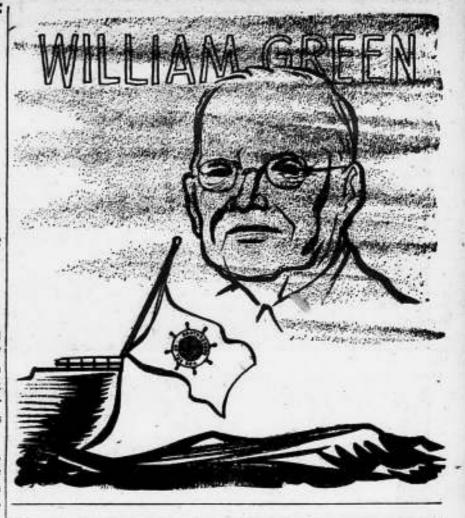
Better Prepared

He is better prepared to face life when he is graduated from college since he has saved some money from sailing for three years, his education is paid for and he has a feeling of having earned it, and during the summers he can sail for two or three months, again saving and also studying while at sea. When he receives his degree, he is ready to start on his own, and independent of his parents' support.

And lastly, but perhaps most important, the man has a position assured him, for the Union needs accountants, doctors, lawyers, business managers, etc., constantly. And whom would the SIU prefer. if not men whose intelligence and character are evident in their receipt of scholarships, and who, besides that, through constant contact and their own experience know and understand the problems and needs of a seaman.

Mrs. John Tarkov

(Ed. note: Mrs. Tarkov's hus band, John, is a crewmember aboard the Alcoa Ranger. We'll be looking for their daughter's teen years from now).



As I See It

by PAUL HALL



A for a living has seen how a lot of small countries have been getting into the maritime business. The latest country to consider building or buying a merchant fleet is Venezuela.

The Venezuelans figure that other countries have been sending tankers there to carry the oil production away, and that these tankers have proven to be quite a profitable operation. They argue that it isn't good business, or good for the safety of the country, to be dependent on outside countries to handle their imports and exports. So influential people down there are proposing that Venezuela operate its own tanker fleet.

Just a few weeks ago, the same type of story appeared about Cuba. That country's government also feels that Cuba should have some ships of her own to handle part of her foreign commerce. And we all know how the merchant fleets of some small countries, like Panama, Liberia and Costa Rica, have swelled up tremendously in the last half-a-dozen years.

Along with this news, we have a report that new ship construction in this country for our merchant marine is hitting a new low. Aside from the Mariner class ships being built by our Government. there isn't a single standard dry eargo ship under construction for deep sea use.

As your Union has said time and again, we are drifting into a very dangerous position if we let our up depending on foreign ships to carry our goods. If our country took one-tenth the interest that other countries are taking in maritime matters, most of our problems could be settled.

That being the case, your Union intends to keep spotlighting this issue until we get a positive program to assure this country the kind of merchant fleet it needs.

* * *

WE HAVE BUN INTO ANOTHseamen. The new immigration law it.

NY MAN WHO GOES TO SEA, is going to take effect soon and will make a lot of changes in the present set-up for aliens. Right now, nobody knows just how it is going to work out. Chances are that nobody will know for sure until the law has been in effect for a while and some of its rules are clarified.

Anytime that you get a big piece of legislation like this, there are bound to be some differences of opinion among the Government men in charge of it as to how it's going to be used. That's especially true of this immigration law because there are so many regulations involved.

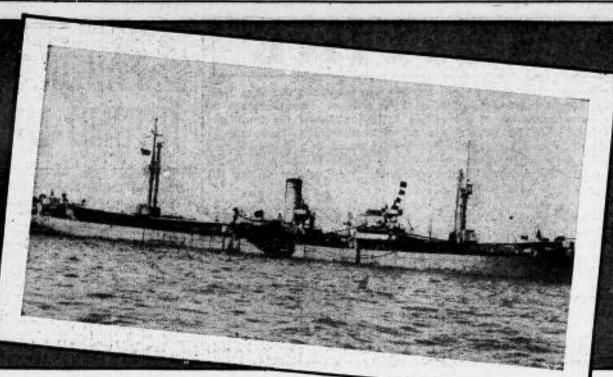
Your Union is fully aware of the problems that alien seamen face. It is trying to get all the information it can possib's secure, so as to pass it on to these men. The alien seaman in the SIU can rest assured that the Union will do everything possible to protect their welfare.

HE LAST ISSUE OF THE SEAFARERS LOG contained an interesting suggestion by Brother George J. Smith. He believes that ships' payoffs could be made easier if the crew had a logbook of its own to keep all the records of the voyage. According to Brother Smith the book could list the minutes, repair lists, disputed overtime, ship's fund and similar items. It would be a permanent feature of the ship so that both the patrolman at the payoff and new crews merchant fleet grow old and wind coming aboard would know what the score was.

Obviously Brother Smith appreciates the need for orderly procedure. In headquarters and all the port branches, complete, up-to-the minute records are a basic part of SIU operations. This is important in a large and responsible Union like our own with many ships to man. Something along the lines of the suggested crew logbook might be very useful. Your Union would like to see other brothers pick up the idea and kick it around a little er difficult problem in recent bit and let the rest of the memweeks over the question of alien bership know what they think of

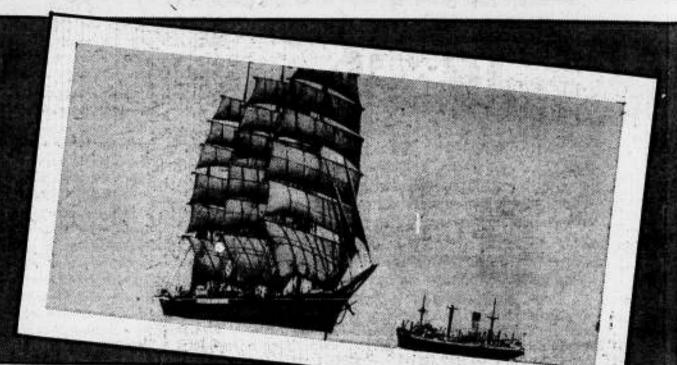
AN EARLY SIU'ER

Here's a handsome shot of a well-known SIU ship, the original Calmar. She was one of the first under the SIU banner and was ridden by a great many of the Union's charter members. The ship was built in Okayama, Japan, in 1920 as the Eastern Importer and was also known as the Albert Jeffries when operated by the Garland Steamship Company. (Peabody Museum photo.)



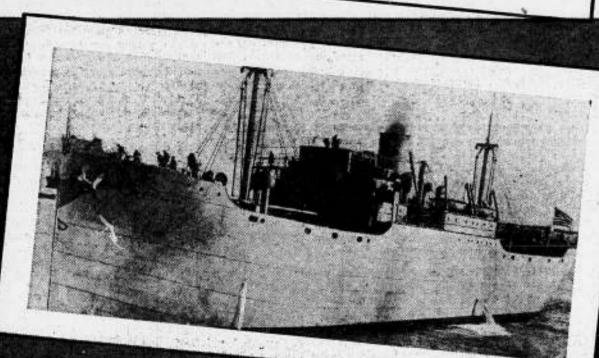
ONE OF THE FLYING P'S"

Real oldtimers will remember this big windjammer as one of the four mast barks operated by the famous "Flying P" Line of Hamburg. This was the 3,000-ton Peking, shown running down the English Channel with almost all her sail set. These ships sailed on the Chilean nitrate run, and two of them, the Pamir and Passat, are still in use, carrying cement from Germany to South America.



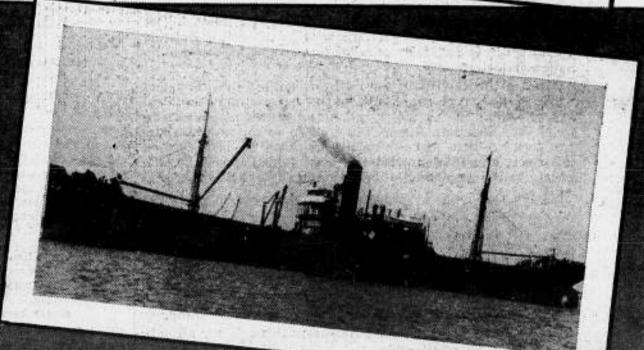
A KEARNY-BUILT SHIP

The famed World War I shipyard at Kearny, New Jersey, was the origin of the "Kearny" ships, like The Lambs, shown right. She was launched in 1919 for the old US Shipping Board and was subsequently operated by several outfits, including Export Shipping. Later on the Weyerhauser Company used her in the intercoastal lumber trade under the name Winona. (Peabody Museum photo.)



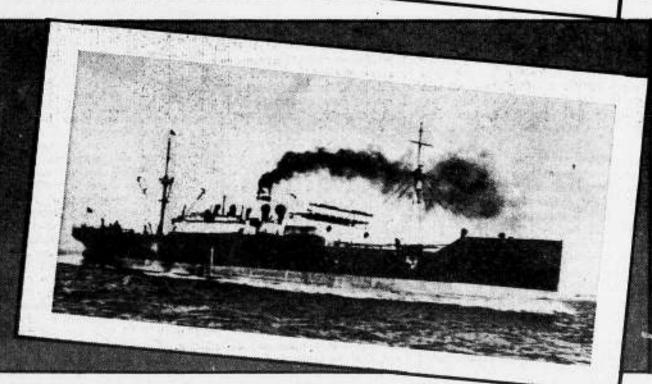
WEST COAST SHIP

When men talk about riding a "West Coast ship" this is the type of vessel they mean: a three-island design with quarters aft as in the "Hog Islanders" and "Kearny" ships. This is the steamer Golden Sword, of the Sword Line, built at Alameda, California, in 1918. She also sailed under the names SS Delecto and SS Redondo. (Peabody Museum photo.)



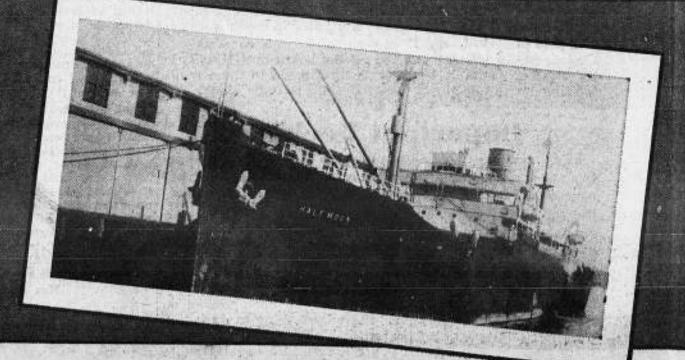
HOG ISLANDER

One of the never-to-be-forgotten "Hogs" was the Black Heron of Black Diamond Lines. She sailed to north-Europe ports in the '20's and '30's, a favorite run for low-paid seamen who found their dollars went far in Germany and Belgium. Built during World War I at the huge Hog Island shipyard near Philly, she had the typical oblong box shape but was staunch and very seaworthy.



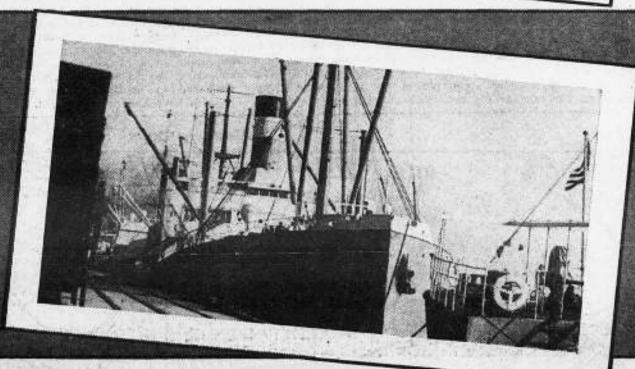
WORLD WAR I STALWART

The Half Moon is typical of dry cargo ships that made up the American merchant fleet before World War II. She was built for the old US Shipping Board in 1920 at Newburgh, NY, part of the World War I emergency fleet which was completed too late. She's shown here at Boston in 1922. Many old-timers rode her to eastern Mediterranean ports under the old Export Line. (Peabody Museum photo.)



WORLD WAR I CASUALTY

Shown alongside at the Boston Army Base about 30 years ago is the Wheaton, which later became the Alaskan of the American-Hawaiian SS Company. Like many other ships, she was sent to the bottom by a German torpedo in the Caribbean Sea, November, 1942. The Wheaton was built in 1918 at the Bethlehem shipyard, Sparrows Point, Md., and measured 415 feet in overall length.



BE SURE

TO KEEP

BOX CLOSED

AT ALL TIMES

MARITIME

Ship construction in US yards has hit a new low for the year, with the number of sea-going vessels of 1,000 tons or more on order or under construction as of November 1, falling below the 2-millionton mark. Some 92 ships were under construction, including 50 tankers, 32 freighters, 8 ore carriers, 1 Navy transport and 1 passengerrailway ferry making a total of 1.873.450 deadweight tons. Although some deliveries were made, no new orders were placed during the month period.

. \$

The rulings of the 1948 International Convention for the Safety of Life at Sea, which was approved by the US and 17 other countries, went into effect last week, Generally, it provides for improved safety conditions regarding ship construction, fire protection, lifesaving, radio, handling dangerous cargo and navigation. Among the equipment required are portable radios, mechanical y propelled lifeboats, pumps, first aid ki's, buckets, buoyant heaving lines, a jacknife, buoyant smoke signals, and three quarts of water in lifeboats for each person.

\$

Maritime circles are awaiting the appearance of a new type vessel being built in a Swedish shippard for Skibs A/S Malmtransport, a subsidiary of the Norwegian-American Line. The vessel is a combination ore carrier-tanker." It is designed so that it can carry ore one way and carry oil on the return trip to eliminate profitless trips "in Hotel and Restaurant Employes ballast." Holds running down the center of the ship will hold the ore, while the tanks will be along the outside and the bottom of the hull. It could carry both cargo:s at the same time, but the company said first 20 hours' work as provided by this would be impractical because of load considerations and possible

The British passenger vessel Karanja picked up 11 passengers from the 523-ton ship Isle of Mahe in the Indian Ocean. The Isle of Mahe had drifted helpiessiy for two days. Her crew stayed aboard to await the freighter Palikanda which was heading for her to tow her into port . . . The Panamanian freighter Faustus which sank and blocked the entrance to Rotterdam Harbor was blasted with depth charges. The exposions broke up the clay bottom on which the ship was resting and dredges sucked away the bottom until the wreck sank far enough to open up the entrance with no danger.

The Federal Maritime Board has set the sale price for the liners Independence and Constitution at \$14,036,751 and \$14,436,956 respectively. The American Export Lines has 30 days in which to decide whether to buy the ships or turn them back to the Government. The actual cost of the Independence was \$26,479,000 plus \$715,000 for defense features, and the Constitution cost \$27,218,000 plus \$715,000 for defense features. The original price agreed upon had been set at a single 1953 salary schedule in-\$11,856,285 each, but the Government revised this estimate.

\$

The privately-owned American Flag merchant fleet dropped to 1.273 ships totalling 15,264,666 deadweight tons as of November 1. The Government-owned defense reserve fleet, meanwhile, increased from 1,897 vessels in October to 1,907 ships in November . . . The Canadian Pacific Railway Company has placed an order in a Scottish shipyard for a 22,500-ton passenger liner. It said it will order a second ship in the near future. The two vessels will replace the 24-year-old Empress of Canada and Empress of France.

The freighter J. N. McWatters was towed into drydock after damaging 34 plates when she went aground in the St. Lawrence River . . The new ore ship Ernest T. Wier, the largest ore vessel ever constructed on the Great Lakes, was launched last week in Lorain, Ohio. Displacing 21,500 tons, she is 690 feet long . . . The new Norwegian motorship Tabor arrived in New York on her maiden voyage last week. The 8,340-deadweight-ton vessel will go into service to the Belgian Congo.

The American Association of Port Authorities held its 41st annual organizations are fighting the firconvention in Savannah, 'the main discussions centered around ways ing on the grounds that Iowa's and means to improve port facilities and speed cargo handling. The civil service law provides a maxi-

convention also expressed its "alarm" over the lack of plans for keeping mum of a \$100 fine for political small pers in overation in the case of an enemy attack upon any of activity. the major reports. The association pointed out that the large ports will be among the first targets for any enemy bombers, and that the smaller

ports must be kept in operation.

The United Fruit Company, after a month delay, opened its \$1 have jumped from a 20 to a 40 million terminal in Weehawken, NJ. Especially designed to handle loom schedule. The company had cargos of bananas, it will be the largest mechanical banana-handling requested a 50 loom schedule to terminal in the world . . . Four vessels, including the American match the 50 loom schedule foltanker Camas M. Meadows, collided in the Elbe River Estuary in lowed in Southern mills. which a heavy fog. The others were British, Norwegian and German vessels. also have lower wage scales.

The CIO Utility Workers balked at signing a new contract providing a 14-cent package increase and thus ending a 23-day strike by 4,000 members against the Detroit Edison Company when it learned that seven members were fired for 'destructive acts" during the strike. The question of the seven men was settled when the company agreed to arbitration, and the strike was ended.

Some 12 part-time malds in the Hotel Lombardy in New York won \$2,500 in back pay when the AFL Union found out they were not getting time and a quarter for the the contract. The hotel then tried to abolish part-time maid service, but finally agreed to pay the contract rate.

* * * The CIO United Auto Workers' Local 59 in Chicago netted \$8,098.23 for the Chicago Community Fund when the members worked an extra four-hour shift at the Chicago Screw Co. one Saturday, with all the wages going into the Community Fund. The company held an "open house" featuring tours of the plant during the four hours.

The AFL Chicago Teachers Union has rejected as "ridiculously low" a school board proposal for stead of separate schedules for elementary and high school teachers. The teachers are now on a 10year graduated scale calling for \$5,890 after 10 years for high school teachers. The board has proposed a 14-year scale giving \$6,100 after 14 years.

John Schoen, secretary of the Sioux City Trades and Labor Assembly and the Iowa Council of State, County and Municipal Employes, was fired from the city job he's held in Sioux City for 35 years on the complaint of Rep. Charles B. Hoeven, Iowa Republican, who said Schoen's signature appeared on a letter from Labor's League for Political Education advising AFL members to vote the Democratic ticket. Schoen's two

bers of the CIO Textile Workers at the Pequot Mill of the Naumkeag Steam Cotton Co. at Salem, Mass.,

On the Job

Chicken Every Sunday

There are few men aboard ship or off who won't go for a good chicken dinner. Chicken is the traditional mainstay of the Sunday menu on many ships, just as turkey was the central attraction for yesterday's Thanksgiving Day dinner and will put in a second appearance this Christmas.

Whether it's chicken, duck, goose or turkey, all of the birds require as much careful handling and storage as the eggs they came from, perhaps more. Chickens can spoil even faster than eggs if they are not stored under proper conditions and handled properly.

The Fresher the Better

Poultry of any kind is one food that tastes best if it is eaten fresh immediately after it was killed. For obvious reasons, this isn't practical aboard ship, unless it happens to be a coastwise run where she

INDIVIDUALLY-

WRAPPE-D

ARE BEST

BIRDS

is in port every couple of days and the steward can pick up fresh poultry enroute. On an off-shore run it's necessary to buy frozen poultry in order to be able to keep it aboard ship for any length of time. While this involves a small sacrifice of flavor, it is assurance that the bird will be usable at any stage of the voyage.

Even if poultry is bought unfrozen and put into the ship's freezer immediately it would be subject to spoll-

age during the few days it takes to freeze thoroughly through and through. Anyway, chances are unfrozen poultry is a few days old at the time it was bought and can't be kept for any length of time.

The practical thing to do aboard ship then is to buy poultry that was frozen immediately after the bird was butchered. This is usually done by chilling the poultry with cold air, or crushed ice, and then placing it in a deep freeze where it is kept at below zero temperatures which make it hard as a rock.

Keep Below Zere

Similarly, when stored on board ship the poultry should be kept at zero degrees or below. At these temperatures it can keep up to a year or more without any signs of spoilage. But just raise the temperature of the box to ten above, and the bird will start smelling and tasting rancid in about five months from the time it was placed in the freeze

For best preservation, poultry should be packed in closed boxes, with each individual bird wrapped tightly in paper. If the birds are removed from the box, taken out of their wrappings, and left in the freezer without protection, white spots are likely to appear on the meaty parts indicating freezer burn. These areas will quickly turn rancid, rendering the bird useless for consumption.

The slickest way of getting frozen, packaged poultry is in eviscerated form, with all the waste parts (head, feet and entrails) already removed. In these cases, the birds have to be very carefully wrapped in cellophane, or some other moisture-resistant material. The giblets, liver and heart are wrapped separately in paper and placed inside the body cavity.

Pop Into Freezer

Eviscerated poultry should be delivered to the ship hard frozen, and should be placed in the freezer as fast as possible. The packages should be hard around the edges, as any softness will show signs of

thawing. In such cases, it is desirable to put them up close to the battens which cover the freezer coils so that they will freeze hard again in jig time.

Where the birds are not eviscerated, it is desirable to clean out As a result of arbitration, memoughly thawed out. The poultry should be defrosted in a cool place like the chill box, not in a heated galley. Once the birds are defrosted, they should be popped into the oven as soon as possible, for letting a cleaned out bird with an opened body cavity stand around only invites bacteria and rapid spoilage.



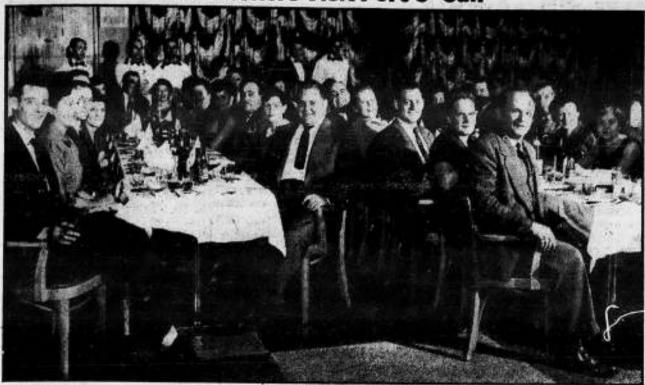
By Bernard Seaman

Burly

Modesty Pays

COOK, THAT WAS A MIGHTY NICE CAKE YOU GOT UP FOR NUTSY! HOW'D YOU KNOW IT WAS NUTSY'S BIRTHDAY? WHO TOLD YOU? GEE, FELLAS - YOU SHOULDN'T A DONE IT.

Oil Workers Visit Port O' Call



A group of oil workers from the Cities Service refinery at Linden, NJ, enjoy a visit to the Seafarers Seven Seas Room with their wives. Mike Mroz, the president of their local, Local 337 of the Oil Workers International Union, CIO is seated in the foreground at right,

Ignores Pleas of Sick Members

company premiums which run up to \$250,000 a year under the NMU

The only retroactive feature of the NMU plan covered members back to August 1, 1950, a few months before the plan went into effect. NMU members have to have 20 days seatime in the previous six months, compared to one costs money. day in the previous year in the SIU to qualify for benefits.

One of the Manhattan Beach patients affected by the NMU action is Joe O'Brien. He was one of the original members of the get benefits for 13 weeks. If you Union, having been active in the read the "Pilot" you get the idea 1936 strike. In June, 1940, he was that a man gets benefits as long taken off a ship with TB and has as he's in the hospital, which isn't been in one TB hospital or another so."

He explained that originally an NMU man got benefits up to the total amount of dues paid in all his the operators on a welfare plan. years of membership. After that, the National Council went on rec- that "the pension and welfare

"Now they even cut off the \$5 a month," he said. "They took to help old seamen was partially away the death benefit too, so revealed in the "Pilot" of October

that if a man dies here, the Gov-123, 1950, when NMU President ernment has to bury him unless Curran reported to the National he has a family that has some dough.

"We've written to the National Council trying to get them to do something. They've had council meetings and the reports never say a word about us. We've tried to write to the ships too, but that timers.

NMU Members Don't Know

"The trouble is, most of the NMU members don't know we're not getting anything. The "Pilot" doesn't tell them that you only

The NMU's move to cut off the TB patients began in June, 1950, when agreement was reached with At that time the "Pilot" announced give aid for the sick and injured."

Just how the plan was going

Council that after the plan began operation, "we will then be able to amend the Constitution to eliminate some of the drain which has been placed on our treasury by this hospital benefit . . ." namely the \$5 a month paid to the old-

The NMU president's concern about the \$450 a month "drain" on the treasury was acted on at a later Council meeting. In the 'Pilot" of April 5, 1951, Neal Hanley and Hedley Stone, reported, With the adoption of the Pension and Welfare Plan . . . your officers recommend that this burden of hospital benefits be deleted from the constitution."

This was done by a resolution changing Article 16, Section 5 of the NMU constitution dealing with splitup of dues to read: "Pilot Fund 5 Percent, General Fund 95%." The benefit fund was simord to give \$5 a month in "tobacco clause will help old seamen and ply dropped. NMU members voting on these amendments had no way of knowing from the face of the resolution that this meant cutting off benefits for sick seamen since the resolution did not state in so many words that the benefit was being discontinued.

As soon as the men in the hospital got wind of the action, they sent a vigorous letter of protest to the National Council and to some of the ships. This letter was

Since that time, two of the signers, Laurance Logan, No. 17183 and George F. Gibson, No. 6342, have passed away and were buried by the Government. A third signer, John T. Hogan, No. 20691, is currently NMU hospital delegate and is active in the campaign to win aid for the men.

Don't Wait, Get Vacation Pay

Under the rules of the Vacation Plan as set forth by the trustees, a Seafarer must apply within one year of the payoff date of his oldest discharge in order to collect his full vacation benefits. If he presents any discharge whose payoff date is more than a year before the date of his vacation application, he will lose out on the sea time covered

New Freight Ship Pact Slated For Signings Today

agreement as it now stands include provision for payment for loss of

(Continued from page 7) the SIU is insisting that the shipowners live up to the rotary hiring system, and that as long as the alien quota on the ship is not filled that aliens be hired off the board when they have the oldest shipping cards.

When an alien crewmember arrives in a US port, Immigration will give him a conditional permit, allowing him to remain up to 29 days in the US. This doesn't apply to aliens who have been admitted on a visa for permanent residence.

The Immigration Service can limit the permit to less than 29 days or restrict the man to the ship. Or the Attorney General can revoke it, if he feels that the man doesn't intend to leave within that period. The alien can then be arrested and deported.

Any alien who stays in the country more than 29 days can be fined up to \$500 and imprisoned up to six months.

All aliens entering the country must be registered and fingerprinted. This is one of the procedures that the Immigration Service is now working on.

As soon as the Union learns what all of these procedures are, a report will be made on them in the SEAFARERS LOG.

BME Cool To Merger

(Continued from page 2) Pressman, former front-man for Communists, into the job of MEBA attorney, would get its wings clipped in the AFL. This would be particularly true if a national union were set up, because the left wing faction retains influence and power because of the MEBA's many autonomous local unions.

Nor has any change been noted in the MEBA since the BME was formed. The reasons that led rank and file engineers to set up a new union-a do-nothing policy on organization, the division of the union into many petty locals and the disregard for working engineers-still exist in the MEBA.

In any case, as the BME membership resolution points out, any proposal made by the MEBA will have to be submitted to the BME and will be passed on by a membership secret ballot vote. A 35 majority will be needed for ap-

(Continued from page 3) clothes when ship is damaged but tion which should once and for all not lost, due to fire or accident; eliminate abuses inflicted on sick provision for draws in American and injured seamen in foreign currency; strengthened transportation clause; holiday pay on Mon-Other improvements in the day where holidays fall on Saturdays; new and revised clauses on launch service, penalty cargoes and handling of explosives; a new international dateline clause and many others,

All in all, there are 14 brand new provisions that were never in the contract before, as well as considerable improvements in 21 other provisions. These, coupled with wage gains and standardization of the agreement for all freight ships will make it by far the best contract ever, if approved by the operators as it stands.

Many of the clauses included in the new agreement were suggested by Seafarers themselves when the ships' crews were polled on the subject last summer. These suggestions were combined with the ideas that headquarters had on the subject to make up the demands that were originally submitted to the operators.

The full text of the agreement will be printed in the next issue of the SEAFARERS LOG along with the report and recommendations of the negotiating committee. The membership will then be able to take action on it in regular SIU membership meetings at headquarters and the outports.

(Continued from page 3)

Chest Dealers of America. They have established offices at 165 Broadway, New York in order to fight the Union's entry into this field. Heading up the organization is one Nathan M. Silverman who acted as a slop chest organizer for the Government during the war.

A Seafarers LOG representative got in touch with several dealers on the waterfront all of whom were upset over the Union's They admitted without exception, that some of them had been taking the seamen for a ride, palming off cheap, shoddy merchandise on them at extravagent prices. None of them would admit that they were personally responsible for the situation.

The slopchest dealers, who previously ignored all complaints as to their sharp practices now say that "something should be done," to eliminate the dishonest members in the industry. They moan that they should have formed this organization year: 2go to clean up the industry.

'Clean Up Industry'

Present plans for the construction of new halls in the outports call for the installation of Sea Chest branches invall of them. The new Baltimore hall will have a sizeable two-level store carrying the same wide variety of sea gear and shore wear that is supplied in New York and similar stores will be established in other branches. Plans are now going ahead to enlarge the New York store so as to meet the demand.

Ohio Judge Raps Bank For **Low-Paid Cashier's Thefts**

TOLEDO-Judge Frank L. Kloeb, blasted the First National signed by 16 NMU bookmembers. Bank of North Baltimore, Ohio, for paying "pitiful wages" to It was ignored by the NMU. a man who had worked at the bank for 32 years. The judge

blamed the bank for assistant cashier George W. Sponsler's Company Told embezzlement of \$7,500 of bank funds.

"If I had the authority," the Judge said, "I would sentence the bank officials to read the story of Scrooge at Christmas time."

Sponsler, who is 53 years old, had been working for the bank since 1920. He started off for \$20 a week. Seven years later, during the peak of the "prosperity" days, he was getting \$27 a week. By 1942, when he had been working was up to \$36.50 a week.

All the money was taken in small amounts between 1920 and 1941 so that Sponsler could meet family bills.

Judge Kloeb suspended sentence

on Sponsler, who has since repaid

"If the bank was decent when will nourish hair roots if used with this shortage was discovered," the ment to this man."

by that particular discharge. Don't sit on those discharges. Bring them in and collect the money that is due to you.

To Stop Phony Hair Tonic Ad

The manufacturers of Jeris Antiseptic Hair Tonic and the shaving lotion Fore have made false claims in their advertising, accord- for the bank for 22 years, his pay ing to charges made by the Federal Trade Commission. The firm was given 20 days to answer the FTC charges.

According to the FTC the claims that the tonic is a cure for dandruff, will relieve itchy scalp, will all the money. prevent excessive falling of hair, massage, will promote or cause judge said, "it would have marked healthy hair growth or will result off the loss from its surplus funds, in a healthy scalp are all false and without any publicity or embarrassmisleading.

a report received

by the SEAFAR-

ERS LOG from

ship's delegate

John W. Parker,

deck delegate

Arthur L. Fricks,

engine delegate James W. Sweat

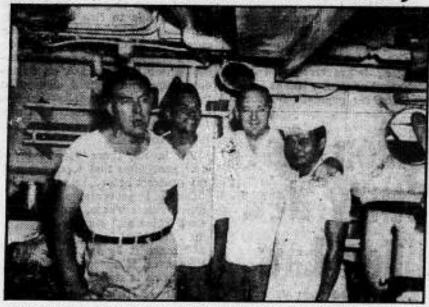
and steward

delegate Juan

Captain Lauded For Delay To Protect Crew In Storm

Whenever a crew doesn't have a beef about the ship's officers, but rather commends them, then news is made. So it was in the case of Seafarers aboard the Marina (Bull Line) who hailed their "good skipper," Captain Colis for delaying the trip from Puerto Rico to

Stewards Of Northwestern Victory



These fellows seem to be in the stewards gang, although we haven't been told. We don't know their names either. All that is known is that they are on the Northwestern Victory. Photo sent by Charles Welhorn.

Taken For Sucker In Balto Bar, But Came Out Winner

During our recent trip on the Marymar, as I mentioned in a previous letter, I stopped off at a floor show in Baltimore. This place was operated by a lady who received quite a plug in the Baltimore section of+

"Washington Confidential."

Rather timidly, I asked the bartender for a glass of beer, "We got no draft Leer, Bud," he sneered through his moustache. Game to the core, I ordered a bottle of Schlitz. Sipping on my beer I watched the show. More girls, more epidermis, more gyrations plus bumps, Burlesque was never like this.

A lady sat on the next stool. I knew she was a lady; she was wearing an evening gown. She leaned toward me at imminent peril of popping out of her gown and in a husky, whiskey contralto said: "Want to buy me a drink,



Where Did We Meet?

I couldn't for the life of me unbut I suppose these people in the big cities have sources of information the same as Walter Winchell and Drew Pearson. "Sure," I said, "Bartender, give this lady a beer-I mean a bottle of beer." I guess he didn't hear me, though, for he put a highball in front of her. While she drank I tried to place her. A light dawned on me. "Say," I asked, "Are you the mother of the girl in the picture out front?"

"Mother, schmother," she answered, "that's my picture out there."

"Then you're-"

about another drink?" I nodded ried a bushel basket around the change, 116 Fulton St.; Eastman assent and the bartender fixed her whole day just in case his noggin Kodak, 1 W. 39th St.; Willoughby's, another. Funny thing, he didn't really did fall off. There was gentake any time about it. Seemed erally much groaning, vows of almost like he had it waiting. I "never again," and gnashing of ply, 15 W. 47th St. The company reached for my beer bottle to refill my glass but it was gone. I and the nerves of steel required didn't remember emptying it. The to stand the noise, bartender leered at me. "Want

another bottle of Schlitz, Slim?" He knew me too.

We sat together throughout the show and that lady was the very essence of Southern hospitality. Before the evening was half over, she introduced me to every girl in the show, and do you know, each one of them sat down and had a drink with us just as friendly as you please. No sir, you don't have to be lonely in Baltimore.

Customers Are Rats

Later she told me about some of the troubles she had. "You know the trouble with a place like this? It's the customers, Doll. They're rats, every last one of them. Of course, you're different, Doll, You're a gentleman. Knew it the minute I looked at you. But the others-if you don't watch them like a hawk, they're liable to try and sneak out of here with four bits or a dollar left in their pocket. It spoils your faith in human nature. Rats, that's what they are. Give me another of the same, Giuseppe,"

This rat excused himself to g derstand how she knew my name, to the head, returned by the other side of the bar, and sneaked out while the lady was arguing with the bartender about getting his fingers caught in the damper. Safely around the corner, I counted my money. I had four dollars and some change left. I'm a cad too.

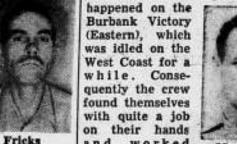
Baltimore is justly famed as the home of Bromo-Seltzer and that product advertises that its tablets immersed in a glass of water. I'm willing to bet six, five and even that they don't dissolve half as fast as a \$20 bill on E. Baltimore St.

In connection with-the foregoing, I would have liked to have had the Bromo-Seltzer concession on the Marymar the morning after "Yep," that's me, Doll, How sailing. AB "Blackie" Rubin car-

Slim Iliff

Seafarers In Action

Jacksonville, Fla., for three days during a recent hurricane in order to protect the life and limb of crewmen and the good of the ship. According to



Hernandez, the captain sailed the Marina twice from San Juan, but when storm signals came, promptly turned the ship back into port. While other SIU ships braved the storm and took their chances with the raging Atlantic waters," the delegates said, "Colis placed the welfare of his men above commercial interests, and came out with all three-ship, crew and cargo safe and sound."

More feathers were added by the delegates to Colis' cap with the following statement: "There are too many bull-headed skippers that would do the opposite come hell or high water. It is good to be able to compliment a decent captain who has the good of his the job, which he has held for a crew and ship always first in his heart and mind."

Buy No Bulk Film Cut Rate. **Kodak Warns**

For the guidance of all seafaring shutterbugs, interested in getting the best quality when buying bulk roll film, the Eastman Kodak Company of Rochester, NY, recentip released the facts on these films and places where they can be purchased in New York City.

The Kodak Company wrote to Seafarer William Calefato of the SS Royal Oak in connection with his letter published in the October 17 issue of the LOG wherein he complained that two rolls of Plus-X 35mm film which he had bought in New York, later turned out to be no good because the emulsion had come off. The company explained that the film had probably been outdated and rejected by the US Government or Hollywood. It added that such reject film is without any examination of the at a time should be allowed in any now being served after each meal condition and is sold at cut-rate room, prices.

The company advised that "dependable" Kodak bulk 35mm film known as type No. 410, is available in 271/2-foot and 50-foot rolls priced at \$2.15 and \$3.50 respectively. The former is notched and tongued for loading in 35mm, 36-exposure cassettes. The 50-foot rolls are will dissolve more rapidly when frame-numbered, except in the case of fine grain positive known as type No. 401. Both types are available in any emulsion-Plux-X, Super-XX, Micro-File, etc.

The following are some of the recognized Kodak dealers in New York City: Peerless, 128 E. 44th St.; Penn Camera Exchange, 126 W. 32d St.; NY Camera Ex-110 W. 32d St.; Haber & Fink, 12 Warren St.; and Medo Photo Supis bought at regular prices, not cut-rate, "it is pretty sure to be a good dependable film in dating."

for a while and a new crew goes aboard the delegates usually have themselves a headache because there is bound to be a considerable amount of sougeeing, chipping, painting and repair work to be done both in crew quarters and elsewhere on the ship. That's what

and worked pretty hard whip-



Meshefsky

ping the ship into shape. Ship's delegate Anthony Meshefsky got a vote of thanks for a job well done, because he saw to it that the okay was given for painting practically all of the crew's quarters with the rest to be cared for on the next

Meshefsky is a New Yorker, having been born here 28 years ago. He joined the SIU in New York in 1944 and sails on deck.

Another delegate to draw his shipmate's praise was Jeff Gillette of the Catahoula (National Navigation). Gillette was reelected to few months, because of the good representation he has been giving the crew. Jeff hails from Florida, having been born in Ruskin in 1919, and lives with his wife Mary in Tampa at present. He joined the Union in Tampa, November, 1944, and sails with the black gang.

* * *

If the Ocean Ulla (Ocean Transportation) had a real speedy payoff Patrick G. Fox. The ship was stewards department.

When a ship's been on idle status | brought in clean with most repairs taken care of and hardly a beef aboard her. With very little disputed OT to speak of, the whole gang was looking forward to getting their dough in jig time.

Fox has been an SIU member since April 1943, having joined in the port of Baltimore. He was born in New York in July 1909 and sails in the engine department as FOW.

t t t

One of the men handling the responsible job of balloting committeeman in New York is Joseph A. Falasca. Joe is on the job several

hours each day making sure that only eligible members vote, and handles other details of the secret ballot procedure involved in the election of Union officials.



When not on the job in New York, Joe sails in the engine department. He's 25 years old, having been born in this city, and joined the Union in Norfolk in 1949. At present he makes his home in Yonkers, NY, just north of the hig town.

. 1 1 1

Harvey Morris of the Olympic Games (Western Tankers) came up with an interesting suggestion recently. He proposed to his shipmates that the Union and companies get together and draft a standard stores list for all off-shore trips. That way, he says, there would be no beefs coming up about something available on a previous trip being missed on the current one. Morris was born in the wheat country, out in Kansas in 1912, but lives with his wife in Brooklyn at the end of her last voyage, part He's been an SIU member since now, which is closer to the water. of the credit should go to delegate September 1942, and ships in the

Garlic Situation' Is Solved

The "garlic situation" on the Steel Chemist (Isthmian) has been settled to the satisfaction of all hands, according to latest reports, but the crew has chosen to keep the solution a secret for a while.

The situation aboard 'the Steel Chemist was becoming serious, for a time, with the crewmembers getting to a point where they were ready to run and hide if they saw a shipmate approaching them.

Some crewmembers were even ought by- many camera shops heard suggesting that only one man chewing gum and mouth wash are

But Thomas Purcell, ship's delegate, decided that the time had come for action. He stepped in and discussed the situation-at length -and reported that everything had been settled. The solution? Well, he didn't say, but some have guessed that maybe chlorophyll aboard the Chemist.

Paoli Guys Enroute To Japan



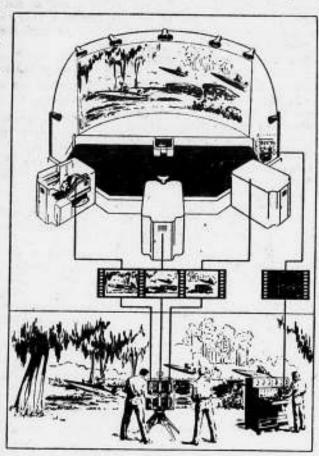
Third assistant Linder (left) and fireman McLaughlin are some of the gang aboard the Paoli (Cities Service) now on a trip to Japan. The photo was sent us by M. G. Hartley, and he so have better

Although this column is primarily devoted to the problems and techniques of still photography, a recent development in the movie industry is of such importance that it deserves some comment and explanation.

Cinerama, as the new technique is called, made its debut about two months ago in New York with a two-hour program of short subjects,

ranging from a roller - coaster ride to the ballet from Aida. If present plans are completed, Cinerama theaters soon may be installed in sixteen other cities from coast to coast.

Cinerama creates the illusion of three dimensions. It uses "peripheral- vision" - the fringe zone of human eyesight surrounding the central area of sharp focus. Cinerama blankets a field of vision of almost the same area covered by normal human eyesight. Since no single lens could include such a wide area without distortion, Cinerama requires a special movie camera, This camera has three 27mm lenses set at 48-



An illustration of the Cinerama technique of . filming and projection.

degree angles, each lens covering about one-third of the total area. The lenses have individual 35mm magazine backs and shoot in synchronization.

The resulting three films are projected at the same time on a concave screen. Each film is in a separate projector; the left projector fills the right side of the screen, the right one fills the left side and the center unit shoots straight ahead. A projection engineer with a remote control panel near the screen makes any synchronization adjustments that are necessary.

The screen iself measures 51 feet wide and 26 feet high, and is curved asked for blood tests. They were to lessen image distortion. It is made of vertical slats of perforated refused permission to see private plastic tape arranged something like the slats in a venetian blind. These strips bounce off reflections behind the screen where they can do no harm; otherwise stray light might hit the opposite side of the

The stereophonic sound track for Cinerama is equally interesting. During shooting, six highly directional mikes are spotted at key points around the scene of action. Each records on an individual sound track the noises picked up in its area. The resulting tracks are imprinted side by side on a single strip of magnetic film which feeds eight loudspeakers placed behind the screen, at the sides of the theater and even merchant seamen and that eigabehind the audience. Consequently, sound comes from its original direction-the screen, the sides, above and behind. This adds tremendous impact to the projected image, be it a symphony orchestra or a racing other SIU member aboard the Sea-

The special equipment required still remains one of Cinerama's biggest handicaps. Normal projectors cannot be used because Cine- cut off completely. "We were at ers. "They wanted to be stub- day of the week from Sears Roerama employs a larger frame size and more frames per second (26 Inchon for 12 days without as born," Roy said, and it sure paid buck & Co." instead of 24) than does conventional film. Cinerama film is loaded much as a postcard, and the same on enormous 8,000-foot reels, instead of the usual 2,000-foot ones. applied at Kunsan. The MSTS Also, special editing and viewing equipment is needed on the produc-

Sometime after January if you're in New York and have a couple of hours to spare (they're sold out until then), drop in at the Broadway also that just 10 seamen are al-Theater.

LOG-A-RHYTHM:

screen and interfere with the image.

To An Old Seaman

By M. Dwyer

When I am dead and gone, Weep not for me and wail. Just remember, I loved old ships, The thunder and the gale.

For many's the storm I weathered, And many a deck I trod. Now I sail with the greatest skipper, My Master and my guide.

What use is an old sea buzzard In this modern day and age, When sails have been forgotten And speed is all the rage? ... But many's the tale I've spun That would make the blood run cold.

Of bye-gone days of yesteryear, Of pirates and of gold.

And many a ship I've whittled For a smiling little lad, And now I go, but you must know My life was full and glad.

So weep not for me, I say, And my words, nay, do not doubt.

SIU Crews Hit Army Brass Ban On Shore Leave, Mail In Korea

Charges have been made recently by Seafarers and SIU ship crews that the Army high brass in Korea is making life miserable for them by banning shore leave, mail deliveries, medical care, purchases of cigarettes and other necessities, and by casting insults in pub-

lic about seamen generally. All of these abuses stem from the main trouble, the shore leave ban, which has been imposed in places far away from the battlefronts, and despite the lifting of martial law.

Orders to keep SIU men o. their ships while in the ports of Pusan, Suyong, Ulsan, Masan, Koje-do, Cheju-do and Yencho-do, were issued last July 28 by the 7th Transportation Major Port headquarters. Copies of the order have been posted in all ships and provide that except for movies and sports, to be arranged by the brass, and visits between adjacent ships alongside piers, all during daylight hours only, seamen can't go anywhere in Korea.

Soldiers Stand Watch

Ship's delegate Thomas Collins of the Scanan (Orion), reported to the LOG that armed soldiers have been stationed alongside ships to enforce this order. He disclosed that SIU members became so enraged with this dreary grind that the crews of the Seanan, Choctaw and Fairhope, the latter two both Waterman ships, and the Alami SUP) met to talk over the mess and to ask the Union to intercede with Army authorities.

from the front lines, the Army not only turned us loose in their camp, but gave us free movies and all the drinks any man could want. On top of that, you had to fight like hell to pay for a drink. The GI's wanted to buy us every one."

Refused Medical Care

Collins also reported that two Seanan crewmen, John Zohil and John Sokolouski, got the old-fashioned Army runaround when they doctors and were told to go to the Army hospital under escort. "Army doctors told them that 'this is not a merchant seamen's vacation spot but for emergency treatment only.' They did get aspirin quenchable drive to save some uted in the first week alone). SIU though. Everyone always gets aspirin," Collins said. He added that all PX stores are closed to rettes can't be had.

Meanwhile, Earl Harrison, anpender, also an Orion ship, wrote the LOG that mail deliveries were told us our mail was in Pusan and we couldn't get it until we arrived at Sasabo, Japan." He complained lowed to attend the movies twice a week despite the number of ships in port.

Seamen Insulted

To add insult to injury, Harrison said, Colonel E. H. Tinkham, commander of the Kunsan post, told the soldiers at two meetings, that "seamen are the lowest form of humanity and they shouldn't associate with us." Apparently this was the Army's demonstration of gratitude for the meals, showers and other favors given the doughboys by SIU members on the ships, and the oft-hailed contributions of SIU crews to the war effort in bringing the vitally-needed supplies and troops to the fronts.

"We have always been brought up to believe that the US Constitution declare that all men are created equal, but evidently that equality ceases for merchant sea-Just remember I loved old ships men who go to Korea as the Army's When my beacon light goes out, big brass sure don't treat us as



An American soldier stands watch on the gangway of the Seanan in a Korean port to keep the Seafarers at right on the ship. The photo, taken by ship's delegate Collins, shows how the high brass is enforcing its "no shore leave" orders to the detriment of SIU members.

human beings," Harrison con- sentative is now meeting with Decluded.

fense Department officials to end All letters to the LOG about this the shore leave restrictions and Korean mess have been turned straighten out this beef. The over to headquarters representa- Korean Government announced tives in New York. It was learned sometime ago that it is all for that the SIU's Washington repre- letting Seafarers come ashore.

'I Told Ya So' Reats Mate

Don't tell the local fire marshals of San Pedro, Calif., but "The hard part of this mess to that fair city could have had the worst fire in its history reunderstand," Collins said, "is that cently and the credit would have gone not to "that d - - n

up in Sorchireri, only 12 miles crew" as "Port Hole" Warren, Broun calls his "slaves," but the crew. rather to "Port Hole" himself, who lighted a flaming torch on the deck while high-test gasoline was being oped in the hatch. For a couple of loaded on the ship.

Fortunately for everyone concerned, the Seafarers on the vessel reminded the chief mate of his 'slight" error and the torch was put out promptly. But this harrowing experience and many others on the Broun's recent six-month trip were turn gray," let alone stand on edge, ship's delegate Arthur O. Roy told the LOG.

Commenting on the mate's unother interesting incident that look on their faces always harassthe Seafarers to keep a man on bers not to get on the same ship while the ship was taking on bunk- said, "could have been gotten any

the chief mate of the Heywood off in plenty of overtime work for

Oiled Up Overtime

For, a tremendous flood develweeks, the hatch boards were floating in oil in the 'tween decks and there was far more oil in the lower hole, all of which had to be cleaned out. According to Roy, the wipers, daymen and bosun "had to work like hell" in the hole, but they enjoyed every minute of it. They pulled up 25 drums of oil in enough to make any bosun's hair the first week, the last time we heard from our correspondent, and there was still a long way to go.

After this profitable venture (\$600 in overtime pay was distribmoney for the company, Victory men walked around half-dazed Carriers, the delegate recalled an- with a triumphant "I told you so" happened at San Pedro. It turns ing Mr. Warren. All of this testiout that the chief mate and the mony from Brother Roy came by chief engineer rejected advice of way of warning to other SIU memwatch over the No. 4 deep tanks with "Port Hole" whose license, he

(1) If a man plans to start out on a 450-mile auto trip at 10 AM and can average 60 MPH, what time will it be when he reaches his destination if he has to make an hour's stopover on the way? Will it be (5:30), (6:30), (7:30) or (8:30)?

(2) Which are the two cities involved in Dickens' novel "A Tale of Two Cities?"

(3) The state which is the chief milk producer of the USA is (Illinois), (New Jersey), (Wisconsin), (California)?

(4) Twice a certain number equals three times another number, and the sum of both numbers is 15. What are the numbers? (5) Which US Government agencies do the following abbreviations

stand for: FTC, AEC, FSA, RFC? (6) Yorktown, Appomattox, Versailles and the USS Missouri all have something in common. What was the event which marked the

feature they have in common? (7) Where are the "Benelux countries" and which nations are they? (8) A man decided to donate \$300 to five organizations to be split up in portions of one-third, one-fourth, one-fifth and one-sixth, with

the remainder going to the fifth organization. How much did the fifth organization receive? (9) You be the judge. Should a man's alimony to his first wife be reduced because it doesn't leave him enough to support his second

(10) The Montagues and the Capulets were the names of the two feudin' families in Shakespeare's play about two young lovers. What

was the name of the play? (Quiz Answers on Page 25)

See That Wonderful Crew?—From The Del Norte



Reading from left to right, this aggregation from the Del Norte (Mississippi) comprises Brothers Freemanis, Mistich, Browning, Buzz, Number, Garlaza and Worrell. In the back row, same order, are: Brothers Torzell, Lyles, Hancock, Lewis, Swain, Cheramie, VonLofton, Banning and Coe.

Seafarers Go 'Native' In Greece

Corfu. Greece, an island in the Ionian Sea, off the coast of Albania is a very quiet place, especially in the winter time when all tourists are gone and only about one American ship comes in each month.

and at times this was discontinued due to the rough seas. Once some of amusement, we toured the island. Our party comprised AB Donald Hicks, AB Boots Puera, steward Ed Laurent, and deck mainterance man Hanks.

A "must" for sightseers on Corfu is a castle once lived in by Kaiser Wilhelm of Germany. It is really a beautiful place and is open to the public. There is also a place a few miles beyond this, on the top of a mountain where the Kaiser had a perch built to drink his coffee every afternoon.

Medieval Relics

The island's history is quite old. Down through the centuries, it has been in many different hands because of wars and conquests. Each new conqueror added his bit to the area's general make-up. There are monasteries dating back to the year 1200 and fortresses much older in the midst of centuries-old | cook. olive groves that form the island's Well, we asked for it. So, what's

UPGRADING

We were there for 22 days main industry. It's very pic- to do but-relax and enjoy it. I at anchor last February. We turesque and urban. They grow don't know if it was the wine or had bum-boat launch service, much garlie, citrus fruits and grapes.

All of this sightseeing and tourof us wire forced to stay ashore ing worked up our appetites. So for two days. As there was very we told our pilot that we wanted little activity and almost no places food typical of the area and not cosmopolitan tourist fare. We walked through an area which from its aroma and looks must have been built before the year 1. We came to a small cafe. One large table, built with benches we usually find at picnic places, was the only place to sit. There were huge wine casks with spigots in one corner, and in the other a small brick stove. The place really had atmosphere, if nothing else.

Ancient Cook

It was quite cold outside and inside. I noticed our pilot talking to an ancient native with about three weeks' growth of beard and dark gnarled hands. A woolen stocking cap covered his head, and an apron, that had been white long ages ago, was tied around his middle. I realized we were truly "going native." This was the ship's

TENDERS.

my extreme hunger, but the fried squids were good. We also had pickled octopus (ugh) and greasy, fried potatoes. We topped this off with Greek coffee (grounds and all) and eognac. It was a rare experience, very cheap and typical of the area.

Ted Schultz

By Spike Marlin

it off our shoulders, we rang the bell. The door opened, revealing Focus Coyle adorned in an ill-fitting baseball uniform. The pants ends didn't quite meet each other around the middle and the spikes were off the shoes out of consideration for the floors. Otherwise it looked pretty authentic.

We asked him if he was bucking for a job as first base coach with the Cardinals.

"Coachin"? Not on your life," he snorted. "If that Bobby Shantz is the best player in the AL, then there's a spot for a little guy like me. So I'm gettin' my old buggywhip into shape. Maybe he's gotta coupla inches height on me, but I got the weight."

Indoor Training

You sure have, we answered, poking a finger into the cushiony mass that blossomed over the beltarm be conditioned in the living room?

He glared at us for a few sechis wind. "Awright, wise guy," he so, he needed plenty of rest benext spring when I'm out there on the hill. But if ya really want Focus had the stuff to make it. t'know there's the whole works." He pointed to an overstuffed sofa pillow hanging on the wall next to a full-length mirror. We shook our head, puzzled.

When we came up to the door here and let her rip into the pilwe heard a peculiar thud followed low. The mirror is for checkin by a sprinkle of plaster. Brushing my form so I'll get a real smooth delivery. Watch."

No Spares

He let her rip. Some more plaster sprinkled. What happens, we asked, if he misses the pillow, Is there a spare mirror in the house?

"I ain't broke nothin' yet," he muttered, but we detected a slight down-curve in confidence.

We explained gently that while Shantz was peanut-sized compared to others, he had been gifted by nature with a large pair of hands, plus that extra-special coordination and speed of reflex that is the trade-mark of the professional athlete. We didn't think the pillow on the wall or any other kind of practice could develop it.

Full of Tricks

To top it off, we added, he has been in excellent condition at all times, and made up for lack of line. But how could a pitching beef by using his noodle to good advantage. He had a tricky delivery and concentrated on surprising the hitters, rather than smothering onds while he panted to regain them with a high, hard one. Even said. "Ya won't think it's funny tween starts. We concluded, in a gentle vein, that we doubted

"If ya' ask me," he sneered, "you're just jealous o' me." He went into the full wind-up and threw. We ducked out the door just in time. Those mirror splinters "All ya gotta do is stan' over certainly flew all over the place.

'Clean 'Em Up' Is Their Motto

The mails recently have brought forth news of several models of the old SIU ship-shape cleanliness which deserve to be followed by all crews not only to keep the Union's relations with the companies in sound order, but also to make the work easier for all Seafarers.

At a shipboard meeting on* the Seapender, an Orion ves-| serted in the ship's minutes to ported that the crew's quarters sel, ship's delegate James Kelley urged the crew to go out of their way and show a little consideration for the next crew coming aboard. Thus, the steward was instructed to make certain that there were ample supplies of soap bars and powder as well as all foods left by payoff time. He was also told to dispose of all eggs left after the trip as they had picked up a strong ice-box taste and were hardly edible.

Everything Checked

The black gang delegate volunteered to see that enough plumbing supplies were brought aboard for the ship's next trip. All of the men who were getting off were told to leave the foc'sles clean and neat and return all the soiled linen to the steward so that it could be ent to the laundry. They were to the chief mate. As added ges- Rico for the past three years. Betures of cooperation, a properly fore joining the SIU in 1942, he worded bulletin board with correct sailing times was set up, and a warning to the new crew was in-

Keep Draft **Board Posted**

SIU Headquarters urges all draft eligible seamen to be sure they keep their local Selective Service boards posted on all changes of address through the use of the post cards furnished at all SIU halls and aboard ships.

Failure to keep your draft board informed of your whereabouts can cause you to be listed as a delinquent and be drafted into the services without a hearing. The Union in such cases can do nothing to aid Seafarers who fail to comcheck thoroughly the bottom of the ship ran aground at Inchon, Ko-

Meanwhile, on the Fairisle (Waterman), ship's delegate Howfilth for his successors." Recording secretary George D. Smith re- trouble makers."

were left in a filthy and deplorhull before sailing again as the able condition by our previous brothers." Thus, having gone through the mill, these Seafarers cleaned up the entire ship, and left it immaculate at the payoff rearth made it a special point to cently. Smith commented that it ask each man "not to leave his was a "completely cooperative trip with no gashounds, performers or

GALLEY GLEANINGS

The LOG opens this column as an exchange for stewards, cooks, bakers and others who'd like to share favored food recipes, little-known cooking and baking hints, dishes with a national flavor and the like, suitable for shipboard and/or home use. Here's Pete Gonzales' recipe for "lasagna rupiene."

alties of Pete Gonzales who has worked at the New York Athletic Club, the Waldorf-Astoria and other noted culinary spots. He hails from Tampa, Fla.

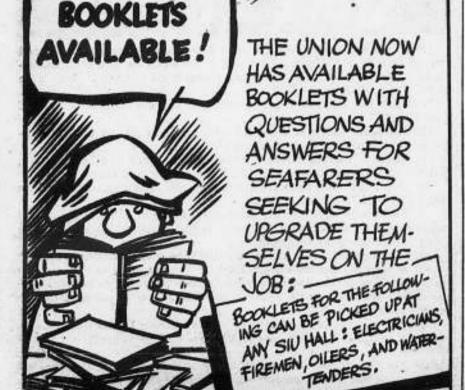
for lasagna. which is one of four bayleaves. the most famous Italian dishes looks and sounds complicated, but he claims it's really quite easy. For a total of 40 servings, you will

need three different cheeses-two pounds of riccotte, three pounds of musserela, and a pound of parmiggiane-15 pounds of lasagna paste or noodles, six cans each of tomatoes, tomato paste and tomato puree, three pounds each of pork, beef and veal.

The first operation is to grind

Italian, French, Spanish and add a pint of olive oil, a halfeven Jewish dishes are the speci- pound each of onions and green pepper and four heads of garlic. also asked to return foc'sle keys been the chief cook on the Puerto all chopped very finely. Braise the vegetables to a nice brown color. Then, add tomato paste and simmer for five minutes. The tomatoes, tomato sauce, and three tablespoons of salt, pepper, oregano, and rose marie, all together, Pete's recipe should now be added. Also, put in two spoons of sugar and three or

> Place the entire mixture on the fire for three hours and boil slowly. The meats should be braised very well. Add the meat to the sauce and let it simmer for one hour more. Then boil three pounds of lasagna and let it cool off with cold water. The final operation is to build up four layers of meat sauce, cheeses and lasagna intermingled in that order. Put oiled up waxpaper around the entire combination and place it in a slow oven at 300 degrees fahrenheit for two hours. Well, now you're finished. Wasn't it easy? Pete recommends that veal scalloppini be served together with the lasagna all the meats together not too fine. and that Italian wine top off the



Seafarer Sam Says



Gonzales

Wants Letters From Shipmates To the Editor!

have noticed the names of many a shipmate of mine. Not knowing their whereabouts, I would like to have you put this note in your has been added to our mailing most convenient issue of the LOG list.) in the hope that someone may notice it and drop me a line or two. I would mostly like to hear Buys Projector. from Brothers John Mahoney Films For Crew (Mother Mahoney) and William Mc-Donald, both from New Orleans, and to extend my regards to the numerous others whose names I can't recall.

Thank you for whatever you can do for me along this line. My address is US 51119374, Co. C 7780 CSB, APO 742, c/o P. M., New York, NY.

Pfc. Nicolas Papathanasiou

* * * Seafarers Meet After 10 Years

To the Editor:

I have been in coastwise Cities Service tankers for the past year, and in my opinion this is one of our best contracts. I urge some of you other oldtimers, who haven't already done so, to try one of these ships.

This is an exceptionally good ship. The master and all officers



Tommy Scoper (left) and "Whitey" Stewart, old shipmates of the torpedoed Robin ship, Seattle Spirit, met recently for the first time in a decade.

are gentlemen and square shooters. The ship has the best groceries I have seen served on any ship, thanks to Thomas France. the fleet's best chief steward. All hands are on the ball at all times Seafarer Going in true SIU fashion with never a beef-truer Union brothers can't be found.

Recently, I sailed with an old shipmate whom I hadn't seen in 10 years, ever since we were torpedoed and sunk on the Robin Line's old Seattle Spirit. Incidentally, brother "Whitey" Stewart is the only shipmate from that illated voyage to Murmansk whom I have had the pleasure of seeing again. Needless to say, we celebrated the occasion. I hope I shall have the pleasure soon of Base my eyes fell on the gear, meeting all the other brothers who were on that voyage.

Now, on behalf of the crew of this vessel, I want to extend a vote of thanks to Leroy Clarke, the port agent in Lake Charles, for the many favors and accommodations received from him beyond the line of Union duties.

Tommy Scoper 1 + + +

Requests LOG Be Mailed To Korea

To the Editor:

Could you please send the LOG to my brother in Korea. He is interested in the SIU and would like very much to learn all he can shipmates - Bill Logan, Eddle about it. He is on the front lines Tesko, Oscar Blaine, Eddie Conand I would be immensely grateful trell and Smitty, the Serang. Ralph to you if you would take care of Maisant is putting out great chow, this, as the LOG is excellent read- so I can't think of anything to ing. I would also like to add that | beef about. the Scafarers International Union

In recent issues of the LOG I is the best there is and ever will re be. Thank you.

> John A. Hoffman (Ed note: You brother's name

> > I want to thank

the LOG staff for

making my task

easier. From a collection taken

men as well as

To the Editor:

Several weeks ago, before sailed on the Steel Surveyor as its chief electrician, I came into New York on the crew's assignment to get a movie projector and some films in order to make this threemonth trip more pleasant and interesting.



the ship's fund, I was able to buy

not only a good projector but also Moore five full-length motion pictures and five more films, musicals and newsreels. In

movies from the Union. I am sure that these films will help make our voyage much happier. We are going to India, Singapore and Indonesia. I am making this trip for the bricklayers. They-'re putting up a new garage at my house in Florida City. I have five acres of land down there and everything else a man could desire except a wife. Well, here's to happy sailing for all my friends in

addition, we borrowed two good

the SIU. "Dutchy" Moore

Returning To Sea After Army Hitch

To the Editor:

Please discontinue sending the LOG to me at Camp Polk, La.

I will not be here any more after the tenth of November, I will be getting out of the Army and will go back to sea. I wish to thank you very much for sending me the LOG and tell you that the new LOG is really great.

Thanks very much.

PFC Homer A. Turpen

West, Not East

To the Editor:

When the trip on Waterman's famous mistake, the Fairisle, was completed, I spent a few days on the beach and my funds were depleted-as usual.

What should come easing into Frisco but this big aluminum and bile, took a spill from the rigging white Robin Hood. After nothing but Libertys and C-2s, this thing seems like a monster. The day I came aboard in the Oakland Army which was all topped. Whew! What a mess of booms and kingposts.

But with the financial situation what it was, my name scratched its way onto the articles in a rush. Today I found out—the Robin Hood was not going back to Japan or Korea, but was headed for France with Army cargo. I had to believe the awful truth when this up-hill, down-hill canal came in sight.

Being the only West Coaster in the deck gang brings forth quite a bit of chatter about California's beverages and women. Luckily, I've been holding my own with these guys from Philly, New York and Baltimore. They make good

Terry Paris

Nice Catch, Boy!



This five-pound squaretail was caught by George Dinas in Moosehead Lake, Maine.

up among the Rates Captain 'Tops In Book'

To the Editor:

There comes a time in every scafaring man's career when he comes in contact with a ship's master that he likes to boast about as being tops in his book.

I have found one who, to me, is in that category. His name is Captain Bernard Brennan, at present master aboard this fine vessel, a Liberty, of course. The ship in question is the SS Marven, now returning from a voyage to Civitavecchia, Italy, where we carried a load of coal from Norfolk. This captain, in my opinion, did everything possible to cooperate with the delegates and to make it a truly great SIU ship. He rates a salute from all hands afloat, for he, as well as the rest of the officers aboard the vessel, are truly SIU. Never have I seen any crew or bunch of officers get along as harmoniously as do the men aboard this ship.

Fred R. Hicks, Chief Steward

Atlantic Rough After Caribbean

To the Editor:

After sailing in the Caribbean for two years on the Jeff Davis, this Atlantic seems to be a little rough out here. We sailed from New Orleans on November 17, and the only smooth sailing we have had was when we went into Norfolk. Well, I guess it does a guy good sometimes to come back over here once in a while to brush up on his seamanship.

We started off with a bad trip but it seems to be improving astime goes along. One of our good friends, Frank Coggins from Mo-

Proper Repair Lists Help All

The settlement of repair lists means a lot to the men who stay aboard a ship, and to the new crew that comes aboard, just as the repair list made out by the previous crew means a lot to you.

Because repairs mean a lot to your comfort and living conditions aboard ship, they should be handled in the proper fashion.

Each department delegate must make out three copies of his repair list.

The ship's delegate should gave one copy to the head of the department concerned, one copy to the company representative, and one copy to the Union patrolman.

In this way, everyone has a copy of the repair list and there is a check to make sure the work is done.

and was very lucky he grabbed onto a boom, as he only broke two ribs.

After leaving port, our steward, Fred Havard, became very sick. We pulled into Norfolk to put him in the hospital. All the ship's crew wishes him a speedy recovery. C. (Butch) Wright

Wants Answers To OT Queries

To the Editor:

I would very much appreciate your help in getting the questions below clarified. These questions have been in dispute for quite some time. If the LOG would print and clarify some of these disputed questions, I am sure it would be Thanks Wacosta of great help to all the members. Use your best shirt-sleeve English, so that all will understand:

1. When a wiper, engine utility or any other member of the unlicensed personnel helps the electrician install any electrical equipment during regular working Mobile, Ala. When I received a hours, is this considered overtime? (Ed. note: No.)

2. Is working below floor plates, packing a main circulator, hand machinery below floor plates con- that I left the Wacosta. sidered overtime?

(Ed. note: This is overtime if a man is working alone. If he is working under the first or second One Copy Of LOG assistant, no.)

3. When cargo is being worked at intervals dunnage is loaded on To the Editor: deck. When a sufficient amount is accumulated to load on a dock or carrier, cargo time for the FWT is stopped until all dunnage is we got married last February and discharged. Has the company the are moving down South. My husright to do this (5 PM to 8 AM)?

(Ed. note: Yes, the company has the right. The FWT collects overtime when he is loading or discharging cargo; dunnage is not

considered cargo.)

4. When cargo is being unloaded, there is a period of time waiting for barges, railroad cars or other carriers. Is overtime broken during these periods for FWTs and Busy Stewards electricians? (Longshore time is running.) Longshoreman time is stopped.

(Ed. note: Electricians collect by. FWTs do not, since they have to be there whether they are working or not.)

Harold R. Welch * * * Oldtimers Back On The Evelyn

To the Editor:

It's like old times again on the Evelyn. We have such men back as bosun Marple, AB Eddie Vail and FWT Charles Schrunk. Another oldtimer back here is brother Gross, who is making his fifth trip on this vessel in four years.

We still have chief cook Frank Antonette and his wonderful chow. Also back after taking the summer off is chief steward Eddie Dacey. All in all, we're well satisfied with the cleanliness of the ship and the great chow. We also have a new radio, which I bought out of the ship's fund. A special rack was made and put up for the radio by AB Dugan and Marple. What more could make a happier SIU crew.

All in all, it sure looks as if the Evelyn is going to be a good ship to sail on, with a friendly and heads-up crew. There's nothing like sailing aboard a ship that's good and clean and kept in real headsup style, along with good cooking chief cook, who organized the and good shipmates. That's really sailing in true SIU style, a clean ship and a happy crew.

news. Chris Dacey, the brother of (some ate as many as five minute our chief steward, died of a heart attack in New York, and we sent there will be good eating again, a flower wreath to his family.

F. J. Bruggner TOTAL COLUMN

Thanks Brothers For Sympathy

To the Editor:

While in the port of Baltimore on November 11th, I received word that my mother had died. Through



Hall

the LOG, I now want to thank all of my friends in Baltimore for their kindness and sympathy. Their understanding feelings and condolences helped me out of a hard time. I

especially thank my friends at the Victoria Bar and

Club Diamond. Charles "Red" Hall

* * * Crew For Help

To the Editor:

I wish to thank each member of the crew of the SS Wacosta for being so considerate in helping me reach my sick wife here in wire of her illness, it would have been impossible to get home without the help of the crewmembers.

During my shipping with the hole plates on boilers (Victory Union I have never shipped with ship), condensate pumps and other a better crew. It is with regret

M. J. Berry

* * * Read By Three

I would like to cancel the LOG that is being sent to J. T. Sigmon in care of Jean La Corte because band's mother and father are already receiving the LOG there, so I will have a chance to read it while my husband is at sea. May I add that I think the LOG is a won- 1 derful paper and I enjoy reading it very much.

Mrs. J. T. Sigman

* * * Stop For Photo

To the Editor:

It is a rare occasion when the overtime if they are asked to stand Royal Oak stewards department assembles for a group picture. Usually the steward keeps them all so busy that they don't have time to enjoy this luxury. The gang wore the best whites that were



This gang is the Royal Oak's stewards department. Left to right, front: pantryman Tom Madison and saloon messman Al Martinez. Back row: Messman Frederick Behrend; chief cook George Liebers; third cook Earl Mathews; second cook Anacleto Doromal; and BR William Calefato.

available, and George Liebers, picture upon the occasion of his leaving the ship, wore his teeth. Most of the crew warned each other But we did have a bit of bad to eat while the cooking was good steaks), because who knows when

William Calefato

Had Great Time At Port O' Call

To the Editor:

This letter is in appreciation of the fine time shown the crew of the Robin Doncaster when we had our ship's party prior to our sailing from New York on October 26.

Our thanks are extended to the staff of the SEAFARERS LOG who Recalls Stretch



Golder

once again have ingness to cover To the Editor: stories of SIU men at any hour of the day or night. We also applaud the efforts of Ed Mooney Port O'Call nite-

tainers. We thank Howard Bennett | get the old feel again. for giving us the best table for for his capable and attentive service till the wee hours of the morning.

In general the staff of the niteclub in throwing out the welcome mat did an exceptionally fine job, especially considering that our "farewell party" was held on a ments when I first went in the Friday night when the house was packed.

The reactions of crewmen who attended were filled with overwhelffling satisfaction. The typical remark was: "All crews should do the same on their last night in port as it is a nice send-off and the women folk appreciate it." A typical remark of the fellows, who weren't able to attend, was: "I can't believe the prices are so cheap, but brother, with that kind of reception and entertainment, you can count me in for the next one.

Looking forward to a quick return from South Africa and another such party. Eddie Noonie joins me in this letter.

Jimmie Golder 1 1 1

Crew Bids Action On Chief Mate

To the Editor:

This letter is being submitted to inform headquarters of conditions in the deck department aboard the SS Binghamton Victory (Bull), which are not up to par.

One of the beefs concerns the chief mate, who insists on working on deck continually. The mate has been quoted as saying that he will work on deck at any time, regardless of the warning given him by the patrolman the trip before. He continually refrains from turning all hands to when securing more than one set of booms for sea. When the ship's delegate saw him about this he said that Liberty ships only carry one day man. The delegate answered that this ship was a Victory. The mate said that being two or three men short was nothing. The ship was four men short by that time. This has happened twice so far.

No Other Crews Restricted

Crewmembers from American and Canadian ships have been going ashore, but we were restricted to the ship from our arrival here in Goose Bay, Labrador on October 28 until November 4. This is a Canadian port, and the only notice given us was typewritten on company stationery and signed only by Captain Olsen. So we have been standing gangway watch in the usual way-12-4, 4-8, and 8-12, etc., but the chief mate wants to change this in order to save a few hours overtime on the day of departure, when sea watches are not set. The deck delegate saw him about this, but to no avail.

Boat drills have been held on board in all weather, with fish oil on deck, and we feel this was hard-

ly necessary and something should Asks Advice In be done to correct it. Ship's Crew

Binghamton Victory

(Ed. note: Your letter has been turned over to the patrolman for

shown their will- In Hospital

LOG, so try to bear with me. I look back to the time when I was laid up in the Manhattan Beach Marine Hospital-October 28, 1949, to be exact. I was discharged on and Joe DeGeorge January 1, 1951, on out-patient in operating the treatment and am now back at sea again, on the good ship Del Norte. club and selecting such fine enter- This is my second trip trying to

I have some good friends in our party of 20, and Charlie Gedra | Manhattan Beach-Vic Millazzo, Rupert Blake and John Driscoll. One oldtimer I saw listed in the LOG, as I recall a few issues ago, was Brother Driscoll, who wrote the article, "No Forgotten Men Here." I really enjoyed reading that article, as it brings back mogate. Joe Volpian was visiting the boys then to pay us off, and spent a lot of time with us. I remember we went into our late brother Joe Lightfoot's room; he was very sick at the time. A very good friend of Joe's forgot all about being sick himself when he saw Joe and they discussed old times. If Joe was thinking what I was, and I believe he was, we knew that his trip was ending.

I see where Brother Walter Siekmann is doing a good job, although I have never met him. I do want to say this: Treat the guys right and you will never be forgotten.

William A. Fadgett

Enlists in USAF. **Gets Married**

To the Editor:

Here I am again. I guess you might call it a bit of bragging or something, but knowing that you like to have pictures for the LOG I am enclosing one of my bride, Vesta, and me-in uniform.

I guess most of my old shipmates are going to be surprised at the way things have happened to me all at once. First, nearing the draft, I joined the US Air Force, and while taking training at Kessler Air Force Base, I was bitten by the love bug and got

married July 6, 1952. I would like to hear from any and all of my old shipmates, especially those from the SS Mobilian. I expect to be at my present address for as long as anyone in a be stationed. My address is: Route 1, Box 20 C/o Co. B. Gibbens, Gulfport, Miss.

Beef Over Mate

To the Editor:

In this pow-wow from the Christos M in Pusan, I first wish to bring you up to date on our little bucket.

We left Portland, Me., on August 2 bound for San Francisco, via Providence, Jacksonville, Panama, This is my first letter to the and finally Alameda, Cal. The mate turned the radio man to, chipping chow is the best and SIU spirit and painting, but after seeing an predominates. overtime sheet favoring the deck with the time, he reluctantly prom-We allowed him one strike and forgot same. We were in Alameda about 12 hours; there were no longshoremen and the crew took on four months' stores-no time off, naturally. The mate went log-happy and some men were stuck for over a C-note for obscene language.

A 25-day trip brought us to Pusan and eventually Inchon. There To Get Mail we discharged grain, which took

27 days with no shore leave. We broke watches and the deck crowd settled down all week to day work. It was a pleasant change, all hands out together with one interest-the

work. Saturday came along. The mate took over the keys and from there on in we watched Koreans doing our work. with our gear, stages, lines, paint, rollers, brushes, saws and hammers. The mate supervised and issued Monday the bosun worked the Koreans. Then there was a repeti-

tion when Saturday came along. Crew Is Tops

The reason for mentioning this is, we have a first-class crew. We are three months out and have called in to Yokohama. All is running smooth. The chief and second cook come in for special thanks. They are both "gas free," and really on the ball. You know how Jim Sheahan country,

When I gave the mate the overtime sheets with the questionable overtime on them (such as his doing our work and one instance where the chief and deck engineer rigged gear on all masts and took for a month before his ship sailed. down permanent cargo lights) he blew his top and returned the sheets. I sent them back up with New York office, but he did not the deck delegate and he was sent get it. I do not think this is fair back with them and with the mesmilitary organization can expect to sage to keep overtime on a separ- My husband likes to hear from ate sheet, as he would not even home. He is a chief cook and also mark it disputed. Of course, this has steward's papers. can easily be referred to both on



"Kelly" Worsley is shown with his wife, Vesta in photo taken at their wedding last July.

deck engineer sheets and by the

The third mate injured himself doing our work one night. I had to miss several watches; he told me he'll support my claims and so will the second. I need your good advice on the deal. I am keeping all the times down that I can, naturally. I don't get it all, Despite every difficulty we are in the best of spirits. So far we have the full crew we left Stateside with. The

I will await your advice on Mr. Taylor, our chief mate. Thank you ised this would not happen again, for the LOGs. We are certainly making advances.

Fred Boyne (Ed. note: Your letter has been turned over to headquarters and you should receive a letter shortly on this matter.)

1 1 1 Arizpa Men Fail

To the Editor:

We the crew of the SS Arizpa respectfully request that copies of the SEAFARERS LOG be sent to us so that we can keep up with current Union activities.

We have been away from the States for three months, and have not received any word from the Union in the way of letters or circulars concerning the recent strike or its results.

Thank you for your time and consideration.

Donald Wagner

(Ed. note: Your copies of the LOG have been sent to you regunecessary equipment. Then on larly all the while you have been out of the States. The Union is checking with the company to find out why your mail has not been delivered.)

t t Seaman's Mail Not Forwarded

To the Editor:

Sometime ago I read in the LOG a lady's plea as to why our mail much this means to a ship. We are doesn't get forwarded to our men well represented by oldtimers like by the steamship companies. No Don Hodge and Joe Fawcett from doubt it was written by a lonely seaman's wife. I meant to write you at the time and tell you also how I admired her courage.

Now my husband is gone again. He was in Galveston, New Orleans and around the coast of Florida I know he would have enjoyed getting the mail that I sent to the to the seamen or their families.

Could you tell me if mail is for-Corporation at New York City? I would very much like to get some pleasure to praise this one, Christmas mail to him.

finish whenever my husband brings will ask, "Well, skipper, what's the port is Norfolk. I am writing as if I know you, but that's the way I feel since reading your friendly shine at this time of year. paper.

Mrs. M. R. Friddle

(Ed. note: Unfortunately States Marine Corporation is not one of our contracted companies, and les, green olives, chilled fruit bassince we do not know the name kets, sliced tom turkey, sliced of your husband's ship there is baked ham, sliced prime rib, po-very little we can do. We have found, however, that slowly the pailing service to ships is improve. mailing service to ships is improving and we hope some day to have dutch cocoa cake, mardi gras cake, jolted the companies enough so candied apples, assorted nuts, cofthat problems like this do not fee, tea and punch.

Gives Advice On Cure Money To the Editor:

A lot of guys in the hospitals talk about maintenance and cure and think that it will be an easy thing to collect subsistence from the steamship company in whose employ they were when they had their accident.

However, many of them find that after they're discharged and told to go back to the hospital for treatment and checkups, it's not so easy to collect from the companies. I would like to



Farrell

warn all Seafarers right now not to sign anything that the company gives them without studying it very carefully. In fact, it would be a good idea for them to let the Union Welfare

Plan representatives look over anything before you sign it.

When you get out of the hospital, you're told to tell the company about being an out-patient. The companies look over your abstract, and then usually ask you to make a statement about how your accident happened. This is where you have to be careful.

'Usual Routine'

The company lawyer or claim agent will tell you that the statement is just the usual routine and then asks you to tell your story. As you tell it, he puts the story down on paper, often using legal phrases that you can't understand.

Then he'll get real friendly after you finish the story and give you the statement to sign. As I've said, he's the one who has written it down, using his own wording and

catchy phrases. Brothers, if you're smart you won't sign it right away. If you do you may find yourself with nothing. The smart thing to do is to get a copy of the statement and take it with you. Take it to the Union and ask the Welfare representative to look it over first.

At the same time, watch your money while you're in the hospital and on the beach, otherwise you may find yourself with no money and then when you're refused the maintenance and cure, you may be willing to "settle" the thing for a few dollars.

I've had these tricks pulled on me, so I know what goes.

Paddy Farrell

4 4 Food Is Tops On Seatiger

To the Editor:

We of the Seatiger are finishing up a trip from San Pedro which took in El Segundo, Hawaii and Sumatra. Everything is running along in good SIU fashion. We have a wonderful stewards department with plenty of good food which is well cooked and served. warded on board by States Marine There are so many ships that have so many beefs on food that it's a

There's a good crew in all three I read the LOG from start to departments; topside isn't bad either. Hawaii is still paradise, but it home and really enjoy it. I am the boys were disappointed in Sua millinery saleslady. My husband matra. No one could locate Sumatra Sue. Our most serious beef, news in the LOG?" We live in though, was the hot weather. All Portsmouth, so of course our home hands will have a nice time for Christmas. I bet you New Yorkers would appreciate some of our sun-

> To back up the food statement, cast your eyes on the enclosed menu. Buffet supper consists of: Stuffed deviled eggs, mixed pick-

Okay Jones

One of the things that has always fascinated landsmen and sailors alike has been the quality of the unknown that still surrounds the sea. Even with the advent of the various

scientific devices which claim+ to probe the very depths of would serve to keep alive these the sea, there have always discussions. The central figure in been, and perhaps always will be, certain questions about the sea that cannot be answered.

Since the days when the early seamen went down to the sea in vessels that were just slightly larger than a present-day lifeboat, the real or imagined monsters of the deep have been subjects of discussion and speculation by both sailors and landsmen.

Speculation about how a man would fare in relation to one of these monsters is a topic that has appealed to man's imagination, and has been spurred by the biblical story of Jonah and the whale. The size of these ocean goliaths has made man wonder whether he the largest type in the whale famcould actually live within their bodies.

Recent Case

However, there is one case on comparatively recent records that

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 drama was an unknown whaler, James Bartley.

Bartley was a crewman on a typical nineteenth century whaler, the Star of the East. He was serving aboard her in the year 1891, when the event that caused the entire world to wonder, took place.

At the time, the Star of the East was searching the South Atlantic for the valuable blubber and whale oil. Her lookout up on the mast sighted the large rounded black back of a whale breaking the surface of the sea off the Falkland Islands, and hurried preparations were made for the attack.

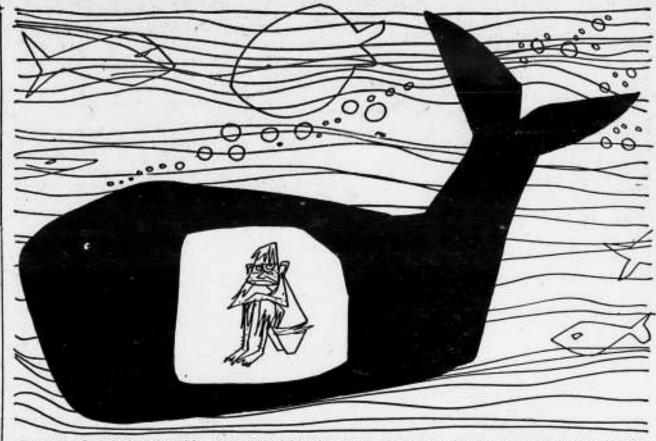
As the Star of the Sea got closer, the crew determined that they were closing on a Cachalot Whale, ily, and that this particular whale was a giant among glants. The hulking back looked more like a fair-sized island there in the sea, and when the monster spouted, the fountain of water that shot skyward resembled a large geyser.

Bartley Lost

As the vessel approached, a heavy sea hit, and Bartley was washed over the side. He didn't reappear on the surface, and after making a quick circle, the Star of the East continued to stalk the huge whale. Her boats closed in on the monster, only to have him get away time after time.

A harpoon hit him, but he managed to break away again. Finally, some hours after their initial try, the whale was killed and towed to the side of the ship. The carcass was tied to the side, and then the work began in earnest.

Wielding long-handled knives, with blades about two feet long,



He remembered almost nothing at all about his short trip inside the whale's stomach, but there was no doubt in the minds of the shipmates who opened up the stomach and found him inside, all cramped up and unconscious but still alive and breathing.

tackle.

More time went by as the huge whale was slowly cut in strips. Then the stomach of the whale was cut out and hoisted to the ship's

'Something' Seen

As the hoist was swinging the whale's stomach over the side of the ship, the crewmembers noticed that there was something large inside. Originally, it had been swung aboard the vessel so that it could be searched for ambergris, the substance found inside the stomach at times and which is worth its weight in gold.

the men walked along the back of and carefully sliced open the stom- stomach. When he finally did re- dicate what happened to him after the dead monster, cutting the hide ach, being very careful not to cut gain consciousness, he remembered his great adventure.

hoisted aboard the ship by heavy finally got the stomach open, there, to him after he had been washed inside, was a man!

His knees were pressed up up against his chest, and his whole body had been forced into a ball by the cramped space inside the stomach.

The man was James Bartley. He was unconscious, but still

alive, and was quickly carried to a bunk and given what medical attention was possible with the small store of medicine available and then he passed out. aboard the vessel.

Remembered Little

the crew, Bartley stayed unconscious for well over a day after Now, however, the crew slowly he was cut from inside the whale's pletely that the records do not in-

and blubber off in strips that were | whatever was inside. When they | very little of what had happened over the side of the Star of the East.

> The only thing that he remembered, according to the reports handed down, was going over the side, and then, shortly after that, being suddenly wrapped in a sort of soft, mushy substance that kept pressing on him from all sides. He remembered trying hard to breathe, and getting almost no air,

When the Star of the East put back into port, Bartley became a According to the statements of sort of international hero, a second Jonah. But shortly afterwards, he was completely forgotten, so com-

Million In Sunken Gold—Where? In NY Basem

Although he doesn't know it, some homeowner tonight ist probably sleeping over a \$4 million treasure in gold, if his home is in the vicinity of Port Morris near New York City's Hellgate.

ure now seem to feel that the wreck of the British frigate Hussar is now located, because of the that she started to shift her anchorshifting shoreline, somewhere under dry land.

But the story had its start 172 years ago, when the Hussar sailed up the East River into Hellgate and dropped anchor. She was the paymaster vessel for all the British forces in America, and is said to have had a cargo of gold that would be worth over \$4 million on today's market. The British, presumably to discourage any salvage attempts, have announced a num--ber of times since she sank that she had no treasure aboard.

Announcement Unlikely

However, it seems unlikely that the paymaster vessel would have sailed all the way to New York from England carrying no cargo. Particularly when her sole mission was to bring the pay for the troops in the New World. Her usual cargo was about \$4 million in gold, so masts were cut and broken off so years, but this time the US Treasthat is what is thought to have that she would not be quite as ury Department teamed up with closed stairway that would let him floor, just waiting to be found.

Authorities on burled treas- been aboard her when she went

It was on September 13, 1780, age after arriving from England. She had not been in port long enough to discharge any of her treasure and was heavily guarded.

While moving, the 28-gun vessel struck Pot Rock and began to settle. Frantic attempts to keep her afloat succeeded until she floated to a position just off Port Morris. There, she went to the bottom in 16 fathoms.

Guard Mounted

It was then the British made their first announcement to the effect that there was no gold aboard her. A heavy British guard, however, was immediately set up around the spot where the topmasts of the "empty" paymaster vessel were still showing.

The strong currents that brought Hellgate its name prevented any salvage attempts, and the guards



The treasure, still guarded, perhaps, by the spirits of the crew. is on the bottom, perhaps covered by the swift current, perhaps by the heavily-populated dry land.

much of a menace to navigation. [Hellgate's currents, and both ex-

A British group made a valiant peditions ended in failure. salvage attempt in 1832, but the currents defeated them. Captain George Thomas and later, Judge were soon taken away. The wreck Nelson Cross both tried to salvage stayed where she was, but the the cargo of the Hussar in later

Lake Tries

The next known attempt to get the treasure cargo was made in 1937 by Simon Lake, a noted pioneer in submarine development.

walk right down to the bottom of the harbor.

After careful preparation, the expedition got under way, Lake and his divers scoured the whole area. Using his staircase, and using divers with conventional gear, Lake covered every foot of the bottom within the area, but he found no trace of the wreck of the Hussar.

After giving up, Lake and some other authorities spent their time poring over charts and maps of the whole section. They studied charts from the time the Hussar sank right up to the most modern they could locate.

Announce Theories ...

Finally, they announced that one of two things had happened to the Hussar and its \$4 million cargo. Either the strong currents had picked up the wreck and had carried it some distance away, or else she was now under dry land.

They pointed out that it was more likely that she is now under dry land, and pointed out that the currents in that passage are continually shifting and moving the shoreline, and that if the Hussar went down near the shore, as is supposed, then the shoreline might, by now, have moved enough to cover the wreck.

So, perhaps somewhere in that area, some homeowner is living on top of \$4 million in gold. The treasure may very well be lying Lake had designed a special en- under somebody's lawn or cellar

DIGEST of SHIPS' MEETINGS

STEEL SEAFARER (Isthmian), October 1—Chairman, Edward Wends; Secretary, Floyd C. Notan. Jeff Davis was elected ship's delegate by acclamation. There are 18 new innerspring mattresses. Six go to each department, and each depart-ment will draw for them. Bed sheets are too short: ship's delegate will contact the patrolman on this. Steward agreed to put out fresh fruit at night. Combination lock for night lunch in the pantry will obtained by the ship's delegate.

MARY ADAMS (Bloomfield), September 28—Chairman, "Red" Fink; Secretary, Robert M. Douglas, Repair lists will be made up. Thomas Lowe was elected ship's delegate by acclamation. Discus-sion was held on the delayed sailing. Brothers were asked to return books to the library.

October 12—Chairman, T. D. Smith: Secretary, Robert M. Douglas. Delegate will look into the matter of the water being shut off. Repair list suggestions should be handed in. Brothers were asked to be quieter at night.

VENORE (Ore), October 26—Chairman, H. B. Gaskill; Secretary, E. J. Ponis. There is \$15 in the ship's fund. Disputed overtime will be taken up at the payoff. Each new crewmember will donate 50 cents for the washing machine repair. Ship's fund should not exceed \$25. Food is very poorly prepared; there is not enough night lunch. Steward says not enough food was put on board. Crew-members voted to have something done about the food. Members agreed to have better shipboard harmony.



DOROTHY (Bull), October 12—Chair-man, J. Brady; Secretary, N. Matthew, Disputed overtime will be taken up with

LOGANS FORT (Cities Service), Octo-ber 15—Chairman, A. M. Bartlett; Secre-tary, Don E. Osborne. Sailing board dis-pute and repair list will be mailed into New York for approval. Delegates re-ported no beefs. rted no beefs.

ABIQUA (Cities Service), September 12
—Chairman, Steve Senak; Secretary, R.
M. Lefferty, Captain will contact the
company about forwarding LOGs and Untion mail promptly to the ship. Captain
will be asked why doors leading to the
engine and boiler rooms are being locked, as this is a safety hazard. Suggestion was made that all crewmembers donate to the ship's fund at the draw in Levansea, to be used for repairing the radio and washing machine. Steward will be asked about a possible ship's recreation fund. There is a shortage of soop chips.

CLAIBORNE (Waterman), October 26 Chairman, George Clark; Secretary, G. R. Kesch. Crew went on record not to accept Spencer rolls, beef for steak meat but to get a six weeks' supply of steak meat only. Steward said that 40 gallons of fresh milk were on board when the ship left Hotterdam.

ROYAL OAK (Cities Service), October 35—Chairman, George Leibers; Secretary, George Petrovich, Ship's delegate should see about repairing the washing machine. Milton was elected new ship's delegate. No action has been taken on the painting which was brought up at two previous meetings.

JULESBURG (Methisten), October 26-hairman, Seidler Secretary, S. F. Schuy-r. Lawson was elected ship's delegate. man should donate \$1 voluntarily

AFGUNDRIA (Waterman), October 5-Chairman, J. M. O'Neil; Secretary, John W. Williams. J. M. O'Neil was elected ship's delegate. Stewards' utility requested that face towels not be used to shine shoes. One washing machine should be kept for work gear and one for white clothes. After quarters should be painted. October 26—Chairman, Oscar Williams; Secretary, T. M. O'Neil. New chief mate

consular passenger Brother Charley Nor-ris of Mobile who was hospitalized in Germany. Unanimous vote of confidence went to the steward, cooks and the whole stewards department for a job well done. She's a feeder.

ANN MARIE (Bull), October 31—Chairman, Jack Farrand; Secretary, George H. Seeberger, Ship's fund stands at \$39. In case the ship is laid up all hands are in favor of crating up the radio and electric iron and sending them to the Boston hall. Eeach department will make out a repair list. Vote of thanks went to the stewards department for fine feeding and stewards department for fine feeding and service rendered.

SEACORAL (Coral), October 12—Chairman, Thomas Lyons: Secretary, P. J. St. Marie. E. F. Goodwin was elected ship's delegate. Steam line into the washing machine will be taken care of by the deck engineer by order of the Wilmington patrolman. This work is payable. Vote of thanks went to the stewards department for the way the food and hand. partment for the way the food and han-dling of same has been done so far

NEVA WEST (Bloomfield), October 26— Chairman, S. J. Anderson: Secretary, D. B. Patterson. H. E. Nichola was elected ship's delegate by acclamation. Discus-sion was held on the repairs listed last sion was held on the repairs listed last trip which were not taken care of. Cap-tain will get discharge blanks from the US consul in the next port. The cap-tain does not want soiled linen thrown down the ladder leading to the linen locker. Steward will hang linen bags outside the linen locker. Refrigerator and coffee and cream will be locked up in port, with the gangway watch holding the keys.

FAIRLAND (Waterman), September 1— Chairman, Orville Payne; Secretary, Wil-liam Saltrer, Bill Taylor was elected ship's delegate. Department delegates ship's delegate. Department delegates were elected also. One man left the ship in Galveston, Tex., and was replaced. Motion was passed to get new mattresses in New Orleans, but they could not be gotten in time; they will be picked up next trip out. Water cooler will be checked, as well as New Orleans supplies. Orleans supplies.

October 12—Chairman, Vic D'India; Secretary, F. Blumenberg. Boiled eggs and sardines were requested for night lunch. Question was asked why the steward checks the linen when he changes and why he keeps his toilet locked up and does not let the stewards department use it. Steward says he will leave it open unless the men do not keep it clean.

DEL RIO (Delta), September 28— Chairman, J. Tucker; Secretary, Ray Casanova, There is still no ice water. Delegates reported no beefs. There is \$22.75 in the ship's fund. Steward will type up a schedule for cleaning the laun-dry room

CHRISTOS M. (Marine), November 3 Chairman, C. Demeres; Secretary, Tony Wasiluk. Complaint was raised about no shore leave in Inchon. No heavy winter gear was bought there, but this may be taken care of in Yokohama. OS will make the 3 PM coffee. Fred Boyne was elected ship's delegate.



EVELYN (Bull), November 1-Chairman, Fred J. Bruggner; Secretary, Ed Dacey, Delegates reported no beefs.

SEATRAIN NEW YORK (Seatrain), October 13—Chairman, R. W. Sweeney; Secretary, E. M. Auer. New television antenna put the ship's fund in the hole for \$10. Steward was elected ship's delegate by acclamation. Company will be asked to make a treadway for the gangway while in New Orleans. Motion was passed that each crewmember denate \$1 to the ship's fund at the payoff. Repair list will be made up by each department before arrival in Edgewater.

EDITH (Bull), Nevember 1-Chairman, seems to be making efforts to clean up Rebert Brock; Secretary, L. Rirzo. Boson the ship. Two deck foc'sles, alleys and messroom have been painted so far, messroom have been painted so far, messman asked the crew to show more Move was made to contribute money for courtesy in keeping butter, cream, etc.,

Editor, SEAFARERS, LOG, 675 Fourth Ave., Brooklyn 32, NY

I would li	ke to	receive	the SEA	FARERS	LOG-pl	ease
my name					Informat	

CITY ZONE STATE

TO AVOID DUPLICATION: If you are an old subscriber and have a change of address, please give your former address below:

'Can-Shakers' Have No OK

The membership is again cautioned to beware of persons soliciting funds on ships in behalf of memorials or any other so-called "worthy causes."

No "can-shakers" or solicitors have received authorization from SIU headquarters to collect funds. The National Foundation for Infantile Paralysis is the only charitable organization which has received membership endorsement. Funds for this cause are collected through normal Union channels at the pay-off. Receipts are issued on the spot.

in the ice boxes. Crew passageways need sougeeing. Stewards department heads and showers need painting. Fresh vegetables should be omitted from the

SEAPENDER (Orion), October 19— Chairman, James Kelley; Secretary, Earl Harrison, Properly worded sailing board with correct time of sailing should be

STEEL KING (Isthmian), October 27-Chairman, E. Torres; Secretary, P. J. Harayo, J. F. Santos was elected ship

MAE (Bull), October 19—Chairman, F. Hipp) Secretary, F. Bons. There is \$20 in the ship's fund. 35 was spent for playing cards. OS missed ship in Galveston, as well as messman. Post steward says he won't put the new sink near the ice box. Steam pipe should be installed in the galley stove.



BURBANK VICTORY (Eastern), September 21—Chairman, D. Casey Jones, Secretary, George Frank, Anthony A. Secretary, George Frank. Anthony A. Meshipley was elected ship's delegate by acclamation. Each department should turn in a repair list upon arrival in the next US port. Ship's delegate should get a new library in the first port, using the ship's fund to defray transportation expenses. Each brother should donate \$1 to the ship's fund. Longer hose should be installed on the crew's washing machine. Each department delegate should check to see what painting and sougeeing and scraping is needed, as the ship has just come out of idle status.

October 19—Chairman, Sw. Casey

October 19—Chairman, D. Casey Jones; Secretary, C. Begucki, Ali hands donated \$1 to the ship's fund. All for'sless have been sougeed and will be painted from topside to bottom, including measurooms, pantries, showers and toilets of licensed and unlicensed personnel. \$8.85 was spent on library. There is \$28.15 left in the ship's fund, Steward said that all suggestions for improvements in the menu will be gladly accepted and carwill be gladly accepted and car-

REPUBLIC (Trefeigar), October 26-Chairman, Joseph Thomas; Secretary, John W. Picou, Ship's fund was started, with contributions totaling \$19; Ben Keri was elected ship's treasurer. Washing machine and wash room should be kept

BINGHAMTON VICTORY (Bull), October 26—Chairman, not listed; Secretary, James Balley. There was no milk aboard in Norfolk for about three days. Milk finally arrived. Salad was absent from the menu for a few days at sea.

WARHAWK (Waterman), October 27—Chairman, H. L. Meacham; Secretary, J. Puglisi. Captain thinks he has a fine erew. Each man will be given one chance only to foul up, even the captain. Laundry should be kept ship-shape. One man from each department should clean the laundry each week. Unfinished repair list will be turned over to the patrolmans in the next port. Patrolman should correct slopchest sizes and exorbitant prices. Men should be quiet in the passageways.

SIMMONS VICTORY (Bull), September 14—Chairman, J. Rodder; Secretary, H. Pedersen. One man went to the captain over the delegate's head. One brother paid off in Honolulu. Steward asked all to cooperate in keeping the coffee urn filled, so that it does not burn up, Wash-ing machine should be taken care of. Discussion was held on cleanliness and food preparation

Discussion was held on cleanliness and food preparation.

September 28—Chairman, Herman Podersen; Secretary, Pet Robertson, Washing machine should be repaired and a new motor installed in the galley blower system. H. Pedersen was elected ship's delegate. Ship's fund should be started for the purchase of magazines.

September 29—Chairman, P. Robertson; Secretary, H. Pedersen, 286.70 worth of magazines were purchased. Care of magazines were purchased. Care of magazines were purchased.

magazines were purchased. Care of magazines and washing machine were discussed.

Deck department rooms should be painted.

REPUBLIC (Trafalgar), October 21-Chairman, Frank Demasi; Secretary, John W. Picou. Delegates reported all well. \$24.65 was collected for the ship's fund. Iron. checkers, boards, cribbage set should be purchased in Port Arthur. Roach powder should be sprinkled all over the ship.

BALTORE (Ore), September 14—Chairman, Mack Singleton; Secretary, J. H. Parker, R. J. Scruggs was elected ship's delegate. At least one key should be supplied for the ollers room. Electrician said washing machine will be repaired Monday. Black gang rooms need painting. October 19—Chairman, Eugene Conrad. All engine de-Secretary, George Prots. All engine de-partment rooms were painted out this trip. Keys to ollers' room have not been supplied. Crewmembers should not slam doors late at night. Please leave the laundry room shipshape for the next man, Don't leave cots on deck when not in use. Wipers want to know why they can't have cleanser for sanitary work.

SEAPEARL (Colonial), August 22— Chairman, Dominic Di Sei; Secretary, Ar-turo Mariani, Jr. New touster should be obtained if possible for the crew messroom. Cups and glasses should be re-turned to the pantry. Stewards depart-ment got a vote of thanks for a well

October 5—Chairman, Dominic Di Sei; Secretary, Arturo Mariani, Jr. One oiler was hospitalized in Las Falmas, Canary Islands, A fireman was taken sick near the Island of Dominica. New brand of coffee should be purchased if possible.

A toaster for the crew will be purchased.

Assistant engineer did work that should have been overtime for men off watch.

ALCOA PURITAN (Alcoa), November 1 Chairman, John Mehalov, Secretary, J. Arnold, Master was displeased over performance of two men in the deck department. No one is to enter messhall in undershorts at any time. Discontinue the practice of dumping mop water in the

LAKE GEORGE (USPC), October S-Chairman, David Fair; Secretary, Edward V, Smith, Arthur Seago was elected ship's delegate. Motion was passed to start a ship's fund with a dollar donation from each man. Delegates will see about getting a radio speaker for the messroom. Delegates will draw up a repair list.

October 26-Chairman, Edward V.

October 26—Chairman, Edward V. Smith; Secretary, William Kehrwieder, Captain said radio will be repaired if possible, Ship's delegate will see the captain about an awning for the aft peop deck. Union will be contacted about get ting the company to forward mail to Port Said. Heads need repairing. Glasses should not be put in the sink. An iron is needed; ship's delegate will see the captain about this. Steward will try to get more cots and pillow cases in Italy as well as soap trays for the showers.

MARINA (Buil), October 26 Chairman, James W. Sweet; Secretary, Jahn W. Parker. There was not enough fruit jutces. Motion was passed to provide hot meals at night for the deck department. Repair list will be turned over to the patrolman in Savannah.

ber 2-Chairman, James Henners; Secre-tary, E. L. Baker. Brothers should coop-erate with the messman and leave the messhall after eating. Port steward will check all linen upon arrival in the US, No one should sign on again until ade-quate heating equipment is installed in the bosun's room. SOUTHLAND (South Atlantic), Novem-

WINTER HILL (Cities Service), Nevem ber 9 Chairman, A. G. Alexander: Sec-retary, J. Leavens. Most repairs have been taken care of. The rest will be

NOTICES

Please get in touch with the Welfare Department at SIU headquarters in Brooklyn as soon as possible.

Juan O. Otero

Please contact your local draft board. This is urgent.

* * * The Cities Service Oil Co. at 70 Pine St., NYC, advises they are holding checks, which can be claimed by writing to the above address, for the following men: W. Carney, Yourick Guillory and

Daniel Sheehan.

1 1 In order for headquarters to issue new books to the following members, it will be necessary for them to come in to headquarters or send in four (4) passport size

photos: a change

BULL RUN (Mathlesen), October 26—
Chairman, Anthony Debchick, Secretary, Kirby Digman. There is \$11.41 in the ship's fund; every man will denate \$1 in the next port. Washing machine should be more 42533.

BULL RUN (Mathlesen), October 26—
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taken up with the patrolman. One man was injured loading stores in Lake Charles. Richard Koch was elected treasurer by acclamation. There is \$55.24 in the ship's fund: \$2 was spent transporting the television set for repairs. \$12 was collected from the deck department for the fund; the rest of the crew will donate \$1 at the payoff.

MARGARET BROWN (Bloomfield), October 26—Chairman, Morgan Harris; Sec-retary, B. F. Grice. Discussion was held on bringing members up on charges for making statements to the master without first consulting the crew. All information on this will be turned over to the patrolman. Dishwasher should get on the ball and do a better job. Glass breakage has been excessively high this voyage due to rough weather. Stewards department got a vote of thanks for doing a good job.





ROBIN GOODFELLOW (Seas Shipping), April 13—Chairman, E. W. King; Secre-tary, J. Stefanik. Stewards department was congratulated on the meal just was congratulated on the meal just served. Cups and spoons should be returned to the pantry sink. Those returning to the ship should refrain from excessive noise and hilarity while in port. Departments will rotate the cleaning of the laundry. All books should be returned to the library when finished. Effort will be made to exchange the library with another vessel's while in port along the coast. Members should wears shirts in the messhall.

the coust. Members should wears shirts in the messhall.

October 19—Chairman, E. W. Kings Secretary, J. Stefanik. Captain keeps meddling in deck and stewards department affairs. 25 tons of small arms are being carried. The old man had been after the bosun because he is dissatistied with the deck gang work, but the bosun feels the work is satisfactory. Delegates will make out repair lists before reaching port.

SEAMAR (Calmar). September 21—Chairman, John R. Marshall) Secretary, Seb Barbott. Thomas L. Tuars was elected ship's delegate by acclamation. Action should be taken on stopped-up drains. Crew should cooperate more with the messman. Men should not enter the messhall at any time in their underwear. October 25—Chairman, J. Marshally Secretary, Black, Repair list should be prepared for drydock. Wiper is not carring for engine department heads as he should. Steward suggested that the captain should be contacted about painting

should. Steward suggested that the cap-tion should be contacted about painting all quarters. Discussion was held on dirty water in the water tanks. Members should take better care of the reading

TAINARON (Actium), September 4— Cheirman, Theodore James; Secretary, H. K. Smith. Flour is contaminated and un-fit for use. This matter will be taken up in Mobile with the port officials. Crew chauld use their respective heads and should use their respective heads and showers. Starboard door to the saloon

(Continued on page 25)

PERSONALS

Norman Keating

Please write or telephone your family at 91 Selwyn St., Roslindale, Mass., or call PArkway 7-0865.

Fred Wray

You can get in touch with me . at 957 Woodycrest Ave., or call CY 3-7547. I recently moved. Mother.

Johnny "Ski" W. Czajkowski Get in touch with E. T. Laws, Park, Calif.

William E. Hart

Please contact William E. Kennedy, 78 Old Annapolis Road, Linthicium Heights, Md.

Frank S. Borkowska

It is urgent that you contact your sister, Mrs. Helen Canas, 75 South St., Newark, NJ, as soon as Alberto Carrion

Regarding your message, no seamen's papers were found in the ollers foc'sle on the ship. H. M. Connel, delegate, SS Cantigny.

Albert Gapinski Get in touch with your attorney at 42 Broadway, NYC.

Harold A. Bonne

Please contact Thomas N. Breen, 220 Broadway, NYC, regarding claim against SS Marymar. Joseph Ruppe

Contact Murray Rosof, 10 East 40th Street, NYC. Very important.

DIGEST of SHIPS' MEETINGS.

(Continued from page 24) mess should be closed during meal hours due to the captain's wife being on board. Sailors can then get to the showers with-

November 9-Chairman, Charles Moss; Secretary, Herbert Kennedy. Repair lists will be turned over to the ship's delegate and posted. There should be more quiet in the messhalls. Stewards department got a vote of thanks.

MOBILIAN (Waterman), November 9-Chairman, W. B. Andersuc; Secretary, Al-bert G. Ependa. Beef about the chief en-gineer and captain scraping and painting their rooms as well as overtime beef will be referred to the patrolman. Steward was asked to put siew and pot pie on the menu once a week. Messhall should be kept clean; crew mess will sougee mess-hall and chairs. Department heads should out three copies of their repair for department head, patrolman

JOHN B. KULUKUNDIS (Mar Trade), October S-Chairman, W. V. Glick; Sec-retary, C. F. Aycock. Linen will be changed once a week; extra linen will be in the laundry bag, Old razor blades should be placed in the can provided for that purpose. Everybody turned to and belied to souther the recreation room. helped to sougee the recreation room. Brother Glick got a vote of thanks for getting a good library for this voyage: he spent his time and money to secure

October 29-Chairman, William V. Glick; Secretary, R. Grant. Food aboard this ship is not prepared to the satisfaction of the crew. According to the stew-ard, we were given a suitable amount of stores and there is no reason why it cannot be cooked right. Ship's delegate will see the patrelman about the chief cook at the payoff. Swearing at brothers by any member of the crew will not be tolerated, nor will the constant missing



Chairmen, Sieve Beregeria; Secrelary, Thursten J. Lewis. Since the captain was with us in our good beef against the chief mate, we got rid of him in Dakar. We now have a new chief mate. We now have a beef with the messman who wants to pay off. Crew feels that disciplinary action by the Union should be taken, since the messman knew this would be a long trip when he signed on. Stewards department wot a vote of thanks Stewards department got a vote of thanks for their good work.

HEYWOOD BROUN (Victory), Chair-man, William Alvare; Secretary, George Lethrep. Steward said that fresh vege-tables and ice cream weren't ordered be-

Quiz Answers

(1) 6:30. The actual travel time is 71/2 hours, plus the hour lost stopping on the way.

(2) London and Paris.

(3) Wisconsin. (4) Six, nine.

(5) Federal Trade Commission, Atomic Energy Commission, Federal Security Agency, Reconstruction Finance Corporation.

(6) All were the scenes of the surrenders in wars involving the Yorktown-American Revolution, Appomattox-Civil War, Versailles-World War I and the USS Missouri-World War II.

(7) "Benelux" is the name applied to a defense treaty set-up between Belgium, Netherlands and Luxembourg, all located in West-

(8) \$15. The portions of a third. fourth, fifth and sixth respectively yielded \$100, \$75, \$60 and \$50 to the first four organizations, leaving \$15 as the remainder.

(9) No, ruled the Supreme Court of Florida. A man doesn't have the right to marry a second wife at the expense of his first

(10) Romeo and Juliet. Romeo was a Montague.

Puzzle Answer



cause the chill box was broken and sup-plies wouldn't keep. Everyone should be sober for the payoff and clean his for ale before leaving. Stewards department got a vote of thanks for their fine work un-der adverse conditions during the past six months.

STEEL ADMIRAL (Isthmian), October 38-Chairman, Steve Derij Secretary Charles Hartman, Steve Deri was electe ship's delegate by acclamation. Steward turned over the \$91 in the ship's fund to the ship's delegate. Motion was passed to use the fund for repairing the crew's washing machine. Crew was asked to help keep the messhall clean. Stewards department got a vote of thanks for their good work.

GOLDEN CITY (Waterman), October 1 -Chairman, Joseph Ryan; Secretary, J. E. Hennon, Joseph Ryan was elected ship's delegate. Delegates reported every-

November 2—Chairman, Joseph A. Ry-an; Secretary, J. M. Hannon. Delegates reported everything okay.

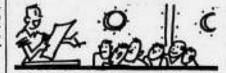
KATHRYN (Bull), November 1—Chair-man, A. Melendez; Secretary, N. La-chance, Washrooms were cleaned and painted. Situation on cigarettes has been

WILD RANGER (Waterman), October 26—Chairman, A. R. Busso; Secretary, W. Bennerson. Motion was passed to put Yale locks on each foc'sle door. Ship's delegate will see the patrolman about the ship's fund, which was in the care of the brother who was taken sick to the base. brother who was taken sick to the hos-pital. Port captain will be contacted about getting a new ice box.

SUZANNE (Bull), November 6-Chairman, Jim Murphy; Secretary, L. B. Gooch. Beef about the quantity of meat brought on board at sailing will be taken with the patrolman.

MONROE (Buil), October 19—Chairman, D. Piccereili Secretary, J. E. Townsend. John Klemowicz was elected ship's dele-gate by acclamation. Bosun asked all deck hands to be on deck at all times when the ship has to be secured for sea. Stew-ards department got a vote of thanks for the good chow.

SEACLIFF (Orion), October 5-Chair-man, R. Profozich; Secretary, J. Bernetti. Repair list will be taken care of in the first US port. All hands should cooperate on cleaning the recreation room, laundry. for sles, washing machines and refrain from putting their feet on the chairs. Crew was asked to take it easy on all types of noise, especially slamming doors, as there seems to be more of this going on than there was on the previous trip.



BEAUREGARD (Waterman), November 7—Chairman, R. Ramsey; Secretary, Al De Forest. Letter was sent to the hall in De Forest. Letter was sent to the hall in connection with restricted shore leave in Korea. Disputed evertime will be taken up with the patrolman. Chief engineer will be asked about getting an agitator for the washing machine in California. Bunks should be stripped and foc'sles cleaned before the payoff. Repair list is ready for typing, so any additions should be turned in as soon as possible. All books should be returned to the library. Pillows and mattresses should be replaced.

ROBIN WENTLEY (Seas Shipping), October 21—Chairman, Leonard Wright; Secretary, H. McAleer. More port screens should be added to the repair list. De-

abould be added to the repair list. De-partments will take turns keeping the laundry and library clean. Blowers in focales should be turned en. November 9—Chairman, Harold McAleer: Secretary, Leonard Wright. Re-pair list was turned in. Coffee grounds should be dumped in garbage cans, not in waste paper box. Extra linen will be turned in to the steward, as well as cots and mattresses. Repair list should include sougeeing of foc'sles and new toast-ers. Patrolman didn't square last trip's beefs.

MAIDEN CREEK (Waterman), August 30-Chairman, Barney Kister; Secretary, J. McCallum. Vote of thanks went to the stewards department for their fine work; the crew hopes that things con-tinue the same for the balance of the voyage.

September 21-Chairman, Barney Kinseptember 21—Chairman, Barney Kin-her; Secretary, Charles Merrill, Library will be boxed up and traded for a new one. Steward asked all men getting off at the end of the trip to strip their bunks and turn in all dirty linen. Vote of

thanks went to the stewards department, November 8—Chairman, Norwood Gene; Secretary, Barney Kinter, Each department should draw up a repair list. Laun-dry, pantry and messhall should be kept cleaner. Crew should try to clean up

FAIRPORT (Waterman), November 14—Chairman, W. E. Morse: Secretary, M. Deo-Tiska. Men paying off should turn keys over to the department heads. New mattresses should be put aboard. Chief engineer should put more pressure on toilets aft and fix showers. Motion was passed that anyone caught stealing from the ship be fined by the Union, as this pilfering is getting to be quite a habit. A vote of thanks went to the stewards department for a job well done and the good chow being put out. FAIRPORT (Waterman), November 14od chow being put out.

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.

for the messhall will be requisitioned again at the end of this trip. Stewards department got a vote of thanks for a job well done in the galley. Crew was asked to take care of the new washing machine and to keep the messhall clean.

YORKMAR (Calmar), November 9— Chairman, Waiter H. Szeczepanski: Secre-tary, Frank O'Neill. Joe Brooks was elected ship's delegate by acclamation. Messman was asked to leave out more glasses and cups until the drinking fountain is repaired. All hands should close doors and lockers when the ship is in port. Temporary repair list will be turned in at the end of the trip.

SEAGARDEN (Orion), August 5—Chair-man, J. Bracht; Secretary, Kenneth Col-lins. Ice machine in the messroom and washing machine are not working. Showers should be fixed; stores should be or-dered in Yokohama. Repairs of ice boxes, stewards toilet, fans are needed. Vote of thanks went to the baker for his good

September 5—Chairman, J. Bracht; Secretary, Kenneth Collins. Nothing has been done about the repairs. Captain does not seem to want to do anything about them. Chief engineer will not hear of rotating the watch to give other men a chance to get ashore to do shopping. One man missed the ship when leaving Yokohama for Korea. Vote of thanks went to the baker and suggestion made that he make apple turnovers.

October 5—Chairman, J. Staebler; Sec-retary, Kenneth Collins. All repair work has been done. Man who missed the vessel last time has rejoined; bosun paid off sick. A new oller was picked up, Captain should get a full deck erew as soon as possible. Ship's delegate sug-gested that the crew be more on the Job. Medicine chest should be checked and supplied in Japan, Letter should be sent supplied in Japan. Letter should be sent to headquarters about the men who missed the ship, as they have plausible excuses

HOSKINS (Cities Service), vember 4—Chairman, Honest Al Whit-mer: Secretary, David Baugh. There are about a thousand hours of disputed OT. since there was no shore leave in Bremer-haven; this will be taken up at the payoff with the patrolman. Ship's delegate thanked the crew for their excellent co-operation at all times—one of the finest crews in the SIU. Bosun has been doing crew's work; this will be reported to the patrolman. Communication was sent to headquarters on the pumpman who missed the ship. Members were asked to turn repair lists over to delegates. Stewards department was given their second vote of thanks for the trip.

CHIWAWA (Cities Service), November 9—Chairman, M. O. Brightwell; Secretary, J. A. Phillips. Report on two men fired was turned in to Lake Charles patrolman. Ship's fund stands at \$12.32. \$21.60 was spent on a funeral wreath for P. M. Blackwell's mother. Patrolman should be

JEFFERSON DAVIS (Waterman), October 22-Chairman, J. C. Christian; Secre-tary, E. C. Craddock, C. Wright was elected ship's delegate; H. H. Pierce was elected engine delegate. Washing machine should be kept clean and the drain hose repaired. Deck watch was asked to leave a flashlight in the messhall for the lookout. Members were asked to keep their feet off the chairs and return all cups to the pantry. Engine and deck heads should

be sougeed. November 1—Chairman, H. M. Lammi ecretary, H. H. Pierce. Washing ma-Secretary, H. H. Pierce. Washing ma-chine should be kept clean. Chief engi-ner will be contacted about a drain pipe. Tables will be checked by the steward before each meal. Loud talking and ra-dio playing must be stopped at night while men are sleeping. New mattress is needed for the 8-12 oiler.

McKETTRICK HILLS (Western Tank-ers), September 12—Chairman, M. Pier-pirsknij Secretary, John Fee. Dollar do-nation by each man will be used to buy records in Montreal. This donation records in Montreal. This donation will be voluntary. New reading material will also be bought. Repair list will be posted for that work that can be done at sea. Any member guilty of destroying or stealing ship's gear will be brought up on charges. Black gang was cautioned about slamming engine room doors while going to and from watches. going to and from watches.

ROBIN KIRK (Seas Shipping), Novem ROBIN HOOD (Seas Shipping). November 2—Chairman, Fred Israel; Secretary, ber 2—Chairman, Fred Israel; Secretary, Chairman, Bill Logan; Secretary, cleaned, tiles in heads checked, all rooms and showers painted. No one is to pay to the March of Dimes, there was a balance of \$50 in the ship's fund. Chairs is \$24.50 in the ship's fund. Emergency

TAINARON (Actium), September 21— Chairman, H. K. Smith; Secretary, Her-bert (Tiny) Kennedy. Three new men came aboard in Norfolk, Va. New lock-ers are being put up by the deck engi-neer and bosun. One man missed ship in Port Sulfur. Old flour was changed for new. Charges on man who missed ship were dropped, in accordance with Union agreement. Fan in dry store room needs agreement. Fan in dry store room needs fixing. Cooks should not use old potatoes from the night before. Crew should not use dishes for ash trays. Crew should return books to the library as soon as they have finished them.

THE CABINS (Mathiasan), November 2 Chairman, W. J. Wolfe; Secretary, W. J. Prince. Steward should get a new chief cook on return to the States. Discussion was held on cold drinks and keeping the washing machine clean.

FAIRISLE (Waterman), October 25— Chairman, M. A. Machelle; Secretary, George D. Smith. Brother Howarth was elected ship's delegate by acclamation. Shipmates have been leaving the washing machine dirty. Also, there is no place to hang clothes to dry.

SOUTHERN DISTRICTS (Southern Trading), October 12—Chairman, A. H. Anderson; Secretary, W. H. Thompson. A. H. Anderson was elected ship's dele-gate. Ship's delegate will see the captain about having the ship carry cigarettes, tooth paste, gloves and other items for the crew. Galveston agent will be contacted about showers, heads and gratings in the crew's bath. Library should be obtained in Galveston.

November 7—Chairman, A. H. Ander-son; Secretary, Steward. Galveston port agent settled the hot water beef. Noragent settled the not water beer. Nor-folk agent will be contacted about the member who is not living up to his agreement, Locker repairs are needed. The messroom should be kept clean.

CANTIGNY (Cities Service), November Vernon Manuel. There is \$22.07 in the ship's fund; \$10 was spent on a floral wreath for the late wife of the radio operator. Arthur Wilfert was elected ship's delegate. Rotary list for the cleaning of the received ing of the recreation room by the three departments will be posted. Suggestion was made that bound volumes of the 1951 and 1952 SEAFARERS LOG be procured for the ship's library.



AFOUNDRIA (Waterman), November 17—Chairman, Leroy A. Williams; Secre-tary, Carl Simpson. Membership does not have any place to dry laundry now that cold weather is here and the chief engineeer does not allow anyone to dry laundry in the engine room fidley. Mo-tion was passed to ask for some space to dry laundry without waiting two or three days for it to hang out some place on the deck. Chief cook and night cook and baker are now sleeping in one room that isn't large enough for two people.

AZALEA CITY (Waterman), October AZALEA CITY (Waterman), October 22—Chairmen, A. Pappas; Secretary, Peter Vicare, Beefs against the mate will be turned over to the patrolman. All crew lockers should be fixed; chairs are needed for the messman's rooms. Iron will be taken care of by the steward. Each member will donate \$1 to the ship's fund. Vote of thanks went to the steward and his department for good food ard and his department for good food

KATHRYN (Bull), November 11-Chairman, Anibal Albi; Secretary, Felipe Aponte. Ship's delegate had a beef about non-crewmembers hanging around the messhall eating during the crew's mess-time. Steward and messboys refuse to take the responsibility of keeping them out. This beef was settled at the payoff.

DE SOTO (Waterman), October 12-Chairman, Joe Cave; Secretary, Philip Reyes. New repair list should be made out for the new men. Motion was passed to form a ship's fund, to be used only for Union activities. Every member will donate 50 cents until the fund has a balance of \$30. Steward offered the crew the use of his iron but asked that everyone return this after using it. Vote of thanks was given to the steward and his department for the good food and serv-

BEATRICE (Bull), July 7—Chairman, Di Chark; Secretary, Rafael Santos. Rafael Vidal was elected ship's delegate. Steward will check the springs in each bed. Ship's delegate will ask the 1st as-sistant about cleaning gear for the wip-er's sanitary work.

October 28—Chairman, William Ortizi

Secretary, Leroy Johnson. Beef about feeding of customs in Santo Domingo will be referred to the captain and pa-trolman. Crew would like to know if such persons can be kept out of the crew

CAROLYN (Bull), November 1-Chairman, Freddie; Secretary, not listed. Stew-ards department repair list will be re-ferred to the patrolman. Second mate will be asked to check clocks more often.

SEATRAIN LOUISIANA (Seafrain), November 15—Chairman, Walter Beyeler; Secretary, William J. Stephens. Five members are getting off in New York.

lights should be placed in the galley and in the engine room. Vote of thanks went to Smoky for showing films to the crew.

TAINARON (Actium), september 21—
Chairman, H. K. Smith; Secretary, Herbert (Tiny) Kennedy. Three new men before being painted. Drain hose on the washing machine should be replaced. All foc'sies should be left clean when leaving the ship. Dirty linen should be turned in to the steward. Crew voted unanimously to donate the ship's fund to the patients in the Fort Stanton Hospital, NM.

> STRATHCAPE (Strathmore), no date—
> Chairman, Lew Meyers; Secretary, J. Osborne. Although the repair list was
> turned in in plenty of time, the captain
> isn't going to have any work done because he doesn't know if the ship is going to lay up or not. Captain is running
> the stewards department, turning only
> one man to sourceing topside passageone man to sougeeing topside passage-ways and breathing down his neck all the while he is working. J. E. Gray was elected ship's delegate. Patrolman will make sure all repairs are done. All we have got so far is a growl and the state-ment that he hasn't got the parts. Dis-cussion was held on why we ran out of all sanitary supplies

> AZALEA CITY (Waterman), November 2—Chairman, Robert Hufchins; Secretary, David B. Sacher. Ship's fund was re-ported at \$39. M. Arroya was elected ship's delegate. Something should be done about the heat and water cooler back aft once and for all. Bread should be put in a bread box instead of the ice box. Ship's meeting should be called in Tampa with the patrolman present to do something about the chief mate.



ELIZABETH (Bull), November 9-Chairman, G. Bonafont: Secretary, R. Rivera. Awning for back aft will be brought to the attention of the patroiman and put on the repair list. F. Camacho was elected ship's delegate. Doors should be kept closed in port.

SAN MATEO VICTORY (Eastern), Oc-tober 12—Chairman, A. Thorne; Secre-tery, J. B. Griswold, Steve Prokopuk was elected ship's delegate. Garbage should be dumped aft to keep the deck clean. Stewards department was commended on the chow. Something should be done about cleaning of the laundry; delegates will decide about this.

OLYMPIC GAMES (Western Tankers), November 11—Chairman, Ed Callahan; Secretary, J. T. Lelinski. Vote of thanks went to the skipper for all he did in search of our missing brother. D Brown-ing was elected ship's delegate. Place at the end of the table should be left for the watch at summer. Beauty list will the watch at supper. Repair list will be given to the patrolman. Ship's fund stands at \$52. Radio will be taken ashore for repairs.

SAN MATEO VICTORY (Eastern), October 29-Chairman, A. Thorne; Secretary, T. Duncan, Safety suggestions were dis-cussed and improvements recommended

to the captain.

November 1—Chairman, W. Johnson, Secretary, not listed. Repair lists for all departments will be turned in. Bunks should be stripped down and ship cleaned before the payoff. Vote of thanks went to the stewards department for good and service-particularly the baking.

OCEAN LOTTE (Ocean Trans.), November 9-Chairman, E. Rosa: Secretary, M. Lipkin. Motion was passed to have the ship's delegate request the captain to take on four months' worth of cigar-ettes in Yokohama and replenish the slopchest. There are not enough lights in the passageway. GIs in Korea have been raiding the ice box. They are welcome to coffee, but that is all. All hands are satisfied with the bacon. Coffee cups are not being returned to the sink. Care of washing machine was discussed

GEORGE A. LAWSON (Pan-Oceanic), Secretary, V. L. Gillilend. Soap and soap powder should be put aboard when the vessel reaches Puerto Rico. Oscillating fans should be installed in the messhall. recreation room and crew's quarters Mushroom vents should be inspected and repaired or replaced where necessary. Refrigerator system should be checked and repaired before the next crew signs Committee will inspect food stores for the next trip. Patrolman should check slopchest to make sure that heavy weather gear is carried, as well as a

better class of merchandise.

November 18—Chairman, James Stegatis; Secretary, Keith M. Cole, Refrigerator system is still fouled up. Patrolman will check this at the payoff, as well as the slopchest supplies.

ALCOA POLARIS (Alcoa), November 9
—Chairman, Leon Kyser; Secretary, J. P.
Morris. Two men missed ship. Delegates
reported no beefs.

MAFYMAR (Calmer), September 21— Chairman, Cummins; Secretary, James F. Byrne. Crew messhall needs sougeeing and fumigating. Beef was made about the dishes not being very clean. New coffee urn should be installed. Each department will take turns cleaning recreation room.

November 16 — Chairman, Joseph McCabe; Secretary, James F. Byrne. Fan is needed in the laundry room. Old washing machine should be dismantled and used for spare parts. There was no hot water in the crew showers for about two weeks. weeks. Crew messroom and recreation room have not been painted for more than 14 months. Department delegates will make up repair lists.

A Little Remembrance For Thanksgiving Day



Cartons of cigarettes and smokes are distributed to the patients at the Manhattan Beach hospital by SIU representative Walter Siekmann. The smokes were given out in the hospitals as a little extra added bonus for the holiday on top of the regular \$15 weekly benefit which is given to hospitalized Seafarers for as many weeks as is necessary, up to years in the case of long-term patients such as those here and at Fort Stanton,

will collect the \$200 maternity ship, NJ. benefit plus a \$25 bond from the Union in the baby's name.

Iris Mae Goodrum, born August 19, 1952. Parents, Mr. and Mrs. Dewitt D. Goodrum, Box 1096, Bayou La Batre, Ala.

Richard Raymond Holman, born August 14, 1952. Parents, Mr. and Mrs. Lawrence Holman, 1126 Engleside Avenue, Baltimore 7, Md.

* *

Dale Martin Lewis, born July 25, 1952. Parents, Mr. and Mrs. William Lewis, Jr., Parksley, Va.

Jacquelyn Donald, born October 11, 1952. Parents, Mr. and Mrs. Leroy Donald, 28091/2 Willow Street, New Orleans 15, La.

4

Daniel W. Alexander, Jr., born August 12, 1952. Parents, Mr. and Mrs. Daniel W. Alexander, Sr., 556 State Street, Mobile 16, Ala.

Elsie Annie Norris, born November 10, 1952. Parents, Mr. and Mrs. Raymond J. Norris, 1216 Bainbridge Boulevard, South Norfolk,

t t Edward Joseph Barnes, born October 7, 1952. Parents, Mr. and

the Seafarers Welfare Plan:

Maternity:

Disability:

totally unable to work.

Ave., Brooklyn 32, NY.

All of the following SIU families ison Avenue, Saddle River Town- Mrs. Jay C. Steele, Box 45, Bayou

Mark William Todd, born Octo-William M. Todd, 29 Laidlaw Avenue, Jersey City, NJ.

4

Carlos Alton Roberts, born November 5, 1952. Parents, Mr. and Mrs. Charlie A. Roberts, 1602 Mechanic, Galveston, Tex.

4 Billey Frank Sanchez, born October 7, 1952. Parents, Mr. and Mrs. Aurelio Sanchez, 520 SW Third Street, Miami, Fla.

Evelyn Fumero, born October 27, 1952. Parents, Mr. and Mrs. Ignacio Fumero, 159 Baltic Street,

Brooklyn, NY.

Michael Bruce Mercler, born August 23, 1952. Parents, Mr. and Mrs. Joseph L. Mercier, 210 West Camden Street, Baltimore, Md.

tt James Miles Nish, born November 5, 1952. Parents, Mr. and Mrs. San Bernardino, Cal.

* * *

Richard Lamar Colvin, born Oc-Tensas Street, Prichard, Ala.

Eunice Irene Steele, born Octo-Mrs. Sylvester T. Barnes, 226 Mad- ber 27, 1952. Parents, Mr. and

Who Gets SIU Renefits?

Following are the requirements for two of the benefits under

Any eligible Seafarer becoming a father after April 1, 1952,

will receive the \$200 maternity benefit payment, plus the Union's

gift of a \$25 US Treasury Bond for the child. Needed is a copy

of the marriage certificate and birth certificate. If possible, a

discharge from his last ship should be enclosed. Duplicate payments and bonds will be given in cases of multiple births.

Any totally disabled Seafarer, regardless of age, who has seven years sea time with companies participating in the Welfare Plan,

Applications and queries on unusual situations should be sent

is eligible for the weekly disability benefit for as long as he is

to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth

La Batre, Ala.

*

Nancy Barbara Cataudella, born ber 24, 1952. Parents, Mr. and Mrs. November 3, 1952. Parents, Mr. and Mrs. Frank Cataudella, 356 Henry Street, Brooklyn, NY.

4 Carmen Nilda Velasquez, born November 11, 1952. Parents, Mr. and Mrs. William Velasquez, 159 Bond Street, Brooklyn 2, NY.

4 Anthony George Guerriero, born November 2, 1952. Parents, Mr. and Mrs. Francis Guerriero, 763 Broadway, Somerville, Mass.

4 Tullos M. Steward, Jr., born November 2, 1952. Parents, Mr. and Mrs. Tullos M. Steward, 259 Broad Street, Mobile, Ala.

Michael David Evans, born July 25, 1952. Parents, Mr. and Mrs. Roy B. Evans, 224 D. Tensas Street, Prichard, Ala.

Richard Roberts, born October

5, 1952. Parents, Mr. and Mrs. James L. Nish, 840 - 20th Street, Rexford L. Roberts, 74 West 176 Street, Bronx, NY.

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Jacquelyn Ann Craven, born tober 26, 1952. Parents, Mr. and May 27, 1952, Parents, Mr. and Mrs. Stanley H. Colvin, 247 C. Mrs. Jack W. Craven, 217 Abercorn Street, Sayannah, Ga.

> Ethel Ann DeCosta, born November 15, 1952. Parents, Mr. and Mrs. Antone DeCosta, 1127 East Adams Street, Jacksonville, Fla.

Ellis Boyd Gaines, Jr., born September 21, 1952. Parents, Mr. and Mrs. Ellis B. Gaines, Sr., 1754 Limerick Street, Mobile, Ala.

Richard Thaddeus Doyle, born October 10, 1952. Parents, Mr. and Mrs. James Doyle, 3103 B. Mountain Drive, Philadelphia, Pa.

* * * Shelley Beth Beaver, born October 29, 1952. Parents, Mr. and Mrs. Joseph H. Beaver, 4800 Piety Drive, New Orleans, La.

Deborah Hyde, born November 13, 1952. Parents, Mr. and Mrs. Thomas R. Hyde, 3215 Dauphine Street, New Orleans, La.

Jezelle Marie Kleiber, born June 14, 1952. Parents, Mr. and Mrs. Melvin C. Kleiber, Box 344, Newport, Ore.

in the HOSPITALS

The following list contains the names of hospitalized Seafarers who are being taken care of by cash benefits from the SIU Welfare Plan. While the Plan aids them financially, all of these men would welcome mail and visits from friends and shipmates to pass away the long days and weeks in a hospital bed. USPHS hospitals allow plenty of time for visitors. If you're ashore and you see a friend's name on the list. drop in for a visit. It will be most welcome.

USPHS HOSPITAL NEW ORLEANS, LA.

Eustace D. Ball N. R. Cartwright Oliver Celestine Rogelio Cruz John F. Dixon Thomas L. Dugan B. D. Foster Charlie Givens Joseph A. Gomez Elmer L. Harvey Sam Henry Leo H. Lang

F. Liles S. Marine S. Marinello S. W. Martin W. L. McLellan John H. Parsons Edward Poe Karl Rasna Abram A. Sampson Wilbur H. Scott Charles M. Silcox

USPHS HOSPITAL BALTIMORE, MD.

Antonio Alcain Earl A. Bink Louis A. Brown William W. Brown Henry K. Callan John R. L. Dodds Thomas Downie Oscar Garcia Gorman T. Glaze Walter C. Gray Peter Gyozdich
Jose A. Griffith
N. T. Jackson
Stamatios Kazakos
B. Klakowitz

Anthony Klavins Marvin F, Kramer L. G. Linthicum John G. Macchia Edward Molineaux Michael J. Murray J. Ochlenslager Ramon Ramirez A. B. Seeberger L. G. Sheehan Clarence Tingle A. A. Voyevotski Joseph Zeschitz

USPHS HOSPITAL GALVESTON, TEX.

W. C. Brown
Warren W. Currier
Patrick J. Green
Charles T. Ingram
Carl R. Johnson

E. Kocanoviski
J. E. Markopolo
A. J. Menendez
J. Peoples
Carey E. Purvis

USPHS HOSPITAL NORFOLK, VA.

Harold J. Gillan Fred Havard Roger W. Horton Leslie M. Jackson Thomas J. Kustas

C. L. Massey Arthur Ronning S. E. Roundtree S. E. Roundtree William A. Rowe H. R. Whisnant Edgar Willis

USPHS HOSPITAL, SAN FRANCISCO, CAL. George W. Crosby Andrew Franklin L. M. Henrequez Eddie Ho Earl J. Sillin Peter Smith D. K. T. Sorensen Robert Verney

USPHS HOSPITAL SEATTLE, WASH. Anafrio DeFilippie Marcel J. Jette S. Heiducki William J. Mechan S. Heiducki F. W. Henderson

VETERANS ADMINISTRATION HOSPITAL CORAL GABLES, FLA. Julius Atwell Robert C. Bennett

USPHS HOSPITAL BOSTON, MASS.

R. P. Bowman John P. Fifer John J. Flaherty W. Girardeau J. E. Senneville Donald S. White

USPHS HOSPITAL SAVANNAH, GA. Warner W. Allred J. M. Hall J. H. Ashurst Louis C. Miller George O. Corbett J. T. Moore James E. Garrett Jack D. Morrison

SEASIDE GENERAL HOSPITAL WILMINGTON, CAL. N. M. Armiger

USPHS HOSPITAL SAN JUAN, PUERTO RICO Elmer B. Frost

VETERANS ADMINISTRATION HOSPITAL BRONX, NY Salvatore Legayada

SAILORS SNUG HARBOR STATEN ISLAND, NY Joseph Koslusky

USPHS HOSPITAL MEMPHIS, TENN. Wilmoth Bormar R. Cheeley Virgil E.

USPHS HOSPITAL DETROIT, MICH.

Tim Burke USPHS HOSPITAL FORT STANTON, NM
Donald McDonald Jack H. Gleason
Adion Cox Thomas Isaksen Adion Cox John G. Dooley Otto J. Ernst F. I. Gibbons A. McGuigan Renato A. Villata

USPHS HOSPITAL MANHATTAN BEACH, BROOKLYN, NY Robert Atmore Carl S. Barre Leo Kulakowski Frederick Landry James J. Lawlor
Martin Linsky
Francis F. Lynch
Claude A. Mardell
Harry F. McDonald
Vic Milazzo
John B. Mardell Carl S. Barre
Rupert A. Blake
Claude F. Blanks
E. C. Blosser
Walter Chalk
C. M. Davison
Emilio Delgado
John J. Driscoll
Enrique Forcer John R. Murdock Pedro O. Peralto G. E. Shumaker Robert Sizemore Henry E. Smith A. D. Thompson Enrique Ferrer Leonard Franks Robert E. Gilbert

Bart E. Guaranick John W. Keenan USPHS HOSPITAL Joseph P. Wise

MASSACHUSETTS GENERAL HOSPITAL BOSTON, MASS. Lawrence DuBeau

BELLEVUE HOSPITAL NEW YORK, NY Anton J. Kuna

USPHS HOSPITAL STATEN ISLAND, NY David C. Archia
Victor Arevalo
William Atchason
Paul Babysk
T. E. B. Bach
Joseph Beary
Joseph T. Bennett
Julio C. Bernard
Maurice Burnstine
George Canning Ludwig Kristiansen Charles Kuril Chester Krupinski Florian Kubicki E. E. Kunchich Thomas J. Kustas James R. Lewis I. McCormick Erling Melle P. Merto Alfred Mueller

George Canning Wilson Cara Enrique Carrerss Carl Ernest H. E. Forrester John Galvin Frank E. Gardner Robert F. Gribben Howard L. Hailey Ogul C. Harris William Herman Fred Hohenberger Juan Hopkins Chester B. Jensen

August Steinman Frank J. Taggart W. F. Vaughan A. Wheaton Benno Zielinaki Thomas P. Kenny Robert H. Kline Phillip Korol LONG ISLAND COLLEGE HOSPITAL NEW YORK, NY Jens C. Madsen

Alfred Mueller
Herbert Muncie
L. G. Murphy
Kurt A. Nagel
William E. Pepper
Robert E. Quinn
Oliver W. Richard
Howard E. Rode
Virsil Sanberg

Virgil Sanberg

C. B. Sawyer Frank Soriano

ST. VINCENT'S HOSPITAL NEW YORK, NY Joseph A. Pilutis

METROPOLITAN HOSPITAL NEW YORK, NY Herbert Williams

Getting The Good News



Ignacio Fumero (left) reads letter from Union congratulating him on arrival of his new daughter Evelyn; also informing him that \$200 maternity benefit and \$25 defense bond is enclosed. Holding message is Paul Sanford.

SEEIN' THE SEAFARERS



With WALTER SIEKMANN

(News about men in the hospitals and Seafarers receiving SIU Welfare Benefits will be carried in this column. It is written by Seafarer Walter Siekmann based on items of interest furned up while he makes his rounds in his post as Director of Welfare Services.)

Seems like the thing that's tops in the minds of the guys over in Staten Island Hospital is "how's shipping?" At least that's the question they all ask whenever we walk into any of the wards to hand out some of the Welfare Plan cash. One of the guys who is real interested in the shipping picture is Leonard S. Bugajewski. He's just in the hospital for a short while, and figures he's going to grab a ship just as soon as he gets out.

August W. Steinman, is coming along real well over at Staten Island now. He's been through three operations so far, and is picking up,



was started. He sure can spin some interesting yarns, and it might help some of the newer men understand the background of the SIU if they heard some of these stories. The fact that the SIU has somebody to visit Seafarers in the hospital personally is something that sure is different from the old days, according to August.

August is one of the oldtimers in the SIU. Every once in a while he gets talking about the old days, before the SIU was organized and when the SIU

We ran into a problem the other day, when one of our members who could speak little English came in. It seems that he could understand English well enough to get along aboard ship, but otherwise he had trouble understanding people and making them understand him. He explained the trouble he had been having, and so we went along with him up to the company office, and helped him collect his earned and unearned pay from a ship he had left a few weeks ago. As a result, he walked out of the company's office just about \$900 richer than he was when he walked in.

They've fitted Morris Bernstein with his artificial legs now, and he figures he'll be getting out of the hospital pretty soon. First, he's

got to get some lessons on how to use the new legs, and practically learn how to walk all over again. David Archia's sure been having a string of bad

luck. He is in the Staten Island hospital now, pretty sick, and now his wife has just been taken sick down in Philadelphia.

Thomas Kustas got himself transferred to Staten Island Hospital. He was down in Norfolk, but his wife is expecting a baby sometime this month, so he got sent up here so that he could be closer to home when the big event happens.

A lot of guys have found themselves being taken over the coals by some sharp claim agents lately when they tried to give statements about an accident they witnessed. These sharp operators seem to make it their business to try to twist words around and confuse the fellows until they say just what they want them to. In many of these cases, the fellows have found themselves so confused tioning SIU machinery swung into they said almost the opposite of what happened.

Our advice is to be very careful about giving a company any sort direction of headquarters. The of signed statement or deposition. Your best bet, particularly in view



Bugajewski

of the many phony operators around, is to contact the Union's Welfare Services Department before ranging for the body to be sent you agree to talk to any investigator or to give any back home in the first instance statements. Most of us still remember the LOG expose on the way a private eye was trying to rope in witnesses in Brother Philip Pron's case. To guard payment of all bills and expenses against this sort of thing, contact the Union first.

Julio Bernard, who was an AB on the Kathryn (Bull) is out of the hospital now, and is taking it a little bit easy for a while. He says that he'll probably be shipping out in the next couple of weeks, but figures he still wants a little bit more

time ashore.

The deaths of the following in Staten Island, NY. Born in the Seafarers have been reported to Philippine Islands, he joined the the Seafarers Welfare Plan and \$2,500 death benefits are being paid to beneficiaries.

Louis A. Welch, 64: Brother Welch was drowned off Pier 12 in New York Bay on May 26, A FOW in the engine department, he joined the SIU in New York on April 18, 1941. Burial took place at Rosehill Cemetery, Linden, NJ.

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Oscar Irvine O'Neil, 28: Brother O'Neil was killed on October 9 as a result of an accident. He had joined the Union at Lake Charles in 1951, sailing as an OS in the deck department. He is survived by his wife, Jackie Marie O'Neil, 3448 Fifth Avenue, Port Arthur,

ber 30 Brother Banes died of nat- vived by his aunt, Mrs. Lee Elliotte, ural causes at the USPHS Hospital | RFD 1, Box 308, Salisbury, N. C.

SIU in Philadelphia, and, since 1939, had been sailing as an FOW in the engine department. Burial took place at Silver Mount Cemetery, Staten Island, NY.

. 1 1 1 Raymond E. Greene, 29: Brother Greene was fatally injured in an automobile accident on May 28. He was buried in Cedarwood Cem-

etery, Halifax, NC. Surviving is

his father, Samuel L. Greene.

\$ \$ \$ Charles A. Hartman, 43: Brother Hartman died on September 12 when he drowned in the East River off Pier 19. Born in North Carolina, he had joined the SIU in 1949, and had sailed in the engine department as FOW and deck engineer. Burial was in the Rosehill Alejandro Banes, 61: On Octo- Cemetery, Linden, N. J. He is sur-

Double Blow Hits SIU Family



Pallbearers at funeral of Seafarer W. C. Spivey are shown behind coffin of accident victim. They are, left to right: E. B. Tilley, Savannah SIU Port Agent; Frank Brazell, Jimmie Littleton, C. E. Mosely, Claude R. West, Bob Moglan. Anchor-shaped wreath was sent by Spivey's shipmates on Strathbay, the ship Spivey died aboard.

The way the SIU Welfare Services are set up to aid the family was highlighted recently when a double tragedy struck the Spivey family of Nicholls, Georgia. Two brothers, one a Seafarer and one a licensed engineer died aboard ships within one week. The first death,

that of Seafarer William C.+-October 31 while it was in the port to the family to help them out. of Philadelphia. Seven days later, A. F. Spivey died aboard the Androil.

Bill Spivey, who sailed in the great many Seafarers who passed friends of the deceased. through the port of Savannah. Assoon as his mother learned of the death, she immediately got in son, Georgia, the Spivey family touch with E. R. Tilley, Savannah port agent of the SIU. Meanwhile turn notified Welfare Services at headquarters.

Union Action

Immediately, the smooth-funcaction at all three ports under the Union called funeral homes in Philadelphia and Savannah, arand for the funeral services in Georgia. The Union guaranteed including transportation so that there would be no hitch in the proceedings.

The crew of the Strathbay held

Spivey, took place on the over \$70 which was used to buy on the case from that CIO Union. Strathbay. He was killed in a huge anchor-shaped wreath of an accident aboard the ship on flowers, and the remainder donated

> Several SIU men served as pallport, Southland and Marina, sent

took place on November 5, at Peartempted unsuccessfully to get help monies.

When this recourse failed, she once again turned to the SIU. Although the other brother was not an SIU member, the Union felt in bearers. Crews of other SIU ships this case, as in others, that to help sailing out of Savannah, the South- out would fulfill the intent and spirit of the SIU Welfare Plan black gang, was well-known to a flowers, as did the Union and which was designed to help the Seafarer and his family while he Just two days after the funeral was alive, and to aid the family after he was gone.

Consequently, SIU Agent Tilley were notified of the death of an- again stepped into the breach other son, engineer A. F. Spivey, and made all the necestary arthe ship's delegate had notified the Since the latter was a member of rangements on behalf of the family Philadelphia SIU hall and they in the Marine Engineers Beneficial so that they would recover the Association, CIO, his mother at- body and hold the funeral cere-

Name Mix-up Cleared Up; Seafarer Collects Birth \$\$

Only the fact that his Union administers its own Welfare Plan saved Seafarer Frank Cataudella from a delay of weeks or perhaps months in collecting his \$200 maternity benefit and \$25 baby bond.

where he was an AB. His for little Nancy Barbara, a tarpaulin muster and collected wife, Ursula, had a daughter on

Cataudella recently signed application for the \$200 maternity off the Paoli (Cities Service) benefit and the \$25 SIU baby bond

However, because of a mixup on November 3, so Cataudella filed an his birth certificate, the papers he filed had different names on them. Some had Cataudello, while others had the name Frank Cautello on them.

No Delay

With 'some of the other union welfare set-ups, administered by an outside insurance company, the papers would have been turned back to the man, and he would have been told to straighten the thing up and then come back. Since many of these other plans are administered by outside companies which don't care about the individuals, they wouldn't have cared about the delay caused.

Cataudella's case was taken up immediately by the Union's Welfare Services Department. A check was made on social security numbers, and Z-numbers, and it was soon proven that Cataudella and Cautello were the same man.

In fact, the thing was handled so quickly that Cataudella was given his \$200 check and \$25 bond with no delay at all. He got the money within a week after his application had been filed, in just about the same length of time that it takes for other Seafarers to get



With the mix-up about his name squared away, Seafarer Frank Cataudella (left), is told by Walter Siekmann, welfare services director, that he can now collect \$200 maternity benefit coming to him.

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SEAFARERS & LOG

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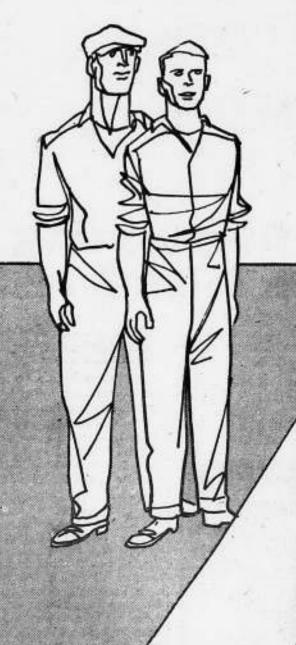
. OFFICIAL ORGAN OF THE SEAFARERS INTERNATIONAL UNION . ATLANTIC AND GULF DISTRICT . AFL .

SIU Scholarships for Seafarers and their children



... "a positive program of self-reliance and self-improvement."

-New York Herald Tribune



Who is eligible?

Seafarers under 35, with three years on SIU ships, or, sons and daughters of living or deceased Seafarers whose fathers have or had three years' seatime.

What is needed?

The candidate must have been in the upper third of his or her high school graduating class.

He or she must submit a transcript of the high school record and three letters of reference, one from the principal of the high school.

Proof of seatime must be enclosed.

The candidate must take the standard College Entrance Board tests given up to five times yearly in hundreds of US and overseas cities. For next fall's award, tests must be taken on January 10, or March 14.

Who will judge?

Winners will be selected by a panel of professors from five different universities. The SIU scholarship awards, among the largest of their kind anywhere in the country, will be given to four wipners annually at the rate of \$1,500 a year.

These awards are designed to provide college educations for those Seafarers and children of Seafarers who are capable of attending college and benefiting from college instruction. If circumstances warrant, they may be extended for those going on to professional schools, like law or medicine.

Any individual who has done reasonably well in high school and is otherwise qualified under the rules should consider himself in the running.

Applications should be made as soon as possible to the Seafarers Welfare Plan, at 11 Broadway, New York City.

Seafarers International Union-A&G District · AFL ·