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No. 1

SEAFARERS LOG

Jan. 9
1953

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

NEW TANKER PACT SET FOR SIGNING

Contract To Be 'Tops In Field'

Story On Page 3

SIU Gift. Savannah Port Agent E. B. Tilley (left) presents a motion picture projector on behalf of the SIU branch membership to USPHS hospital for the use of patients there. At right, Patrolman E. B. McAuley looks on as Mrs. John Grace, a volunteer aide, accepts gift.

Talking It Over. Two survivors of the sinking of the SIU-MAW tug C. F. DeBardeleben, Anthony Carcopa, cook (left), and Raymond Sharp, deck hand, discuss their experience later in the New Orleans SIU hall. All members of the nine-man crew were rescued when the tug, which was towing a string of barges, went aground and later sank after the lead barge suddenly rammed her. Accident occurred in the Intercoastal Waterway, some 80 miles from New Orleans. (Story on Page 2.)

Problem. A member of the SIU crew which went aboard the new Cornhusker Mariner (Robin) for the first time Monday in Boston wrestles with his gear as he starts gangway trudge. (Story on Page 4.)

SIU Aliens Detained On Ships; McCarran Act Overhaul Seen

A sizable number of alien crewmembers on SIU and other US-flag vessels have been denied payoff and discharge in the first days of operation of the new McCarran Immigration Act. While public interest has been aroused over denial of shore leave to seamen on foreign-flag passenger vessels, the act has had a heavier impact on American-flag ships.

Judging from the early effects of the law, it appears inevitable that it will have to be overhauled by Congress at an early date. Demand for changes has been heard from many quarters, and the law's sponsor, Senator Pat McCarran of Nevada has been quoted as expressing willingness to modify it.

"There never was a law drafted that was perfect in all its parts," he said. "Of course I'll be willing to consider changes if they appear to be needed."

In the first couple of weeks several SIU ships paying off in New York have had alien seamen denied discharge and payoff. In most cases the men were permitted shore leave but have had to continue as crewmembers for another voyage, whether they wanted to stay aboard or not.

Meanwhile, the SEAFARERS LOG learned that Immigration is granting extensions of the 29-day shore leave limit in certain cases. This is being handled on an individual basis, where a man requests an extension of time to catch a ship out.

Final Payoff Uncertain

Just how the denial of discharge and payoff will work out in the long run is still uncertain. It isn't known whether the men involved will be permitted to payoff on the next incoming trip. If not, a situation could arise in which a considerable number of alien seamen could become semi-permanent crewmembers on their ships until Immigation makes a definite decision as to their fate.

In those cases that have come to the attention of the LOG thus far, the alien seamen involved have been sailing with the SIU for periods up to seven years. As seamen on American-flag vessels they had validated papers, which means that they had been screened previously and received security clearance from the US Coast Guard.

It appears then, that the question of membership in a subversive organization, or possible subversive intentions, was not involved in any of these cases. Otherwise the men would not have received US seamen's papers in the first place. What is involved evidently, is a strict enforcement by Immigration of prohibitions against irregular entry, or other McCarran Act provisions denying entrance to citizens of Iron Curtain countries.

On one of the affected ships, the Steel Chemist, two Union members were denied payoff and discharge. One was a native of Estonia, the other of Poland, two countries which are now under Communist control. The Polish seaman had been a Union member for seven years, the Estonian for six years.

(Continued on page 17)

Ore Signs; Food Poll Set

The SIU this week signed a new agreement with Ore Steamship, leaving only two freight companies still not inked to a new pact. Ore's specialized operations, like those of Construction Aggregates, make separate negotiations necessary. The SIU-Southern Trading Company agreement does not expire until a later date.

The signing now, as in the case of all the other freight operators, does not affect the retroactive features of the agreement, which is dated back to November 18, 1952. The negotiating committee also pointed out that the Ore agreement sets the same wages and improvements in general and departmental working rules, where they can be applied to the oreboats, that are included in the standard SIU freight agreement.

As with Calmar, the Ore contract contains the same stipulation for polling of the crews on the ships in that fleet to determine whether the company has fulfilled its pledge to stock the vessels in accord with SIU standards, and put an end to the policy of understocking the ships and limiting the variety of food available to the crew. Both the Ore pact and the one with Calmar, which was signed December 2, provide for the crews to be polled by the end of the month, by which time it is expected that all ships of both the two companies would have replenished their stores.

Under the new agreement, if the Union finds that adequate improvements have not been put into effect, it has the right to cancel the agreements as of that date and would be free to take appropriate action on the problem.

In line with the drive to improve feeding practices in the Ore fleet, the steward department manning scale in the new agreement provides for an additional cook, so that the cook and baker will receive the same wages as a chief cook and the galley utilityman the wages of a third cook.

Year-End Financial Check-Up

Closing the books on the year 1952, a weekly auditing committee elected by the membership, examines the Union's financial data for the week ending December 31. Members of this committee were (left to right): E. Robinson, John Giordano, A. Louguidis.

LOG Hospital Story Stings NMU Into $ Aid To Its TB Members

On the heels of a SEAFARERS LOG story revealing how the NMU was ignoring the needs of its tubercular members, NMU men at Manhattan Beach hospital received a surprise Christmas donation from their union and its welfare fund. Hardly had the LOG been mailed out when the NMU took steps to distribute a ten dollar bill to each man at the hospital. Its welfare fund later mailed $25 checks, copying the established SIU Christmas-time practice.

Shown discussing their problems before NMU came through with surprise Christmas bonus are Manhattan Beach NMU patients Morgan Lewis, Fred Horneman, John Hogan and Joe Blackstone. SIU hospital delegate John Driscoll is seated in rear, left.

At the same time, the NMU announced in its official newspaper of December 25, 1952, that "other gains expected" (in a pending contract review) "include the payment of hospital benefits . . . as long as a member is hospitalized." If this is done, the NMU welfare plan will catch up with the SIU standard that was established over two years ago. At present, NMU men receive benefits for only 13 weeks.

Sudden About-Face

The NMU's sudden about-face after turning its back on tubercular seamen for a year, came immediately after the November 28 LOG told of growing unrest among the 90 NMU patients at Manhattan Beach. The story explained that these men had been cut off without a penny in benefits since the first of the year. Before that they got $5 a month from the NMU treasury, but with the start of the union's pension and welfare plan, the NMU decided, as it put it, "to eliminate some of the drain which has been placed on our treasury by this hospital benefit" . . . Accordingly the $5 a month was halted.

Letters Unanswered

Until the LOG entered the picture, the NMU men had written several letters to their Union and never got even an acknowledgement. The LOG, which is mailed out on Friday morning, is generally received by its readers, including NMU headquarters, the following Monday.

No sooner had the LOG passed through the mails than things started to pop. That same Monday night at nine o'clock, the NMU hospital delegate received a special delivery letter from the union, postmarked that same day. The letter asked him for a list of the names, ages and seatime of all

(Continued on page 17)

SIU Co. Nears Subsidy

The Bloomfield SS Company moved one step closer towards receiving an operating subsidy on two trade routes as the result of a favorable ruling by the counsel to the Federal Maritime Board. The ruling held that the SIU-contracted company was eligible for the subsidy under the 1936 Merchant Marine Act, even though it is not presently operating over the routes in question.

Bloomfield is asking for subsidies on two runs from the Gulf to Europe; Trade Route 13, which is from the Gulf to Spain, Portugal, Mediterranean ports and the Black Sea, and Trade Route 21, Service 5 from the west Gulf to the United Kingdom and Northern Europe.

The counsel ruled that present steamship services on the two routes were not adequate, and consequently there was justification on the new routes for another company to seek subsidy and enter that particular trade.

Two companies, Lykes Brothers SS Company, and Waterman SS Company have opposed the Bloomfield subsidy bid on the grounds that the company is not an existing operator over those routes. The Bloomfield position has been that it does not have to be an existing operator within the meaning of the 1936 act to be eligible for subsidy.

Should the company win final approval of its subsidy bid, it will mean expansion of its present operations, and possibly the addition of more ships to carry out the number of voyages required on the new routes.

NO Towboat Sinks, SIU Crew Safe

NEW ORLEANS—The nineman crew of the tug C. F. DeBardeleben escaped injury when the Coyle Lines towboat ran aground and was rammed and sunk by a barge from her own tow on Dec. 23.

SIU crewmembers said the C. F. DeBardeleben ran aground in the Intracoastal Waterway about 75 miles west of New Orleans when the steering gear failed. The first of several barges being towed by the tug almost immediately rammed into the towboat and came over her stern on the port side. The tug sank in 15 feet of water in less than 45 minutes.

Crewmen Aboard

The C. F. DeBardeleben was manned by the following members of the SIU and the SIU-affiliated Marine Allied Workers:

Captain Jerry Lovrovich, Albert Stevens, pilot; Emile Pearson, chief engineer; Julius Viday, second engineer; William Kikuthe, Leonard Howard, Raymond Sharp and William Benefield, deck hands, and Anthony M. Carcopa, cook.

The crewmembers got clear of the sinking tug by climbing a ladder from the deck of the towboat to that of the barge towering overhead. They then made their way to the marshy shoreline from which all but Captain Lovrovich were picked up by the tug Cherokee, out of Mobile, and returned to New Orleans.

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SIU-Co Negotiators Okay Pact

A&G Poll Ends, Vote Tally Soon

Voting for 49 official posts in the A&G elections came to a close at the stroke of midnight, December 31, 1952. The two-month referendum produced a heavy vote here in New York and in the outports, because of the large number of candidates on the ballot—75 in all. While the total vote is not yet known, indications are that it may set a new record for the Union.

Election of port and headquarters tallying committees to make a count of the results will take place at the membership meetings of January 14, which is the first meeting in January following the conclusion of the referendum. These committees will mail the port-by-port results and the ballots into headquarters where the headquarters tallying committee will again check the ballots and totals before adding up the District-wide figures.

The tallying committees could not be chosen at the last membership meeting, which was the evening of December 31, since the balloting was not yet completed.

A complete report on the elections will then be made to the following membership meetings of January 28.

Those elected will serve for a two-year term, under the provisions of the new SIU constitution. The 49 offices, a record total for the A&G District, consist of a secretary-treasurer, six assistant secretary-treasurers, nine port agents for the outports, and 33 patrolmen divided as deck, engine, steward and joint patrolmen.

SUP Slates New Bldg For Seattle

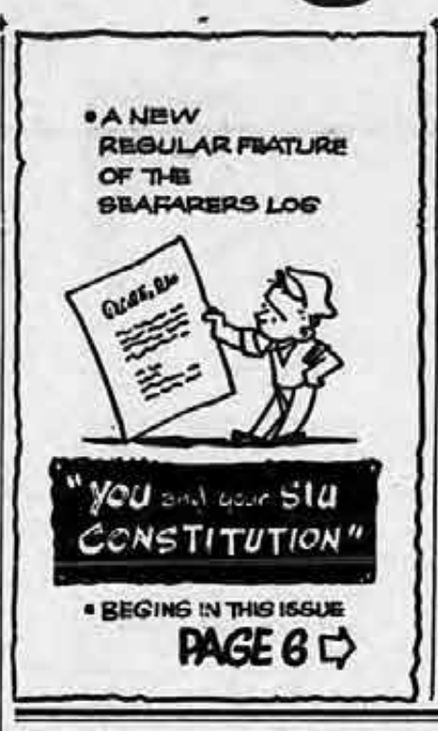
Next in line for a new SUP hall on the West Coast is Seattle. The decision to construct a new hall there was made by the last SUP membership meeting.

The SUP already has possession of a site for the new building, at First Avenue and Wall Street. It is expected that construction will get underway this summer as soon as plans are completed and the weather is favorable.

The decision to build at Seattle was governed by the fact that rental payments in the present SUP hall there were high and the Portland branch had recently moved to a remodeled building that was satisfactory for present use.

As in other West Coast ports, the offices of the SIU A&G District will be located in the new hall when it is completed. New SUP buildings have been put up in San Francisco and Wilmington, with the Wilmington hall opening last month.

Similarly, the SUP locates its offices in New York and other East and Gulf Coast ports in the SIU buildings there.



See Co's Signing Next Week; Union Hails Wide Gains

SIU tankermen will move far out in front of all other outfits as the result of a new tanker contract providing wage increases of $15.22 to $47.17 a month for all ratings. The new increases, range up to a high of about 16½ percent for some ratings, with the AB, oiler and fireman-watertender receiving a base pay of $305.64.

The new contract has been approved by Union negotiators and representatives of the operators, with money matters retroactive to January 1. As soon as the contract is signed by authorized representatives of the various tanker companies involved, it will be printed in the SEAFARERS LOG and submitted to the membership for ratification. Signing is expected to take place next week.

In addition to the base wage increases which maintain the traditional differential in favor of tankermen, the negotiating committee won the same overtime rate and same dividing line on overtime as in the freight contract. This means an overtime rate of $1.48 an hour for all men receiving less than $298.49 per month and $1.87 per hour for ratings over that figure.

As a result of the new dividing line, practically all rated men, including AB's, oilers and FWT's, will now receive the higher overtime rate of $1.87 per hour instead of the $1.29 formerly paid them, an increase of 58 cents hourly in their overtime.

Galley Upgrading

Additional money gains have been won in the stewards department as the result of an upgrading of ratings in the galley crew. Formerly the tankers carried a steward, chief cook, second cook and baker, galleyman, messman and utilityman. Instead of a second cook and baker, they will now carry a cook and baker who will get the same pay as the chief cook. This represents a dollars and cents increase of $78.26 as a result of the upgrading and the wage increase.

Similarly, the galleyman will now be replaced on tankers by a new rating as third cook. The difference in wages between the two ratings is $89.36. Three messmen and a utilityman will be carried as before.

Welfare, Vacation Boosts

Aside from wages, overtime rates and rewriting of general rules and working rules as reported in the last issue of the LOG, the tanker company representatives agreed to additional increases in vacation and welfare payments, effective October 1. This will amount to another ten cents per day per man for the SIU Welfare Plan and another 15 cents per day per man to the Vacation Plan, paving the way toward new benefits in both these plans.

As on the freight ships, the companies' committee has agreed to permit the SIU Sea Chest to supply slopchests to the ships under the same competitive terms that apply to the freight ships. This will mean assurance of high quality merchandise at moderate prices for the tankermen.

As reported previously, the general rules and working rules of the tanker agreement follow the word-

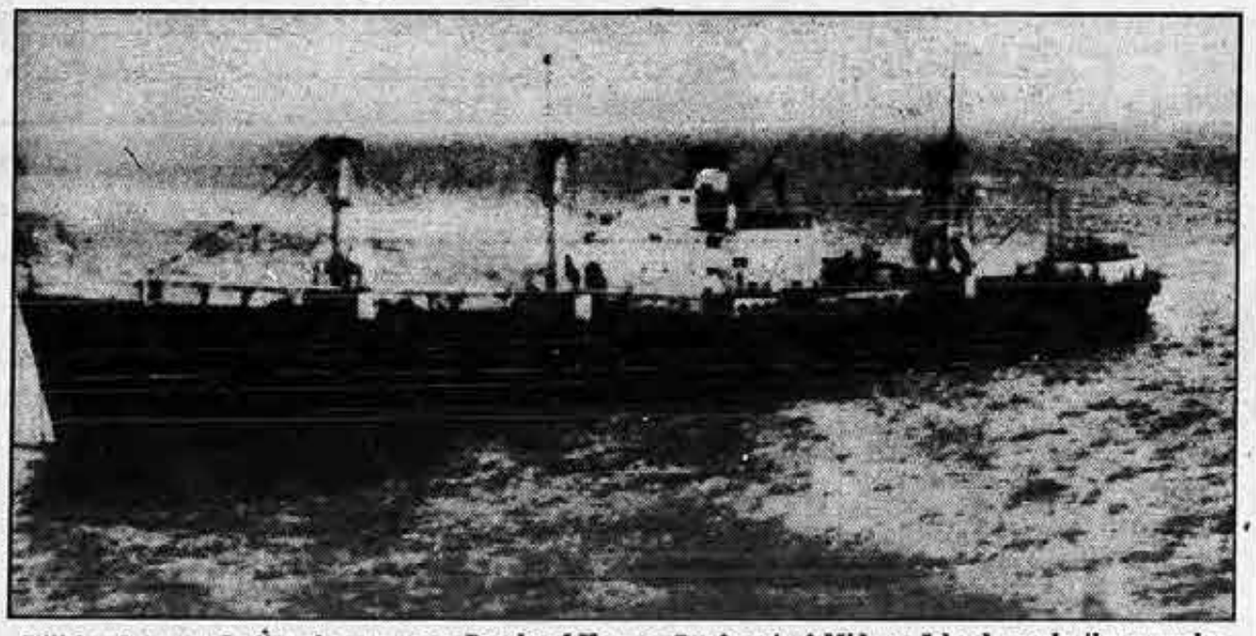
(Continued on page 17)

Tanker Contract In Next Issue

A full report on the new tanker agreement is now being prepared by the SIU negotiating committee and will be printed in the January 24 issue of the SEAFARERS LOG along with the text of the contract itself. The contract will be submitted to the membership for approval at the membership meetings of January 28 in all SIU ports.

A comparison of the wage scales for all ratings under the old and the new tanker agreement is carried in this issue on Page 17. The comparison shows the dollars and cents increase for each rating as well as increases resulting from upgrading in the stewards department.

Crew Flies Back To US, Quartette Still Sitting Tight On Pacific Reef



Still hard aground after she ran up on Pearl and Hermes Reef east of Midway Island nearly three weeks ago, the Quartette sits tight while attempts to salvage the vessel and her cargo continue. All hands were rescued from the ship, which was bound for Korea. Before the crew got off, it was feared that a storm headed in her direction might crack the ship in half, but it passed her by.

Repatriated by plane on a New Year's eve junket that started in Honolulu at the tail end of 1952 and wound up in Los Angeles during the first hours of 1953, SIU crewmembers of the Quartette (Carras) figured they were pretty lucky to be back in the States safe and sound no matter what year it was.

All 37 members of the crew were successfully gotten off the ship 24 hours after she ran up on Pearl and Hermes Reef, 90 miles east of Midway Island in the Pacific, shortly before 7 AM, Sunday, December 21.

Rescue efforts got underway a few hours after she straddled the reef when a Navy plane and a patrol craft from Midway reached the scene. Another merchant vessel, the Frontenac Victory, which soon after reached the disaster site, was unable to take off any members of the crew the first night because one of its own boats swamped on the way and the other was kept busy trying to tow it back to the ship.

The Quartette's own boats fared little better, and it wasn't until the next day that anyone was taken off the ship. The crew then went aboard the Frontenac and was taken to Midway, while the master and a few of the officers stood by on the scene with the patrol boat to see if either the ship or its Korea-bound cargo could be salvaged.

Felt 'Terrific Jolt'

As he recalled the events, the usual early Sunday morning calm was shattered for OS Robert Settle when he awoke from the terrific jolt the ship took when she rode up on the reef and then just settled down and sat there. "We all thought we had hit another ship, but when we got out on deck and peered around in the haze we could see a light impression of something dark a few feet below the surface. Then we realized what had happened." There wasn't any apparent serious damage, he added, as it seemed the bow and the forepeak had just shot up onto the reef and never did take in any water.

The only complication in the picture was the weather forecast that a big blow was heading that way which might take hold of the ship and rock her around on her

(Continued on page 17)

2nd SIU Mariner Ship Takes Crew In Boston

Four shipboard delegates elected at first meeting of newly-manned Cornhusker Mariner chat with Boston Port Agent, Jimmy Sheehan (right) in ship's messroom. They are: (left to right), John Lane, deck; John McLaughlin, ship's delegate; A. J. Malanson, engine; C. A. Moss, steward.

Seafarers crewed up the second of the new Mariners under the SIU, when the Boston branch hall supplied a crew to the Cornhusker Mariner, Monday morning, January 5.

The Cornhusker is being operated by the Robin Line under time charter to the Military Sea Transportation Service. As such she will be carrying military cargo, possibly on the Far East run.

Mississippi Gets One

A third Mariner ship, the Magnolia Mariner, is now receiving her finishing touches and has been assigned to the Mississippi Shipping Company. Present plans call for the ship to be crewed up out of New Orleans sometime at the end of January or the beginning of February.

The men who went aboard the Cornhusker nine o'clock last Monday morning found her an exact replica of the Keystone Mariner, the first of the Mariners which the SIU crewed up for Waterman. Shoregangs were still swarming over the vessel putting on the last coats of fresh paint and finishing off the ship's highly complex wiring system.

As with the Keystone too, crewmembers expressed approval of the de luxe crew accommodations and the many electrically-operated features of the new vessel.

Built In Mass.

The Cornhusker Mariner was built by the Bethlehem Shipbuilding Corporation at its Quincy, Massachusetts' yard. The ship left Boston Tuesday morning, January 6, and stopped at the Army base in Staten Island, New York, to load cargo before departing on her run for MSTS.

The Cornhusker is one of 35 sister ships, most of which are still under construction at various shipyards around the country. The majority of the ships are being chartered to private steamship companies, although the Navy is taking some of them over for direct operation.

New Pacts Sought For Shoregangs

MOBILE—Improved conditions for shoregang workers on Waterman and Alcoa ships in this port are in the works in current negotiations between the Marine Allied Workers, an SIU affiliate, and the two steamship companies.

Present shoregang contracts expire on January 15, and the MAW negotiating committee, on which Cal Tanner, Mobile port agent for the SIU, is serving, is pressing for an acceptable settlement on wages, hours and working conditions.

Tug Talks On

The MAW is also in negotiation with the Mobile Towing and Wrecking Company which operates tugs in this port. This contract runs out on January 31.

Meanwhile, the Waterman company announced that it was closing up shop at the Gulf Shipbuilding Corporation, a Waterman subsidiary. All repair work on Waterman ships has been shifted to the Waterman Repair Division at the Alabama State Docks. Since the Repair Division is part of the MAW shoregoing set-up, and is the only shipbuilding and repair facility operated by Waterman here, prospects are favorable for peak shoregang employment for Seafarers.

Previously, the Gulf Shipbuilding yards at Chickasaw had been used for conversion and repair work. Their original function was to build new vessels for Waterman. During World War II, the yard was operated by the Navy.

SEAFARERS CASH BENEFITS

SEAFARERS WELFARE, VACATION PLANS

REPORT ON BENEFITS PAID

From 12-21-52 To 1-3-53

No. Seafarers Receiving Benefits this Period	11	21		
Average Benefits Paid Each Seafarer	61	63		
Total Benefits Paid this Period			69,082	29

WELFARE, VACATION BENEFITS PAID THIS PERIOD

Hospital Benefits	11,550	00		
Death Benefits	11,135	26		
Disability Benefits	400	00		
Maternity Benefits	2,800	00		
Vacation Benefits	43,197	03		
Total			69,082	29

WELFARE, VACATION BENEFITS PAID PREVIOUSLY

Hospital Benefits Paid Since July 1, 1950 *	265,395	00		
Death Benefits Paid Since July 1, 1950 *	453,059	49		
Disability Benefits Paid Since May 1, 1952 *	4,170	00		
Maternity Benefits Paid Since April 1, 1952 *	70,600	00		
Vacation Benefits Paid Since Feb. 11, 1952 *	1,718,909	79		
Total			2,512,134	28
* Date Benefits Began				

WELFARE, VACATION PLAN ASSETS

Cash on Hand	Vacation	335,322	09		
	Welfare	577,247	71		
Estimated Accounts Receivable	Vacation	210,000	00		
	Welfare	210,000	00		
US Government Bonds (Welfare)		1,490,960	94		
Real Estate (Welfare)		105,000	00		
Other Assets — Training Ship (Welfare)		8,500	00		
TOTAL ASSETS				2,937,030	74

Comments:

Maternity benefits for the past two week period have fallen off, with only fourteen benefits being paid.

To date, there have been nineteen applications filed for the scholarship benefits. Of the nineteen, four (4) were disqualified. The remaining fifteen applicants consist of five (5) seamen, five (5) sons of seamen and five (5) daughters of seamen.

Vacation benefits are now having withholding and social security taxes, deducted from same.

Submitted 1-3-53

Al Kerr, *Assistant Administrator*

... and, remember this ...

All these are yours without contributing a single nickel on your part—Collecting SIU benefits is easy, whether it's for hospital, birth, disability or death—You get first rate personal service immediately through your Union's representatives.

SIU NEWSLETTER from WASHINGTON

The McCarran-Walter Immigration Act, which became effective last month, has been the center of a mounting controversy since Congress repassed it over President Truman's veto last June. President-elect Eisenhower lashed out at it during the campaign and declared that "the McCarran Immigration Law must be rewritten."

Therefore, a big fight over an immigration policy for the country is assured for the new Republican-controlled 83rd Congress which convened in this city on Saturday, January 3, 1953.

The State Department may ask Congress to take another look at a provision in the new law calling for individual examination of alien seamen. Foreign maritime interests have protested that this requirement creates additional financial burdens and will unnecessarily hamper maritime operations.

Another matter that will be reviewed by the new Congress is the claim by steamship and airline owners alleging inequities of the immigation law in imposing on them obligations for detention and deportation costs, and in subjecting them to penalties for violations of the law by their passengers.

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Able seamen and qualified members of engine departments may continue to use their restrictive wartime operating certificates until July 1, 1953, under a recent Coast Guard order. During World War II certain certificates issued to seamen were endorsed "Unless sooner invalidated this certificate shall expire six months after the termination of the war."

Even though the Coast Guard has allowed the continued use of these restrictive documents, the agency has urged that seamen holding them apply for documents without this restrictive endorsement as soon as possible.

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Many American unsubsidized lines operating in the foreign trade think the time is ripe to have Congress look into the subsidy law with a view of changing it to make them eligible to receive Government support in the operation of ships in competition with foreign-flag ships.

Under existing law, only 15 American lines have qualified to receive operating subsidy, these companies owning only about 250 vessels. On the other hand, the unsubsidized companies, which want in on the subsidy pie, own about 375 American-flag ships.

The present law provides for a subsidy, to those qualifying, to take care of the difference in cost incurred by the American line, as compared to his foreign flag competitor, with respect to five items primarily, namely: wages, subsistence, insurance, maintenance and repairs to vessels. The unsubsidized lines now want this law changed to provide for a simple subsidy plan calling for a wage subsidy to be paid for the difference in wage costs of American operators and those of principal foreign-flag lines.

Under this wage subsidy proposal, the unsubsidized lines say there would appear to be a prospect of lending needed support to an additional 375 American-flag vessels in the foreign trade at a cost only slightly more than the expense to the Government of subsidizing but 260 vessels under existing law.

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The future of the biggest US shipping lobby, the National Federation of American Shipping, is in doubt. From time to time there has been a clamor within the Federation for a reorganization, but there is also talk recently of completely abolishing the group.

In the beginning, the NFAS, which appears before Congressional committees and executive departments, was strong, comprising up to 90 percent of all off-shore US shipping. However, gradually individual lines and whole associations withdrew from membership to the point where the parent organization is now weakened considerably. The next couple of months should give the answer to the future of the NFAS as a major shipping lobby.

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Senator Magnuson, Democrat of Washington, will try to get the Senate Interstate and Foreign Commerce Committee to investigate the Coast Guard's program of screening water front employees. The Senator believes that there cannot be true security on the waterfront by the screening of only seamen and longshore labor, but that all harbor personnel should be included. Therefore, the inclination will be to make the rules more rigid in order to take care of some loopholes now existing in the Coast Guard's program.

The Senator, for example, was astonished to learn that so few piers, within a given port area, were restricted. He is also looking into the matter where a man who may be screened off a ship and denied papers, may work on the waterfront on a non-restricted pier.

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American ship operators, acting as agents for the National Shipping Authority in the operation of Government-owned tonnage, will be paid $25 per day for each day of assignment not to exceed 60 days, in order to wind up the affairs of the vessels. This "liquidating compensation" is payable for the services of the agents, required by NSA, after redelivery of the ships to the Government, for the adjustment and settlement of accounts.

NSA had a peak number of 541 Government ships under agency operation as of March 28, 1952, but this number now has been reduced to 108, all of which are assigned to the Military Sea Transportation Service for carriage of military cargoes.

The $25 per day liquidating compensation to agents will extend over the first 60-day period after which it will be reduced to $10 per day for each day of assignment not to exceed 120 days, with the total amount of compensation not to exceed $2,700 per ship.

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The nation's stockpile program has been of great benefit to the American merchant marine. At the present time the list of critical materials totals 75. The stockpile objective—which is the quantity of each material required to overcome estimated deficiency of supply for military and essential civilian needs—has been met for 18 of these materials and the objectives for a number of others are being neared.

Your S.I.U. Washington Reporter

Seafarers Have Cheerful Yuletide All Over Globe

Seafarer Santa Claus, Roderick "Smitty" Smith, beams over family of Seafarer Carmine Lupino shown at Christmas dinner in SIU headquarters. Six of the nine children are Lupino's.

On ship, in the hospitals, or on the beach, Christmas was celebrated in proper style by Seafarers, as has been the tradition for years past. And this year, too, many of the Union's neighbors near SIU headquarters joined in the annual party.

The big Christmas feed in headquarters, one of several held in various SIU ports, attracted several hundred Seafarers, their wives, children and guests. Tickets for the neighborhood were distributed through churches and synagogues in the vicinity. The outport halls such as in Philadelphia and New Orleans, also served as hosts to Seafarers and their families.

The men in the various USPHS hospitals were well remembered this Christmas as in past years, with the Union's Welfare Plan giving a special $25 holiday bonus on top of the regular $15 weekly hospital benefit.

Seafarers on the ships also got into the holiday spirit. Many ships' crews chipped in to buy Christmas trees and other holiday decorations for the messrooms and recreation rooms. And of course there was the big holiday dinner at which the stewards department did itself proud. All the special holiday fare was broken out; shrimps, crabmeat, mince pies, olives, and other delicacies surrounding the turkey.

Then there were the hundreds of Seafarers who piled off the ships and headed for home to be with wives, children or parents during the holiday season.

Happy with their $40.00 Christmas payments, Seafarers J. M. Hall (left) and James E. Garrett are in holiday mood at Savannah USPHS hospital. At right, R. J. Burns of the Strathbay presents the ship's fund to Mrs. John Grace of the Savannah Legion Ladies Auxiliary for the hospital's recreation room.

New Orleans hall was also scene of Christmas festivities. This group of SIU families consists of (left to right): Jimmy Calloway, AB, holding daughter Sheryl; Mrs. Calloway, Maxine Stiglets, Mrs. Muzzie Turpin, Freddie Turpin, OS, and son Jimmy; Jim Holland, MM; Mr. and Mrs. J. Blaylock.

Injunction Frees Liberian 'Hell Ship'

PORTLAND, Ore.—After being tied up by picketlines for 3½ months, the decrepit Liberian-flag Liberty, the Riviera, has crewed up and loaded a cargo of Government-aid wheat for India. Picketlines were withdrawn from the ship only after three injunctions were issued by a US Federal Court judge.

Although the ship finally was able to load and sail, crewmembers of the vessel whose protests against miserable conditions on the 'hell ship' started the strike, have won freedom from imprisonment by Immigration, and all but five have shipped out on other vessels. The net result of their strike, which was backed to the hilt by the SUP and SIU A&G District, has been that other foreign flag ships have taken steps to improve wages.

The Riviera story began on September 9 when the ship reached Portland. The crew then went on strike against the very low wages, bad food, filthy working and living conditions and the general unseaworthiness of the ship. After they had refused to work the ship 17 days, the operators got an order from the US marshal evicting them from the ship.

SUP members then took up the picketing, while legal steps were taken to secure release of the crewmen. In each and every case, higher Immigration authorities reversed the arrests and ordered the men freed.

The Riviera operators went to court asking an injunction against SUP pickets. At the hearings, expert testimony showed that the ship was unsafe, with fire-fighting equipment frozen, lifeboat hulls rusted through and other unseaworthy conditions. When the court issued an injunction against picketing on November 26, members of the MM&P and the SIU A&G District took over the lines, only to have injunctions issued against them in turn.

The MM&P line was enjoined on the grounds that there were no jobs for MM&P members. The SIU consequently went to the company and asked for the unlicensed jobs, which were refused to Seafarers. An SIU picket line was put on the ship, but the judge issued an injunction against it in the same manner.

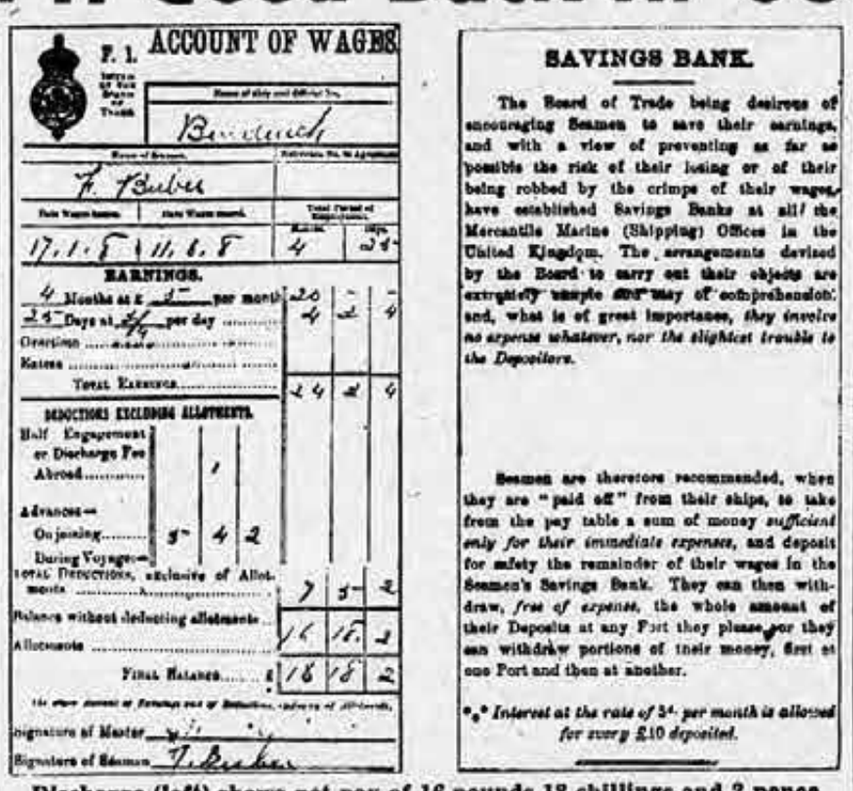
Crimp Had It Good Back In '08

Talk of the new contract and the latest pay increases to $302.32 a month for ABs, reminded Seafarer Thomas Buber of the time he took a trip on a British schooner in 1908. He brought his old discharges up to the SEAFARERS LOG office, showing that he got paid five pounds per month as a deck hand, which at the rate of exchange then prevailing was about $24.

In order to get the job, which lasted for four months and 25 days, Buber had to pay one month's wages to a crimp plus four shillings two pence, about $1, for two night's lodging in the crimp house. The skipper also paid a fee to the crimp for supplying him with men.

Buber

Of course the dollar was worth a little bit more in 1908 than it is today, about $2.70 to be exact. So in light of today's dollar Buber was getting the equivalent of $65 a month, still not much in the way of a payoff. At that, Buber said, his wages were considered pretty good because the ship, the Buccluch, signed on in Portland, Oregon, at the American wage scale. If it had signed on in a British port, the pay would have been around three pounds a month.



F. 1. ACCOUNT OF WAGES

Buccluch

T. Buber

17.1.8 | 11.6.8 | 4 | 28

EARNINGS.

4 Months at £ 1 per month | 20 | - | -

25 Days at 4/4 per day | 4 | 2 | 4

Overtime

Extras

Total Earnings | 24 | 2 | 4

DEDUCTIONS EXCLUDING ALLOTMENTS.

Half Engagement or Discharge Fee Abroad | 1

Advances— On joining | 5/- | 4 | 2

During Voyage—

Total Deductions, exclusive of Allotments | 7 | 5/- | 2

Balance without declaring allotments | 16 | 18 | 2

Allotments

Final Balance £ | 16 | 18 | 2

Signature of Master

Signature of Seaman T. Buber

SAVINGS BANK.

The Board of Trade being desirous of encouraging Seamen to save their earnings, and with a view of preventing as far as possible the risk of their losing or of their being robbed by the crimps of their wages, have established Savings Banks at all the Mercantile Marine (Shipping) Offices in the United Kingdom. The arrangements devised by the Board to carry out their objects are extremely simple and may of comprehension; and, what is of great importance, *they involve no expense whatever, nor the slightest trouble to the Depositors.*

Seamen are therefore recommended, when they are "paid off" from their ships, to take from the pay table a sum of money *sufficient only for their immediate expenses*, and deposit for safety the remainder of their wages in the Seamen's Savings Bank. They can then withdraw, *free of expense*, the whole amount of their Deposits at any Port they please, or they can withdraw portions of their money, first at one Port and then at another.

**** Interest at the rate of 3d. per month is allowed for every £10 deposited.*

Discharge (left) shows net pay of 16 pounds 18 shillings and 2 pence for a 4-month, 25 day trip after deductions for crimp and slops. Back of discharge (right) urges seamen to save their money to keep from "being robbed by the crimps."

While Buber's pay was nothing to brag about, he was better off than some aboard. The ship carried a couple of deck boys who got less than he, as well as some English midshipmen in training. The midshipmen got no wages at all. As a matter of fact they had to pay to take the trip.

For his magnificent wage of five pounds, Buber worked three watches daily, four hours on and four hours off. And as was the usual practice, when setting or reefing sail, the men off watch would be called up, so that the day's work was closer to 16 hours than 12.

Not Much Cooking

The entire crew consisted of 12 men on deck, a bosun, two mates, a steward and a cook. "They didn't need more than one man in the galley because there wasn't much cooking to do."

Each man was expected to supply his own tin plate, tin cup, spoon and sheath knife with which to eat his food. The foc'sle in which the entire unlicensed crew lived, had just one window, a small skylight of thick glass set flush in the deck above. There were lamps, but no kerosene. "One of the men had a dollar watch that he sold for 50 cents," Buber said, "and we bought ourselves five gallons of kerosene that we used for lighting."

There was no stove in the foc'sle either, and since it was mid-January when Buber signed on, the men had to keep warm as best they could.

Buber has just paid off a long tanker trip on the William A. Burden, for which he collected $7,500. "It's hard to imagine the way things were then when you think of the conditions we have today. There's just no comparison."

YOU and the SIU CONSTITUTION

YOUR RIGHTS AND PRIVILEGES AS SIU MEN ARE GUARANTEED BY YOUR CONSTITUTION. THIS FEATURE IS DESIGNED TO ACQUAINT YOU WITH THESE RIGHTS AND PRIVILEGES.

From Article XXII Section 1

This provision gives—and guarantees—the membership the deciding voice in the most important Union function—the rotary shipping system. You make the rules by which you ship. No official can make shipping rules.

Top of the News

NETHERLANDS MAY GET OFF "DOLE"—The economy of Holland is doing so well at the moment, that their government has been asked by the US to "voluntarily" give up all US dollar aid. If they don't do it voluntarily, it is expected that the US Mutual Security Agency, which administers the aid program, will cut them off anyway. The Netherlands Government is a little hesitant about taking the step because it would make it harder for them to get back on the aid list, should their economy take a turn for the worse.

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UN "RED" ISSUE STILL BLAZES—Congress, the State Department, Justice Department and the United Nations were busy blaming each other for suspected Communists or Communist-sympathizers on the United Nations payroll. A House committee investigating the situation has charged that the State Department bungled clearance of UN employees while a New York grand jury accused the US Federal attorney of trying to stymie their inquiry into the condition. UN Secretary-General Trygvie Lie got into the act by saying that the State Department didn't give him sufficient information on Americans hired by the UN. In turn, Secretary of State Acheson said that none of the people involved had access to any information that affected the security of the United States.

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CHURCHILL HERE TO VISIT EISENHOWER — Prime Minister Winston Churchill has arrived in the US aboard the Queen Mary on a visit to President-elect Dwight D. Eisenhower. The purpose of the visit was to discuss the new administration's policy on aid to Great Britain as well as Eisenhower's approach to world problems generally. With many in Congress favoring a cut in US aid, Churchill was expected to place emphasis on his country's need for continuing US support.

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CONGRESS PARTIES CHOOSE LEADERS—As was expected, Senator Robert A. Taft of Ohio was chosen Senate majority leader without challenge. On the Democratic side, Senator Lyndon B. Johnson of Texas was picked as minority boss. In the House of Representatives, Republican Joseph Martin took over as Speaker replacing Sam Rayburn. The selection of Taft and Johnson was taken to mean that in Congress at least the conservatives of both parties are in charge.

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US OVERSEAS AIDES ATTACKED—"High living" by US Government employees overseas has been attacked by a special Congressional inquiry surveying US overseas workers. The committee said that the overseas workers were overpaid, with many of them having three or four domestic employees and stenographers making $6,000 a year. It also reported that there were too many employees with nothing to do and recommended that half of the 250,000 overseas workers should be dismissed.

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PIRACY CHARGE PLACED AGAINST SEAMEN—Seven seamen of various nationalities have been extradited from Tangier to France and will be charged with piracy on the high seas. The men are accused of hijacking a cargo of cigarettes from another ship and smuggling them from Tangier to European ports.

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US CUTS DOWN CHARGES AGAINST DuPONTS—The Department of Justice has dropped charges against 83 of 118 members of the duPont family who had been accused of anti-trust practices. Charges will be continued against the other 35 members in a Government attempt to break up the family's important corporate holdings which include both the duPont chemical empire and the General Motors Corporation, among others. The suit was originally filed by the Government in 1949. There is a possibility it may be dropped by the oncoming Republican administration.

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US, BRITISH MAY QUIT TRIESTE—United States and British troops may be withdrawn from the Free Territory of Trieste that was set up at the end of the War in the peace treaty with Italy. The proposed withdrawal plans involve turning over the occupied section of the city to Italy, with the exception that the portion run by Yugoslav troops would be kept by Yugoslavia.

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EAST GERMAN RED TRIALS SEEN—First steps toward a trial of East German Communist leaders on the pattern of the recent Czech trials are hinted in a resolution of the East German Communist Party charging certain men with "Titoism" and "Zionism." The deposed leaders have been accused of being in contact with the same people as Rudolph Slansky in Czechoslovakia. One of the accused men was cited because he wrote an article favoring a German subsidy of emigration to Israel and urged restoration of Jewish property which had been seized by the Nazi government to its former owners.

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SCIENTISTS AFFIRM HYDROGEN BOMB—The Bulletin of the Atomic Scientists has stated that the atomic test on Eniwetok atoll in the South Pacific last November was definitely a hydrogen bomb explosion. The Atomic Energy Commission had never stated whether or not an actual hydrogen bomb was involved. The Bulletin estimates that the bomb was at least twice as powerful as the improved atomic bomb, or several times stronger than the Hiroshima bomb. It points out that heat and light effects described by eyewitnesses at a distance of 30 to 35 miles compared to descriptions of conventional atom bomb explosions from ten miles distance or less.

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ITALY WILL REJECT DEPORTEES—The Italian Government says it will no longer accept criminals and racketeers born there who are marked for deportation by the US Government. They claim they do not want to be a dumping ground for American undesirables who happened to be born in Italy. The decision is expected to have a bearing on the pending deportation case of Frank Costello and others.

Arco Job Security A Myth

The way it works in the Atlantic Refining fleet, having your watch run slow or missing a bus or train is an open invitation to getting yourself fired, despite all the AMEU's clamor about "job security and representation."

In ARCO, you have to be at a certain place at a particular time or you wind up without a job. Tom Buterakos, OS, found out how much "job security" he had when he was fired recently for being 30 minutes late. His case parallels the case of Paul Babyak, who was an AB on the Atlantic Exporter, and was fired for being five minutes late in getting back from coffee time. In both cases, the AMEU just ignored the whole thing.

Buterakos was aboard the Dealer while she was drydocked in Alabama. He had been sailing on the Dealer since August. One morning, because of circumstances beyond his control, he got back to the ship 30 minutes late to turn to. He got to work at 8:30 AM, instead of at 8 AM.

Buterakos said there was nothing mentioned at the time, but about 10 days later, while the ship was on its way to Philadelphia, the mate went up to him and simply told him that he was fired, and that was all there was to it. Buterakos had sailed aboard SIU-contracted ships from 1950 until August, when he went aboard the Dealer.

Organizing Director Keith Terpe (right) administers the SIU oath of obligation to three crewmembers off the Atlantic Importer after they received SIU books for their activities in the Atlantic organizing drive. Shown (l-r) are John Lager, AB; Bob Anderson, oiler, and William Allen, FWT. In the background is a board showing the itineraries of Atlantic tankers.

"Those guys were always talking about job security," he said, "but I sure found out fast what kind of security they have. I went to the marine department a few days after the mate fired me, and they told me I was finished. That's all there was to it.

"But one of the biggest beefs is the amount of dough that the guys lose on overtime under the present setup. The way it works, the mate keeps a record of the overtime, and the men don't know how they stand until just before the payoff. Even then, there's just no way that a guy can beef if he's being chiselled out of some overtime.

"On SIU ships, every man keeps a record of his own overtime. In addition, he turns in his overtime within three days after he works it. If there's any difference between the record the mate keeps and the record the man keeps, then the man has a complete record of his own that he keeps until the patrolman gets aboard. Then the whole thing is straightened out right there.

"My payoffs from ARCO were sure way below the payoffs I got in the SIU, and my earnings for the same period were higher when I sailed SIU.

"In addition to not being able to beef about overtime you have coming, there's a lot of things we had to do on the Dealer that would have brought overtime under an SIU contract, but we didn't get anything for it from Atlantic.

"I figure that I'll probably go down to the SIU Philadelphia hall now, and catch a ship."

Throw In For A Meeting Job

Under the rules of the SIU, any member can nominate himself for meeting chairman, reading clerk or any other post that may be up for election before the membership, including committees, such as the tallying committees that will be chosen at the next membership meeting.

Since SIU membership meeting officers are elected at the start of each meeting, those who wish to run for those meeting offices can do so.

The Union also welcomes discussions, suggestions and motions on the business before the meeting. Seafarers are urged to give the membership the benefit of their opinions so that the membership can act accordingly.

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.

Panama Locks In Repair

If traffic continues at the high level of 1952 when almost 8,000 ships passed through the Panama Canal, which is undergoing an overhauling on its Pacific Locks, much delay to shipping may be expected over the next five-month period, according to a recent announcement by Canal Company officials. More than 700 men are working on the repair job.

The locks of the Canal are the key to its operating capacity. This capacity is cut by more than half during periods of overhaul when one set of chambers is out of service. Under normal operating conditions when one set of chambers is not in service, 24 lockages can be made at the Pedro Miguel Locks. Careful scheduling of ships may make it possible to handle the same number at the Miraflores Locks during the period. Canal authorities expect, however, to handle traffic in the most efficient manner possible.

There may be delays in some cases as much as 24 hours. During the overhaul of the Gatun Locks in 1950 some delays were longer. Delays will be more frequent than in the past with the increased traffic during the present overhaul, Canal officials feel.

A traffic plan for the overhaul of the Locks, expecting East and West traffic to be equal, has been devised.

YOUR DOLLAR'S WORTH

SEAFARERS GUIDE TO BETTER BUYING

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

How To Buy A Raincoat

What's the best kind of raincoat for a Seafarer to buy? Getting the wrong kind for your needs can make you a very disillusioned man. The coat you thought would protect you from a beating storm may turn out to have been designed only for light shower duty. Another kind may protect you well, but also make you sweat like a pig in warm climates. Or you may find a new raincoat tearing apart at the seams when a fresh breeze hits it.

What raincoat you ought to pick from the dozen different types available should depend mostly on how much you expect to use it outside. There are two basic types: waterproof coats and water-repellent ones, and it wouldn't pay to buy one kind in the belief you were getting the other.

The completely waterproof coats are generally rubber, rubberized or plastic-coated fabrics, plastic film, or oil-coated cotton (slickers): They really protect you from rain, and so are best for work purposes. But because they're nonporous, they're generally very hot.

Water-repellent coats on the other hand, won't keep you dry if you're exposed for a long time to a hard rain. These are fabric coats, generally cotton poplin or gabardine, with a water-repellent finish which does not, however, seal the pores of the material. Thus air can pass through the cloth so you're comfortable but after a while rain begins to seep through too. The water-repellent coats are generally dressier than the completely waterproof type. The poplin ones are lighter in weight than the gabardine and not as warm. These are the dressiest type and can be used as topcoats too. You can even get a gabardine trenchcoat with a wool zip-in liner so the coat can be used in all weather.

Here's a lineup of the various kinds of raincoats you can select from for your particular needs and the special advantages and disadvantages of each:

Plastic Raincoats: Plastic film coats are least expensive. You can buy one for as little as $2, but a good one that will resist tearing costs $4-$5. Advantages: they're very compact and can be rolled up to fit in a valise or your coat pocket for shore trips; a good choice for a second raincoat. The trouble with plastic film is its tendency to rip. Make sure you pick one of heavy-gauge film with electronically-welded seams.

Among the finest but costliest lightweight raincoats are the new nylon ones which are treated with a coating of plastic. These are small enough to fold in a carrying pouch. They're available in a dressy fly-front style. But they cost $15.

In buying any plastic or lightweight coat, get it big enough to wear over another coat in cold weather.

Rubber Coats, Slickers: These are good heavy-duty coats for ship or shore use. They completely protect you, but as noted, they aren't cool, nor are they dressy. For use in severe weather, get one with a protective cape in the back, preferably with air vents underneath for ventilation. Well-made coats of this type have fabric collars, either of corduroy or at least cotton flannel, to keep your neck from chafing. A good black rubber coat costs $12-$15. Oiled slickers are less expensive (under $10). But make sure they're labeled triple-coated for best protection.

Rubberized Trenchcoats: A good compromise between the waterproof coats and the dressier trenchcoats is a rubberized cotton gabardine coat. This kind has a thin inner coating of rubber for rain protection. You can buy one for as little as seven bucks in fly-front or trenchcoat style. The rubberized topcoats won't last as long as the water-repellent gabardines and poplins but do give good protection, are fairly dressy for shore use and in general are a useful coat at a reasonable price.

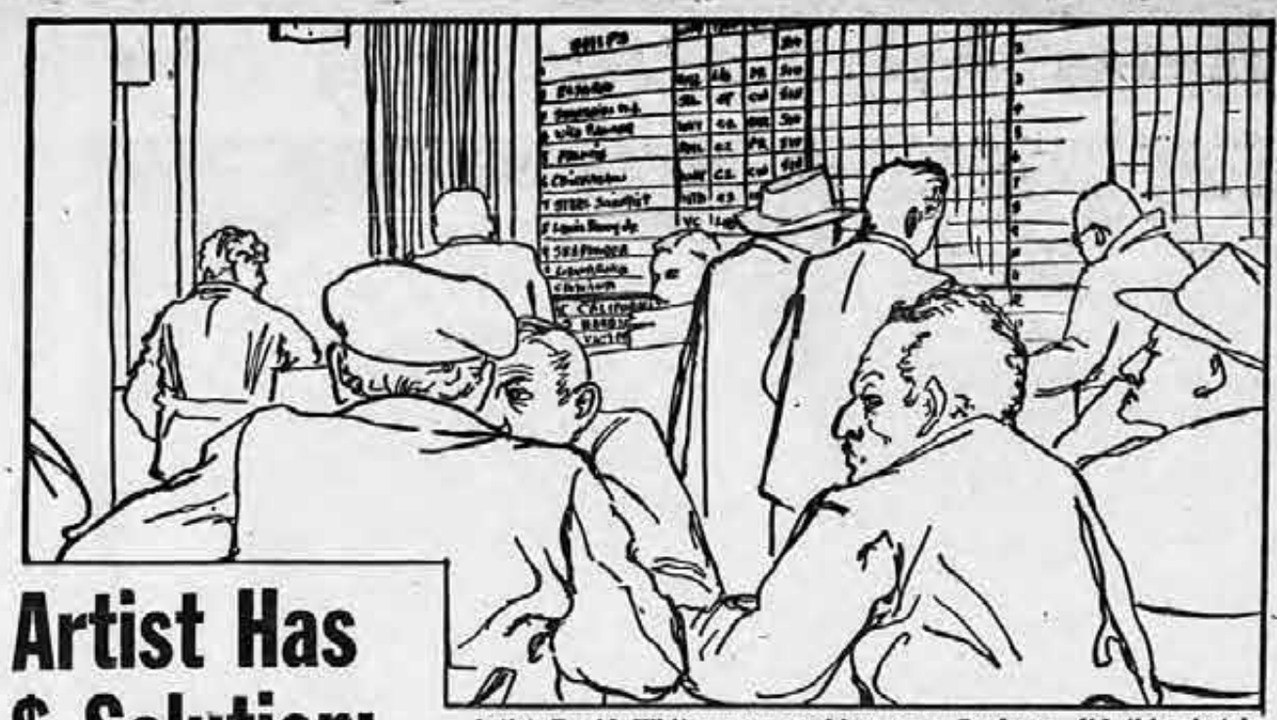
The better-quality non-rubberized cotton gabardine trenchcoats cost $15. These are treated with water-repellent finishes which generally must be renewed from time to time. For good quality, look for a smooth finish, deep diagonal ribs in the material and a close, firm weave. You can also get cotton gab trenchcoats with wool zip-out liners for as little as $20.

Another choice is wool gabardine and covert topcoats treated with water-repellent finishes. These are expensive —$25 up. You can add a wool zip-out lining to these at a cost of $6-$10 more and thus have an all-weather coat. If you do get a water-repellent topcoat, this department recommends getting the liner too so the coat will have added usefulness.

You can now buy water-repellent finishes to spray on clothing yourself. These sprays can be used on shoes, hats, coats, etc. In fact, if you already have a gabardine or covert topcoat you can convert it into a raincoat by spraying it. This treatment is effective only if the material of the coat is a tight weave like gab or covert, not if it's loosely-woven like tweed.

One of the best advantages of the water-repellent sprays is to enable you to renew the water-repellency of fabric raincoats yourself after they have been cleaned instead of paying for professional refinishing.

Among the water-repellent sprays you can buy for treating clothes yourself are Drax, Aqua-Pruf, and Gard.



Artist David White, now working as a Seafarer, did this sketch of men in the New York shipping hall, while waiting for the hourly job call. White also does a good deal of sketching on board ship, and will enter the SIU Art contest, when it is held this spring.

Artist Has $ Solution: 'Ship Out'

Seafarers in the New York hall the past few days may have noticed one of their number industriously sketching in the shipping hall. While waiting to catch a ship, Seafarer David O. White has been turning in sketches of his impressions to the SEAFARERS LOG.

The 25-year-old Seafarer received his art training at three schools in California, among them the Claremont Graduate School of Art at Claremont, Calif. He decided to go to sea last September when he found that painting in oils was a fast way to get hungry. He recently paid off the Chickasaw (Waterman) on which he put his spare time to use drawing and sketching shipboard scenes.

"You can't paint and earn a living at the same time," he said. "So I'm planning to sail and save up some money. Then maybe I'll settle temporarily some place where I can live cheaply and devote my time to painting. It might be Italy or Mexico, but I haven't made up my mind yet.

"With present wages and conditions on board ships, I expect it won't be too long before I'll be able to settle down and paint full-time for a while."

White has promised to display his work in other art forms when the SIU holds its second annual art contest this year.

1st Seamen's Union Born 86 Years Ago

Eighty-six years ago this Sunday, January 11, 1866, to be exact, the first seamen's union came into existence at a meeting in San Francisco. The new organization, called the Seamen's Society for the Pacific Coast was the beginning of a long struggle to win for seamen recognition as free men and citizens.

At the time of this first feeble beginning of maritime labor, seamen were held in bondage aboard ship. The laws permitted the master to beat, wound, starve or imprison the seaman, unless it was proved he did it "without justifiable cause." In actual practice, the master could dispense any punishment he chose if it was justified in his mind. It wasn't until 1898 when corporal punishment was declared unjustifiable, and mates held responsible.

Beatings Common

There are numerous cases on record of those days when seamen were beaten with belaying pins, "triced up" or hoisted by their wrists so that their toes barely touched the deck, and tortured in other ways. Scurvy was still common on merchant vessels and tween deck focsles were the rule. Crimps and masters, hand in hand, shanghaied seamen and kept them perpetually in debt, which was easy when men were paid $20 to $30 a month.

12-Hour Day Sought

The Seamen's Society didn't last very long, but the idea of an organization to protect seamen stayed alive. It was followed in January 31, 1878, by the Seamen's Protective Association, which at its peak, had 600 members. The crimps and boarding house masters soon broke that organization. While it existed, it attempted to get prosecution of shanghaiers and bucko mates and masters. Of 100 cases of cruelty reported to the authorities, the only punishment was a $25 fine levied against the mate of one ship, the Western Belle.

The program of the organization also called for a 12 hour day at sea, and overtime pay. But nothing ever came of it, and the organization collapsed in November 1882.

UNION TALK

By KEITH TERPE

Almst two months after the AMEU delivered its much-advertised "new" contract, which turned out to be little more than a rehash of some provisions in SIU agreements up to ten years old, its dwindling membership in the Atlantic fleet is still waiting for it to be put to work.

Atlantic tankermen are sore over the peculiar situation whereby work now payable with overtime is no longer done by unlicensed personnel although the "agreement" establishing the new rule is prominently posted around the ships for all to see.

Now You See It, Now You Don't

One example of this called to the attention of SIU organizers by several crewmembers on the Atlantic States is the case of a provision in the new agreement giving straight overtime on watch and OT-and-a-half off watch for butterworthing. Now that it's officially written into the pact, the engineers themselves are being called on to start and stop the butterworthing system although it always used to be oilers' work.

Another of the quirks in this non-working agreement applies to sanitary work by the 8-12 OS on another Atlantic ship. On an SIU ship this work normally consists of cleaning the passageways, heads and rooms of the unlicensed deck department personnel, and the crewmember elected as deck delegate will see that he does it and does it right. The same is supposed to hold true according to the AMEU pact.

But in Atlantic the ordinary is supposed to (1) do all the above; (2) clean the pumpman's room (since when is he a member of the deck department?); (3) clean the passageways in the licensed engineers' quarters; (4) make 10 o'clock coffee. Then if there is any deck department work to be done the sanitary work is let slide. In one case (and it's not the only one), while the ship was loading cargo the OS on sanitary work was kept on deck to handle valves and told to let the sanitary work go! In matters like these, of course, overtime pay is something that a loyal, overworked and underpaid workingman is not supposed to bring up.

There's Humor Too

Now it's obvious that a little serious reading of what the AMEU refers to as the "best agreement in the industry" will always turn up a little humor. So it is that one item in this outstanding document deserves special mention. As an example of the way a heads-up "union" negotiating team is working to serve its membership, the AMEU calls attention to the fact it is anticipating a great wave of seasickness which will plague the fleet in days to come. Thus it points out that the company is considering furnishing all masters with seasick pills. Thus we have another example of how a militant union strikes a mighty blow in the direction of obtaining greater take-home pay, benefits and representation for its membership.

Many members may have noticed the unsolicited tribute to the artist who draws the cartoons for the "Atlantic Fleet News," published in the last issue of the LOG. The writer applauded the cartoonist for hitting the nail on the head when depicting some of the sorry conditions in the fleet. The "Atlantic Fleet News" several weeks ago ran a cartoon strip about a washing machine on one of the ships that rattled and sputtered and all but fell apart every time someone went near it. Little did the artist know he was forecasting coming events.

Real Life Situation

The unfortunate part of the story is that the cartoon wound up in a real life situation not so many days ago. One man on that very same ship received some bad leg burns from 200 degree steam that poured out of a hot water line which snapped off when he was washing something in the machine. Unhappily for this man, although the AMEU and Atlantic went so far as to recognize the value of many clauses in past SIU agreements and include them in their own current pact, they didn't heed the warning in the "Fleet News" about the decrepit washers on their ships. We hope they begin reading us even more closely than they have been.

Cartoon History Of The SIU

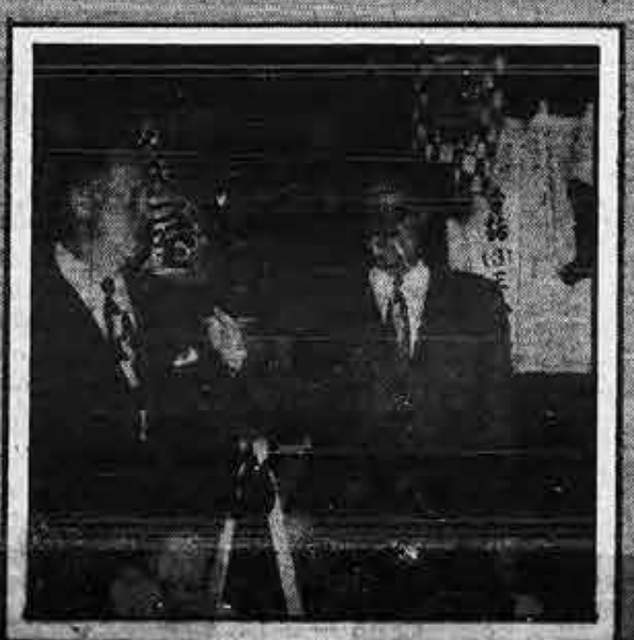
Organizing The Unorganized No. 28

Despite the burden of the war, organizing work went on. Numerous companies were organized. However, experience showed the need for a permanent organizing department, which was set up in 1945. It immediately set its sights on organizing isthmian, the largest of the unorganized companies, and planned its drive.

The new organizing department stressed organizing on the ship. Voluntary ships organizers made every messroom a Union hall . . . shoreside organizers met the ships, discussions were started at coffee-time, during meals. Branch agents, patrolmen, and the entire membership got behind the drive in Isthmian.

Rather than hire an expensive staff of lawyers, the SIU organizers studied and mastered Government procedure and NLRB proceedings. The result was less money spent, better results. In all elections conducted by the NLRB in which the SIU was a contestant, the final decision was rendered in favor of the SIU.

In from the Far East



PORT REPORTS

New Orleans:

SIU Christmas Dinner Is Rousing Success

We have had a brisk shipping turnover here since the last meeting and expect to, at least, hold our own in the coming two week period. We paid off eight vessels, signed on four, and have 15 in-transit.

Payoffs were on the Pennant and Ranger (Alcoa); Del Norte, Del Sol, and Del Valle (Mississippi); Antinous and Chicasaw (Waterman); and the Catahoula (National Navigation). We signed on the Alcoa Pennant, the Del Rio, Del Norte, and the Del Aires of Mississippi. Ships in-transit were: Alcoa Pilgrim, Corsair, Clipper and Cavalier; Steel Director (Isthmian); Del Rio, and Del Aires (Mississippi); Seatrain New York and Savannah Seatrain); Morning Light, Monarch of the Seas, Fairland, Northwestern Victory, Amberstar and Southern Counties.

One of the most successful and enjoyable Christmas dinners ever given at the New Orleans Hall was enjoyed by Seafarers on the beach for the holidays and their families. Preparation of the food was started on the day before Christmas and everything was in readiness for the dinner to begin at 12:30 PM on Christmas Day.

Full credit for the success of the affair must go to members of the SIU staff in the port who worked day and night for several days before the event, and to Seafarers who volunteered their services during the final hectic hours of cooking and serving the fine meal. Among those who did a first rate job and who earned the appreciation of their fellow Seafarers for the work they did as members of the galley crew and as waiters were Francisco Escobal, Milton J. Mouton, L. O. Bumatay, George Nichols, Don Collins, Martino DeSalvo, Riley N. Crabb, John Channasian, Ashby Thompson, John Doyle, E. J. Schielder, Frank Baltazar, and O. Flynn.

More than 200 persons were served and there was plenty of roast turkey, baked Virginia ham and all the trimmings for everyone.

Too Thorough

A few members have come to the conclusion that maybe the LOG is a bit too thorough in its coverage. It seems that several of the boys had been "holding out" from their payoffs and their wives caught up with the game by reading the wage scale in the LOG supplement which published the new general cargo agreement. This was the subject of some good-natured kidding, but, generally speaking, this issue of the LOG was one of the most popular of the year. One of the first requests of men coming ashore has been for a copy of the contract supplement.

As reported previously, loading of nitrate now is being permitted in this port. Such cargo is handled at the Braithwaite dock facilities. A campaign also is being launched by business interests here to increase the loading limit for class "A" explosives at Braithwaite. If successful, this effort will make additional cargo available for loading here. The present limit on explosives, imposed by the Coast Guard as a safety restriction, is 600 pounds. The increased limit being sought is 100 tons.

An event of interest this month will be the arrival of the Motor Ship Italia to accept passengers for the first of four 14-day Caribbean cruises planned this winter. The Dock Board says the Italia is the largest ship to visit New Orleans since the war. This competition is not expected to cut into business of the SIU-manned Mississippi and Alcoa passenger ships. These ships generally are well-booked far in advance of sailing dates and the facilities they offer for luxury cruises to Caribbean and South American points are equal to the finest.

One phase of a $30 million port expansion program being carried on by the New Orleans Dock Board was completed with the opening operation of a new $1 million banana terminal. The terminal, said to be the world's second largest, is equipped to handle 8,000 stems of bananas an hour.

Other phases of the expansion program include increased wharf facilities, a new grain elevator, and installation of more modern means of handling cargo.

Bonus Checks

Hospitalized members were given $25 Christmas bonuses during a special Christmas Eve visit and seemed to be cheered by the remembrance financed by the Welfare Plan.

Kris Gunderson, a real veteran of the Union and the industry, underwent emergency surgery and seems to be responding satisfactorily to treatment.

Lindsey J. Williams
New Orleans Port Agent

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Galveston:

Shipping Far Above Average In Texas Port

For the past two weeks shipping has been way above average. We shipped out 231 men, about two-thirds of which were permitmen.

We had two ships paying off and signing on, and 14 ships in-transit. Payoffs were on the Burbank Victory (Eastern), and the Alice Brown (Bloomfield). Bloomfield's Genevieve Peterkin and the Burbank Victory signed articles. In-transits were the Bents Fort, French Creek, Archers Hope, and Government Camp (Cities Service); Mae (Bull); Federal (Trafalgar); Petrolite and Julesburg (Mathiason); Seatrain Louisiana and New Jersey (Seatrain); Del Rio and Del Aires (Mississippi); Michael (Carras), and the Northwestern Victory (Victory Carriers).

There were no beefs on any of these ships with all payoffs coming off clean. Christmas spirit prevailed all around, with most of the men anxious to get home to their families as quickly as possible.

Oldtimers on the beach at the moment include O. J. Harden, Mike Leousis, W. W. Currier, W. R. Thompson, and J. L. Hayes.

Keith Alsop
Galveston Port Agent

Lake Charles:

Holiday Shipping Boom Spurs Manpower SOS

Things have really been booming in the shipping picture here for the past two weeks. We shipped 62 men from here and had to call out of town for eight more, making a total of 70 jobs, in all ratings. We have about 35 men in all ratings on hand at the present time, so we can fill any order.

MacCaskie

Causing this rush were the Long Jack, Archers Hope, Winter Hill, Paoli, Government Camp, Chiwawa, Bents Fort, and the French Creek of the Cities Service fleet, the Federal of Trafalgar, Epiphany's Wanda, and the Trinity of Carras. All of these were in very good shape with fine SIU crews on each one.

Finally, our fondest hopes came true on Wednesday, Dec. 31, 1952. Twelve full book-members were assembled in this port, so a regular meeting was opened. Quite a number of our permitmen were present and were very much impressed with the way things were going. All of the members took the floor and spoke on the things that the Union stood for, and were well received.

On the labor side of the picture locally, we have no beefs outstanding anywhere in this area, and all locals report that all their members are working, with more work in the offing. Politically, we are girding for an election to be held in about four months for a mayor of our fair city, and, as usual, labor has a stake in this vital affair.

New Years and Christmas have come and gone and now we are trying to get ourselves collected again and go back to work. We had quite a few of our members around for those days and all report a fine time.

Pulls Stunt

For the "Seafarer of the Week" we nominate Thomas MacCaskie, who joined the Union in 1944 and sailed the rest of the war. Mac holds ratings in the engine department and is quite well known in the port of New Orleans where he sailed the glamour wagons to South America. He is best known on the Mississippi ships for a little stunt he pulled.

He made a small wager with another character to the effect that he would not go ashore for one full round trip. Mac was so determined to win that he would not even go on the dock to hook up a water hose for fear that his opponent would claim that he had been ashore. New Orleans to SA and back is some grind without shore leave, but Mac won and loud was the wailing by the loser when the payoff came. Mac is now busy sailing coastwise on the tankers, and says no more long trips for him.

Among the men on the beach now are J. Phillips, J. Mitchell, M. Launey, C. Silcox, W. Hughes, M. Fuentes, R. Reese, A. G. Alexander, R. Heahly, J. Quinn, S. A. Thompson, R. Slay, J. Brady, and D. Demaret.

Leroy Clarke
Lake Charles Port Agent

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Philadelphia:

1952 Outstanding Year In Seafarer Benefits

Shipping has been excellent for the past two weeks and by all appearances the following two weeks look just as promising. This port is still the place for rated men.

Now that the McCarran Act has gone into effect, we are faced with the alien problem. There seems to be some issues which are not fully clear, yet we are doing the best we can for our alien membership. Unlike other Unions, we are not leaving our men out in the cold. We appeal to our membership who have the necessary time for their first papers to apply as soon as possible for them.

Four ships payed off, five signed articles, and 27 were in-transits. Payoffs were on the Alexandra (Carras); McKettrick Hills (Western Tankers); Sweetwater (Metro); and Carolyn (Bull). The first three signed on again, along with Bloomfield's Ann Butler and the Atlantic Water of Triton.

The following ships were in-transit: Winter Hill and Lone Jack (Cities Service); Holystar (Intercontinental); Purplestar (Traders); Wacosta, Afoundria, Chickasaw, Azalea City, Fairport, DeSoto, and Bienville (Waterman); Ann Butler, Robin Tuxford, Kirk, and Locksley (Robin); Lewis Emery (Victory Carriers); Atlantic Water; Ocean Star (Dolphin); Rosario, Monroe, Marina, and Arlyn (Bull); Southern Districts (Southern Trades); Michael (Carras); Steel Executive (Isthmian); Federal (Trafalgar); and Santa Venetia (Elam).

It was an outstanding year in shipping and in Union gains and benefits for the Seafarer. Here is a hope that 1953 will use 1952 as a jumping off point for even greater gains for the members of the SIU.

A. S. Cardullo
Philadelphia Port Agent

San Francisco:

Alien Seamen Advised To Register With US

For the past two weeks shipping has been holding its own, with most of the men being shipped on the Robin Goodfellow. Other replacements were dispatched to the regular intercoastal ships. For the future we can only see about 10 or 12 in-transit jobs with no payoffs scheduled at the present time.

We paid off the Robin Goodfellow of Seas Shipping and Colonial's Sea Thunder. Ships in-transit were the Topa Topa, Kyska, John B. Waterman, Hastings, and Fairisle (Waterman); Alamar and Marymar (Calmar); John Kulukundis (Martrade); and the Ames Victory (Victory Carriers).

There is a shipping boom in the local area, if not here at the moment then over in Seattle and Wilmington where they could use some rated men. I informed the membership that the McCarran Act was in effect and that unregistered aliens were going to find it hard to ship out. I urged all alien seamen to register with the Immigration authorities and to find out their status.

Also spoke on some of the new gains made by the negotiating committee in the present contract and advised all hands that as soon as the tanker agreement was concluded I would notify the membership and would have copies available as soon as possible thereafter.

Foster

The Robin Goodfellow (Seas) paid off after a six-week trip to the Orient, and, as usual, the master on this ship caused a bit of dissension with his anti-union attitude also the chief mate thought he had the privilege to hire a one-man Korean shore gang to paint his quarters and do a little sougeeing around the ship. The mate supposedly paid for the 28 hours work out of his own pocket. After a little discussion on this matter, the company agreed that this was the work of seamen, and as a result the deck department received 28 hours overtime for the work.

When the hospital patrolman made his rounds at Christmas time with the $25 bonus checks the SIU members were the envy of all the other maritime unionists in the wards. Some of the brothers in the marine hospital receiving their benefits and their additional Christmas bonuses included David Sorenson, Peter Smith, Eddie Ho, Fritz Kraul, Jacob Levin, Norville Sykes, and Benny Foster.

As the year ended, the greatest accomplishments for the membership was the new contract which, as usual, is the greatest in the industry. Also coming in for good reports was the new hall in New York, the scholarship plan, the special service section set up in New York for the members, the disability pay, maternity and hospital benefits, and the Sea Chest.

Whatever the year 1953 holds in store for the maritime industry, the membership of the SIU can depend on the organization to keep fighting for new gains to make the organization stronger than ever.

H. J. Fischer
West Coast Representative

SIU HALL DIRECTORY

SIU, A&G District

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PORT REPORTS

Savannah:

Union Loaned Movie Projector To Hospital

The last two weeks were pretty good as far as shipping and jobs were concerned with the usual Christmas rush as quite a few of the fellows piled off the ships for the holidays. Shipping can be considered normal for the next two weeks as we will have the Strathbay calling for a full crew in the early part of January. We will also have the Southland in for a payoff as well as the usual in-transits that hit Charleston and Jacksonville.

We paid off the Strathbay (Strathmore), and the South Atlantic's two crack ships, the Southstar and the Southport. The South Atlantic ships signed on again. In-transits were Seatrain's Savannah and New York, Waterman's De-Soto and Fairport, and the Bents Fort of Cities Service.

Gardner

Patrolman E. B. McAuley and I have been over to the USPHS hospital and have loaned them a new movie projector. This machine will be on a permanent loan basis and will remain the property of the SIU. I believe it is a fine gesture on the part of the organization for its members to be so generous in allowing the patients the use of this projector. I want to thank, personally and as a member of the Union, the Neptune Club for their gifts at the Christmas party and Gully Silvers of "Bo Peeps" for his efforts in behalf of the party.

Patrolman McAuley visited the marine hospital three times in the past two weeks. Most of the brothers over there are progressing very well. Anytime any of the members have a little spare time they should drop in on their shipmates to bring them some cheer. Among those in the hospital now are J. T. Moore, W. W. Allred, and C. A. Gardner. Gardner was admitted just in time to enjoy the increased monetary benefits which were passed out at Christmas time. He said that the money he received as a holiday bonus was just about the nicest thing that had happened to him in many a year.

E. B. Tilley
Savannah Port Agent

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Wilmington:

Car Failure No Excuse For Missing Meetings

Shipping has been holding up very nicely out here and looks to continue that way. What with good shipping and good weather, the membership here is finding things very pleasant on the beach.

We paid off the Seacliff (Coral), and signed on the Ames Victory (Victory Carriers) in the last two weeks. In addition we had a big load of in-transits including the Yaka, Keystone Mariner, Citrus Packer, Beauregard and Raphael Semmes (Waterman); the Seamar, Massmar, Marymar and Calmar (Calmar); Amerocean (Blackchester); W. E. Downing (States Fuel); Robin Hood, Robin Goodfellow (Seas Shipping); Liberty Flag (Dover); and the Steel Recorder (Isthmian).

New Agreement Effective

We didn't have much in the way of beefs but it's taking a little time for the ships to get squared away on the new agreement since it makes so many changes from the old contract.

We've been having a little bit of trouble as a result of the McCarran Act. Many of the companies are a little reluctant to take aliens aboard because they are afraid of getting stuck with them. We have been meeting with Immigration and the US Shipping Commissioner on this score and expect to have the whole matter clarified as soon as the new act really takes hold.

Otherwise, all has been going well out here, what with the Rose Bowl, the Tournament of Roses and a big Christmas dinner that was thrown by the SUP for Seafarers and Sailors alike.

One beef your agent has is that an increasing number of members have been sending in excuses of car failure on meeting nights. We advise the membership to have their cars checked before meeting dates, as excuses like that cannot be accepted any more.

Oldtimers on the beach include Ralph Moisant, Tony Stivers, George Craggs and Red Lane. They join me in wishing a Happy New Year to the membership with the hope that the next year will be even better for the SIU.

Sam Cohen
Wilmington Port Agent

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Seattle:

Men Headed For Home Over Year End Holiday

Shipping has been tops for the past two weeks as we have had a total of 98 men shipping. Of this total we shipped 31 SUP men, so you can see that the shipping picture has been to any man's liking. We should have fine shipping for the next two weeks, with five payoffs scheduled.

We had five payoffs in this period, with seven ships signing on and six more vessels calling in-transit. With some of the brothers on the in-transit ships wanting to get off for the holidays in order to go home, a difficult problem was posed insofar as replacements were concerned. However, we crewed up all the ships without too much difficulty.

Paying off were the Seastar (Triton); Seagarden and Sea Victory (Orion); and the Alaska Cedar and Gadsden of Ocean Tow. Ships signing on were the same, along with Mankato Victory of Victory Carriers. Ships in-transit were: Hastings and John B. Waterman (Waterman); Alamar, Yorkmar, and Seamar (Calmar); Seacliff (Orion); and Mankato Victory.

Jeff Morrison
Seattle Port Agent

Mobile:

Oystermen Face Poor Season Due to Drought

There has been good shipping for the past two weeks and it is expected to continue fair in the coming two weeks with ten ships due for payoffs and replacements.

We paid off six ships, signed on four, and have three in-transits. Payoffs were on the Corsair, Patriot, Pilgrim and Cavalier (Alcoa); and the Morning Light and Monarch of the Sea (Waterman). The Corsair, Pilgrim, Cavalier and Planter signed on. Waterman's Iberville and Antinous were in-transits along with the Ampac-California of the American Pacific Line.

On the labor front we find that the Gulf Shipbuilding Corp., a Waterman subsidiary, folded. Repair work will be done at the Waterman docks, affecting shoregang work in a favorable fashion, probably. The MAW negotiating committee is working on a new shoregang agreement with Waterman and Alcoa to replace the present one which expires on Jan. 15. A new MAW tugboat agreement also is under discussion.

Scott

Figures just released by Jerry P. Turner, general manager of the Alabama State Docks, show that Mobile's port tonnage climbed to a new record during November. The new mark was 798,543 tons as compared with 750,770 tons of cargo handled during October, which was the previous high month. A big increase in movements of crude oil and grain was credited for the record month.

Xmas Lights

Waterman was in the news during the holiday season with its novel lighting of the company's building, which has become traditional. The windows of the building were illuminated in the shape of a huge cross. Crosses were formed on the north, east and south sides of the building.

Oystermen, many of whom are affiliated with the SIU through subsidiary fishermen's unions, have been suffering from adverse conditions on this coast. The Gulf Coast Research Laboratory at Ocean Springs, Miss., blames it on last year's drought.

Oyster beds along the coast suffered tremendous damage, according to Dr. A. Hopkins, head of the research laboratory. Scarcity of fresh water emptying from rivers and streams along the coast increased the salt content of the water. This, in turn, increased the conch population on the beds. The conch feeds on oysters. All of which means a shortage in the marketable "crop" insofar as the people along the coast who depend upon oysters for a living are concerned.

On the beach and registered to ship again is G. Scott, bosun, who has been sailing with a full book since 1946. Having sailed in all ratings of the deck department, Scott feels qualified to pass on his opinion on what the new agreement will mean in terms of benefits.

"As far as I am concerned," says Scott, "it is the most favorable agreement ever written in the industry." Scott studied it after coming ashore from the Alcoa Polaris. "This agreement," he concluded, "gives full consideration to the men in every department and in every rating."

Oldtimers here on the beach now include E. Mayo, J. Ward, J. Crawford, R. Eden, T. Dykes, J. Finnell, and M. J. Danzy.

Cal Tanner
Mobile Port Agent

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Norfolk:

MSTS Vessels Increase Rates To $1,400 Daily

Symptoms of increased shipping are seen with Oro Steamship Co. crewing and sailing the Eugenie which had been laid up for three months, and, at the same time, they crewed and sailed another of their vessels laid up in the port of Baltimore.

MSTS ships have increased their rate to $1,400 per day and there is a rumor from a heretofore reliable source that 100 ships will soon be taken under the MSTS wing.

The dispatcher, J. C. Lupton, reported shipping had picked up a little for the past two weeks and the outlook is pretty good. We supplied men on the following ships: Logans Fort, Paoli, Alcoa Roamer, Fairland, Chesetate, Strathport, Eugenie, Saugatuck, Seawind, and the Steel Recorder.

We paid off the Strathport (Strathmore); Southern States (Southern Trading); and Logans Fort (Cities Service). Ships signing on were the Strathport and Logans Fort, and Oro's Eugenie. The following ships were in port in-transit: Alcoa Roamer (Alcoa); Fairland (Waterman); Paoli (Cities Service); Seawind (Seatraders); Steel Recorder (Isthmian); and two SUP vessels, the Saugatuck and the Chesetate.

Ben Rees
Norfolk Port Agent

New York:

Freight Ship Contract Mailed To All Vessels

Business has been slow but shipping has been very good for the past two weeks. We had 27 payoffs, 17 sign-ons, and 10 ships in-transit. Of the 17 ships signed on, 11 were taken out of lay-up.

The following ships were paid off: Steel Scientist, Steel Director, and Steel Chemist (Isthmian); Lawrence Victory (Mississippi); Frances, Puerto Rico, Edith, Elizabeth, Suzanne, and Kathryn (Bull); Chiwawa, Cantigny, Royal Oak, French Creek, Winter Hill, and Bradford Island (Cities Service); Seatrain New York, Texas, Georgia, Savannah, and Louisiana (Seatrain); Azalea City, Mobilian, and Afoundria (Waterman); The Cabins (Mathiasen); Robin Sherwood (Robin); and the San Mateo Victory (Eastern).

Ships signed on were the Steel Ranger, Steel Scientist, and Steel Director (Isthmian); Wild Ranger and Mobilian (Waterman); Lawrence Victory, Louis Emery, Jr. (Victory Carriers); Jean, Rosario, Monore, and Marina (Bull); Western Trader (Western Navigation); Seapender (Orion); Robin Kirk (Robin); Taddei (Shipenter); Gulf Water and Santa Venetia (Martrade).

Ships in-transit are the Steel Apprentice, Steel Executive, Alcoa Pointer, Pioneer, and Roamer, De Soto, Julesburg, Lafayette, Northwestern Victory, and the Federal.

The entire SIU fleet is now in operation with the exception of two Libertys, which need extensive repairs, the three sandboats and the Yarmouth.

The new freight ship agreements have been mailed out to all ships and will go into effect three days after being received aboard, but in any event, not later than Jan. 1, 1953. All freight ships signing on are under the working rules of the new agreement. The wages and overtime rates will be retroactive to Nov. 18, 1952.

Claude Simmons
Asst. Sec.-Treas.

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Baltimore:

More Rating Incentive Under New Agreement

During the past two weeks shipping maintained a very good pace for all ratings except those in the electrician and steward classes.

I would like to urge those members now sailing in non-rated capacities to get ratings. With the new contract, there is more incentive to obtain a rating than there was previously. This applies particularly to capacities in the engine and deck departments.

We paid off 11 ships, signed on 12, and had 13 in-transits. Ships paying off were the Baltore, Santore, Chilore, Feltore, Bethore, and Marore (Ore); Steel Apprentice and Steel Executive (Isthmian); Barbara Fritchie (Liberty Navigation); Bienville (Waterman); and the Mae (Bull). Signing on were the Ore ships, as well as the Isthmian, Bull and Waterman, in addition to the Ocean Star (Triton) and Christina (Carras).

Ships in-transit were: the Rosario, Hilton, and Mavina (Bull); Azalea City, Afoundria and Chickasaw (Waterman); Alcoa Roamer and Pointer (Alcoa); Atlantic Waters (Martrade); Sea Gale (Triton); Government Camp and Council Grove (Cities Service); and the Robin Tuxford of Seas.

Earl Sheppard
Baltimore Port Agent

A & G SHIPPING RECORD

Shipping Figures December 17 to December 31

PORT	REG. DECK	REG. ENGINE	REG. STEW.	TOTAL REG.	SHIP. DECK	SHIP. ENG.	SHIP. STEW.	TOTAL SHIPPED
Boston	38	26	21	85	8	8	9	25
New York	226	219	193	638	229	193	180	602
Philadelphia	81	48	36	165	76	66	61	203
Baltimore	159	130	103	392	168	153	92	413
Norfolk	29	22	14	65	26	24	13	63
Savannah	27	17	18	62	24	14	10	48
Tampa	10	9	12	31	4	5	3	12
Mobile	66	41	48	155	30	19	23	72
New Orleans	61	79	98	238	77	73	87	237
Galveston	92	59	56	207	107	72	52	231
West Coast	79	80	65	224	96	70	75	241
Totals	868	[illegible]	664	2,262	845	697	605	2,447

IN THE WAKE

The penguin, the sea bird that never flies, can be found only in the Southern Hemisphere, generally in the area from the Antarctic region to the Galapagos Islands off the coast of Ecuador. On land the birds usually walk upright, but some can travel faster over the ice and snow on their stomachs by using their wings and feet. The webbed feet are used only for stopping or steering in the water when the bird swims

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The popular belief that oysters shouldn't be eaten during months with no R in their names probably stems from the fact, most likely a coincidence, that the spawning season falls in the months in whose names there are no R's. Fresh oysters are out of season during May, June, July and August, and it may well be that way, because immediately after spawning they usually are poor in quality and flavor anyway.

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It is supposed that bluenose became associated with the seafaring folk of Nova Scotia as the result of a common variety of potato that at one time was exported in large quantities from that province to New England. This particular variety actually was bluish or purplish in color at one end. In time bluenose was accepted by the Nova Scotians as their favorite nickname and now it is widely used in connection with sports and in the names of ships and trains. It is still frequently applied to the inhabitants of all the maritime provinces of Canada—Prince Edward Island and New Brunswick as well as Nova Scotia.

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Announcing time on ships by striking a bell every half-hour dates back to the time when the half-hour sandglass was more practical than the pendulum clock for keeping time at sea. The earliest recorded mention of this system of announcing time on ships is the 17th century. In those days the job of the steersman was strenuous and he was relieved every half-hour. The ship's bell was struck each time the glass was turned over and the steersman was changed. In time, the number of bells became signals to indicate a change in the watch, change in the speed of the ship and the time for meals, prayers, etc.

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The story of Robinson Crusoe is fiction, but it was most likely inspired by the experiences of Alexander Selkirk, who joined a buccaneering expedition to the South Seas in 1703, quarreled en route with the captain and wound up being put ashore alone with a few necessities of life on one of the two Juan Fernandez Islands, about 430 miles west of Valparaiso, Chile. He was picked up four and a half years later. Although it is said that Selkirk was the prototype of Robinson Crusoe he was never shipwrecked. In fact the story makes it clear that the "Island of Despair," the only name ever given to the island in the book, was located on the Atlantic side of South America, probably in the Caribbean.

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Mirages not only produce weird and fantastic effects but they play queer pranks. In 1906, Admiral Peary, standing on the northernmost point of Mount Axel Heiberg, thought he saw a vast land in the Arctic sea that was later indicated on maps as Crockerland. Eight years later an expedition sought in vain for this territory. It was in fact an Arctic mirage and no such land ever existed.

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Electric eels live in shallow waters and more than one traveler in Brazil and the Guianas has reported that his horse was knocked down by an electric eel while fording a river or bayou. On the other hand the ancients employed an electric fish, the marbled electric ray found in the Mediterranean Sea and the Atlantic and Indian Oceans, to give electrical treatment to persons with rheumatism, gout and other physical ailments. In the second century AD, Galen, a Greek physician in Rome, even recommended the shock from an electric fish for curing severe headache.

THE INQUIRING SEAFARER

Question: What do you like to do when you go ashore?

(Question asked in the Mobile hall.)

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Fred M. Hazard, AB: I've been married 13 years and when I hit Mobile, I head for home. When away from home, I like to join up with the fellows for "a couple of cool ones" and then go back to the ship. I find that is the best policy for a man who is happily married.

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Harry Pierce, electrician: Since I am an active Mason, I always visit the lodge halls in the various ports of call. I've made many good friends on both coasts and my lodge brothers always are anxious to show me the major points of interest. That way, I travel first class.

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Cliff Taggart, steward: My hobbies are collecting curios, playing golf and bowling. Coastwise, I usually find a good bowling alley. It is a fine sport and a lot of fun. Some of the finest golf courses in the world can be found in nearby ports in the British colonies.

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Ronald "Scotty" Eden, electrician: Whenever we call at a coastwise port, I like to visit the SIU hall and find out what has been going on in the Union while I have been at sea. When we hit a foreign port, I find it interesting to get away from the water and see the country.

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Daniel W. Alexander, baker: Sight-seeing is my chief pleasure. I usually go alone and see the points of interest. That is the least expensive thing you can do, and with five children, you have to be careful with your money. Incidentally, I think the maternity benefit tops.

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George Dean, bosun: My favorite pastime is going to the SIU hall and batting the breeze with old shipmates whenever I can find them. I like to keep in touch with my old friends and know what they are doing, and exchange information about shipping and conditions.

MEET THE SEAFARER

DAN ALVINO, AB

Back in 1926, Dan Alvino left his Brooklyn home to go to enroll in high school for the coming term. It was spring, and the weather was lovely, he says, so he took a little walk down along the waterfront. Within a matter of hours, he had himself a job on Bull Line's SS Irene.

At the time, Dan says, he figured he'd only sail for the summer and would go back to school in the fall, but somehow, things didn't quite work out that way, and Dan is still sailing. In fact, he just signed off the Frances (Bull Lines).

Back to Sea

However, Dan's whole career hasn't been just sailing. Along about 1934, Dan decided that he had enough of sailing and got a job ashore—as a housewrecker. "It was real interesting work," says Dan. "We just knocked them down anyplace at all. It was hard work, but it was interesting."

After a spell of wrecking houses, Dan went to work in a shipyard, building ships. He stayed on that job until 1943, when, with the US at war, he decided to go back to sea. At first, he took a berth with the Military Transport Service, but then, in 1945, he joined the SIU.

"But those days back in the 20s were really something," he said. "I remember one time about 1929 when I was sailing on the liner Monterey. We got a fire in the No. 2 hold and the whole crew spent 16 straight hours fighting it with hoses, and everything.

"At that time, I was making $40 a month, and there wasn't any such thing as overtime. That $40 was all we got. Well, after working for 16 hours fighting the fire, we knocked off and only had two hours' rest when the mate came along and turned us to on routine work. When we beefed about it, we got told that we shouldn't count the time spent fighting the fire as work, because all we were doing was saving our home."

Pier To Pier

And Dan is one of the seamen who remembers the "old days" back in the early 1920s and 1930s, "when we used to have to walk the waterfront to get a job. Those were the days we had to walk from one pier to another, asking at each ship whether they needed any men. Sometimes it was months before a guy would find a job, especially if he was just an ordinary seaman.

"Things sure were different then than they are now, with the Union hiring hall. Now, instead of walking the waterfront all day long, we can just relax in the hall. We've got a cafeteria, pool tables, showers, comfortable seats, and just about everything we could want. And the best part is that you can get a job in a day or two."

"But," he said, "the big thing was that everybody considered a seaman as a bum in those days. And the seamen were always treated accordingly. It was pretty much being just a hobo.

"Even thoughts about any kind of a union that could get anything for the men was just a dream in most seamen's hearts. None of us even dreamed of the kind of wages that seamen pull down today, and if anyone even thought about the things that the SIU has gotten for us, like the Welfare Plan and the beautiful halls, everybody would have thought that he was crazy. Back in those days, most of us just dreamed about getting things aboard ship like some decent food and decent foc'sles."

In addition to everything else, Dan found time to get married and now has a family of seven children. He has a boy 24, a girl 18, a boy 17, a girl 16, a boy 14, a boy 12 and a boy 6.

"I wouldn't be surprised, he said, "if some of my kids put in an application for one of the college scholarships that the SIU is offering once they get ready to go to college.

With one of those scholarships, they wouldn't have to worry about the expenses of a college education, because the money that the Union would give them under the scholarship would be enough to pay all the expenses that they had. It's a great opportunity for them,"

The Seafarers Puzzle

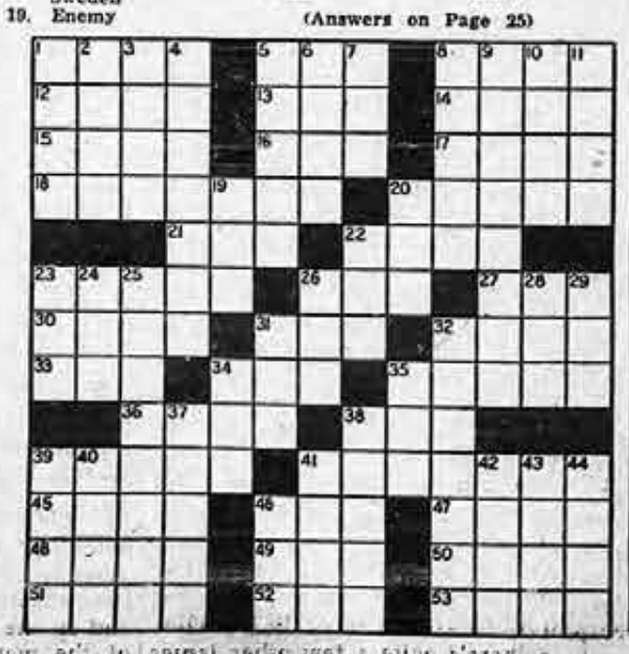
ACROSS

1. Any vessel
5. The SIU protects this
8. One of the Aleutians
12. Italian money
13. Honest ——
14. Herman's nickname
15. Inland sea in Russian
16. Regular trip
17. Lake port
18. We now get maternity ——
20. Florida port
21. Early Norse kings
22. Dry creek in Algeria
23. Adriatic port
26. Good thing to belong to
27. Pitcher Garver
30. Capital of Norway
31. Large oil Company
32. Some do this with money
33. Obtain
34. Kind of snake
35. Port in Brazil
36. —— of Wight
38. Baltic or Coral
39. Island N of Tonga
41. Base hits
45. Semi-precious gem
46. Galley article
47. Helper
48. Miss Hayworth
49. Old ship
50. Steamship route
51. Heavyweight champ in 1934
52. Sunion operator
53. Periods of time

DOWN

1. Pitcher's plate
2. Crew-up
3. Country on Persian Gulf
4. Port in Sicily
5. City of gay times
6. Adjoin
7. Jap coin
8. Signal from the bridge
9. Island in San Pedro harbor
10. Voyage
11. Port in Sweden
19. Enemy
20. Island of Am. Samoa
22. SIU negotiators usually do
23. Cause of whistle-blowing
24. Honshu bay
25. Last of a series
26. An SIU affiliate
28. Night before
29. Democrat: Abbr.
31. Direction of Maui from Oahu
32. Seatraders ship
34. Wing
35. Man's nickname
37. Of the sun
38. City on Baranof I.
39. Apple tree of Europe
40. Port on Upolu
41. High tidal wave
42. Focsle pest
43. Miss Ferber, writer
44. Calls, in poker
46. Pakistan: Abbr.

(Answers on Page 25)



TEN YEARS AGO

The now-famous series of battles between US torpedo boats and Japanese destroyers and cruisers off Guadalcanal got underway . . . The US reported that the German forces on the desert were still withdrawing . . . Major General Carl A. Spaatz of the US Army assumed command of the newly created Allied Air Force in North Africa . . . The SIU pledged full cooperation in manning and dispatching ships as the War Shipping Administration once more pledged to respect all collective bargaining agreements and union hiring halls . . . In three days, London said, British ships destroyed 14 Axis vessels in the Mediterranean.

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The US reported that a large Japanese force trying to seize Buna in New Guinea had been repulsed. Some 15,000 Japanese were killed, 333 Jap planes destroyed, and the US forces damaged or sunk six cruisers, 13 destroyers, 83 merchant ships, a destroyer tender, two seaplane tenders, two gunboats and between 150 and 200 landing barges . . . The press applauded the SIU crew of the Pathfinder who, after being torpedoed and spending some time on life rafts, tramped through the South African jungles to get back to British territory rather than surrender to authorities and be interned for the rest of the war.

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US and Allied planes staged heavy raids on Timor, New Britain, New Guinea, Salamaua, Mobo and Sanananda in the Pacific, and the Italian mainland, French industrial centers and German ports in Europe . . . The Government backed down before the solid opposition of the SUP, which had the SIU's full support, and killed the move to let the NMU move in on manning the SUP's West Coast shipping

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London reported that British troops were encountering "heavy opposition" from Japanese forces in Burma . . . Washington said US forces were now mopping up in the Mount Aesten sector on Guadalcanal . . . A fighting French bulletin announced the conquest of Fezzan in North Africa . . . The three oilers and E. J. Lilly, K. Scherrebeck and S. Avant of the deck department of the Marjory were told to pick up extra overtime checks that the Union had gotten from the company for them . . . Portland, Me., and Cape Ann, Mass., were both hit by earthquakes.

SEAFARERS LOG

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McCarran Act Problems

The much-discussed McCarran Immigration Act went into effect with a big splash two weeks ago. Much controversy has been aroused, centering on denial of shore leave to foreign-flag crewmen. Actually the Act has weighed heaviest on aliens aboard US ships, with many of them denied payoffs.

The McCarran Act is a broad piece of legislation covering much besides seamen's shore leave. Contrary to what has been said in some newspapers, the SIU has not "endorsed" it. The Union hasn't taken any position yet because, like everyone else, it is waiting to see how the Act works out.

What the SIU did endorse months ago was the principle of screening foreign-flag crewmen who enter *restricted* port areas. At that time an article in the SEAFARERS LOG exposed the security loophole which permitted Iron Curtain and "runaway" ships to enter these areas, but required American-flag seamen and dock workers to have Coast Guard clearances.

The McCarran Act goes far beyond that. All alien seamen under all flags are being screened in all ports. For aliens on US ships it means a double screening. They have already been cleared by the Coast Guard. Now they have to be cleared again by Immigration. The difference is that where the Coast Guard is concerned with subversive affiliation, Immigration deals with a broader set of requirements.

The result has been, for example, that two Seafarers who have clearance and have been sailing SIU for years have been denied discharge because they are nationals of countries that were taken over by Russia. Other Seafarers have been similarly treated for a variety of other reasons.

From reports already received, it appears that the restrictions placed upon aliens sailing American ships will be changed in the new Congress and this hardship removed.

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Tops On Tankers Too

Completion of the tanker negotiations just about wraps up the SIU's negotiating business for the coming year. The Union set out to win for Seafarers two standard agreements in the dry cargo and tanker field that would be the best in the industry. That has now been accomplished.

As has been pointed out, the tanker agreement contains practically every improvement in rules that is in the freight agreement, plus a few more. The wage scales, printed in this issue are far and away the best of their kind.

What remains now is for the companies to sign the contract and the membership to ratify it. The Union is confident that these steps will be forthcoming shortly.

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The Riviera Case

After being tied up since September 9, the Liberian-flag freighter, Riviera, escaped SUP and SIU picketlines by getting three court injunctions against the pickets. Unlicensed crewmembers had struck the ship in Portland, Oregon, in protest against filth, unseaworthiness and rotten conditions aboard. When Immigration arrested them, SUP, MM&P and SIU pickets took over.

The Riviera case points up the kind of cutthroat competition that American shipping faces from Liberian and Panamanian-flag vessels. These operators will stoop at nothing to undercut American ships that maintain safety standards, good wages and decent working conditions.

To emphasize that point, the SIU received a letter from the first mate of the ship who had stood with the company through the strike. He informs us that the company rewarded him by cheating him out of two months' wages. Tsk! Tsk!

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Lending A Hand

As a result of a story that appeared in the SEAFARERS LOG, NMU seamen at Manhattan Beach hospital have received a cash benefit from their Union for the first time in a year. Before that the NMU had cut off benefits to these men, most of whom were not eligible for aid under that Union's insurance set-up.

We are happy to be of service to these NMU men, who are as hard-working seamen as any other and deserve a hand when the breaks are working against them.

LETTER of the WEEK

Likes Seafarers' Social Advances

To the Editor:

In the old days, as most of us know, seamen were regarded generally as bums or as having doubtful reputations. Nowadays, however, with the presence in every way of Union representation, we are climbing to a position where, if not with high-class society, at least our social standing in life is recognized as much as that of the decent and proud workers of many professions ashore.

It is true that some of the irresponsibles and gashounds of yesteryear still manage to make a trip now and then. But we cannot help this for it happens in every profession even where white-collar jobs are involved. Besides, many of the newcomers at sea turn to acting carelessly because they are unaware of what the Union has been doing lately in discipline.

Ramirez

There is another important reason. Many of these men read stories about seamen that tell nothing of today's Seafarers, but rather dwell on the seamen in the old times, describing them as tough characters whose first stop ashore was the pub or bar. In short, these newcomers just want to act like oldtimers from the beginning.

SIU Men Welcome

But one thing is sure. The gashounds are only a minority as compared with the old days. I have been around studying this situation closely, especially in the places where seamen congregate, such as in USO clubs, and I am very happy to say that only one in every ten seamen not welcomed in such places is an SIU man. This I can say for certain. Because of my sober condition at all times, I have been called on to serve as an interpreter for many of these men when in trouble ashore. The first thing I always ask is what union the fellow belongs to. I can safely say that the SIU has the smallest percentage of gashounds and performers among the martime unions today.

In the old days, too, it was a shame to tell a young girl that you were a seaman. Now it is very pleasant to the ears of the beautiful dolls when a guy says: "I'm in the Merchant Marine," and it's much more satisfying if one says: "I'm an SIU man." And if you want to be regarded as a man with a license, just say you possess an SIU book and take pride in showing it.

This alone is a sign of change in the seaman's life and most of us know it. And I think the change is due to the strength of the SIU, its success in organizing a large portion of the merchant marine, its policies of discipline and its victories on wages and welfare benefits. We, all of us, must cooperate to uphold the high name of the Seafarer and of the Union, by cracking down on the performers.

Luis A. Ramirez

'On Watch!'

As I See It

by PAUL HALL

WITH A CHANGE IN ADMINistration taking place in Washington, that city is going to be a mighty important place for Seafarers and the rest of organized labor in 1953. It's expected that the new administration and the new Congress will have some different ideas about Government policy on any number of issues.

To begin with there is the whole question of foreign aid which is an important factor in American shipping. There's been a lot of talk going around that foreign aid might be cut. Of course, the whole foreign aid question ties in closely with the 50-50 law. Some foreign shipping interests would like to see that law dumped, especially if there is going to be less foreign aid cargo to carry. It remains to be seen what the new administration will have in mind on this score.

Then of course there is the ever-present question of this country's merchant marine policies. In past years there's been a lot of hauling and pulling back and forth, with US shipping caught in the middle. One of the things that's pretty badly needed is a clear-cut policy on the merchant marine so that this vital industry can get an idea of what to expect and plan for in future years.

The Taft-Hartley law is sure to get a lot of attention in the next few months. There appears to be widespread interest in labor's ranks in proposals to amend this law if it's not possible to get it repealed. It seems also that there is strong sentiment in Congress to put through some changes that would satisfy some of the criticism of the law.

One policy that should get immediate attention is the question of wage and price controls. Those who are informed on the subject are pretty well agreed that the controls are not likely to last long.

There's quite a few other issues coming up that are important to us as citizens and Seafarers—like changes in social security laws, or in the services that are being given to veterans and seamen by Public Health Service hospitals.

Right now nobody knows just what is going to happen on any one of these questions. But Seafarers can rest assured that your Union will be watching developments very carefully. The membership will be kept fully informed of all important steps, and the Senators and Representatives in Washington will be advised on how our membership feels on these issues.

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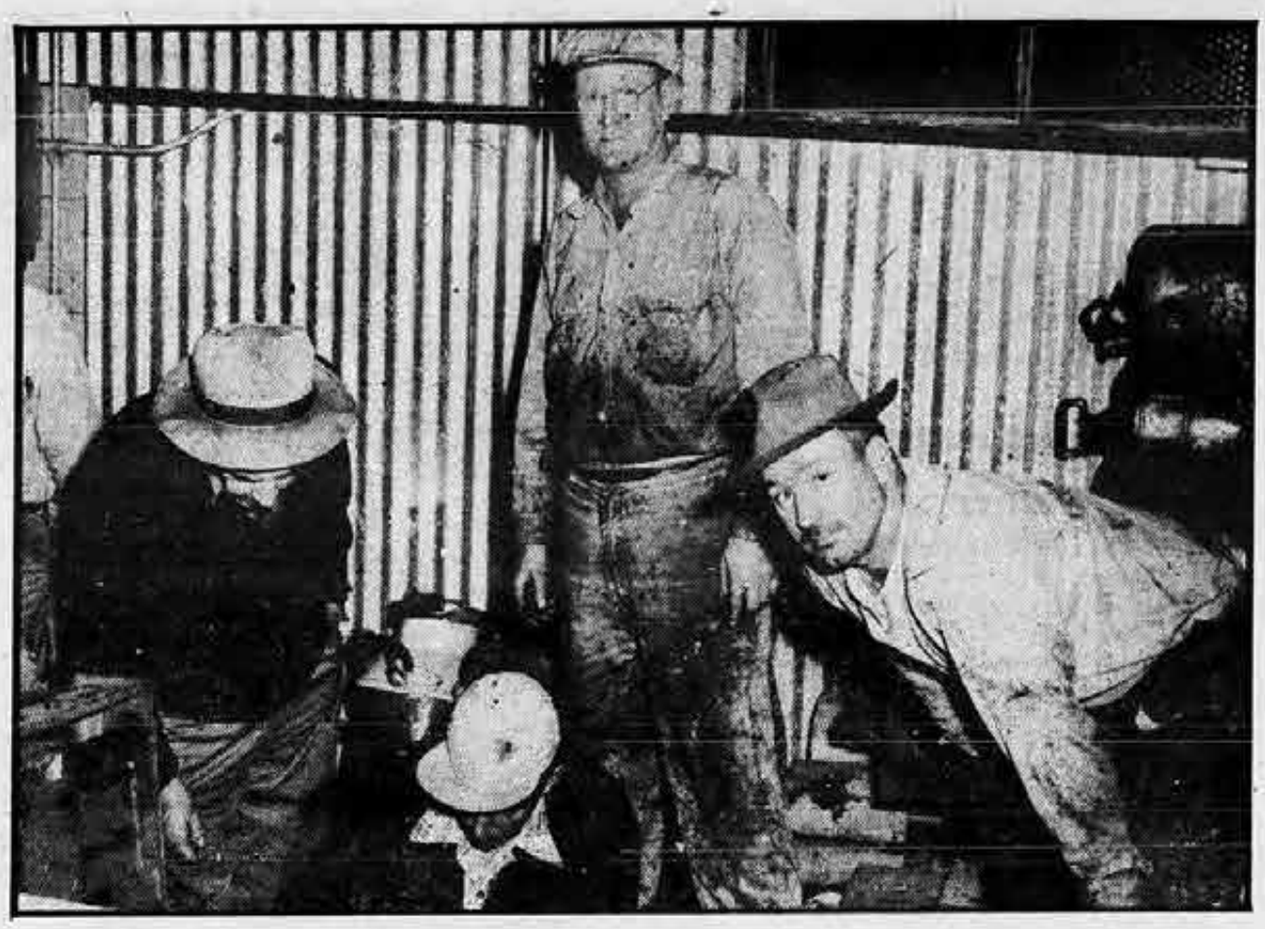
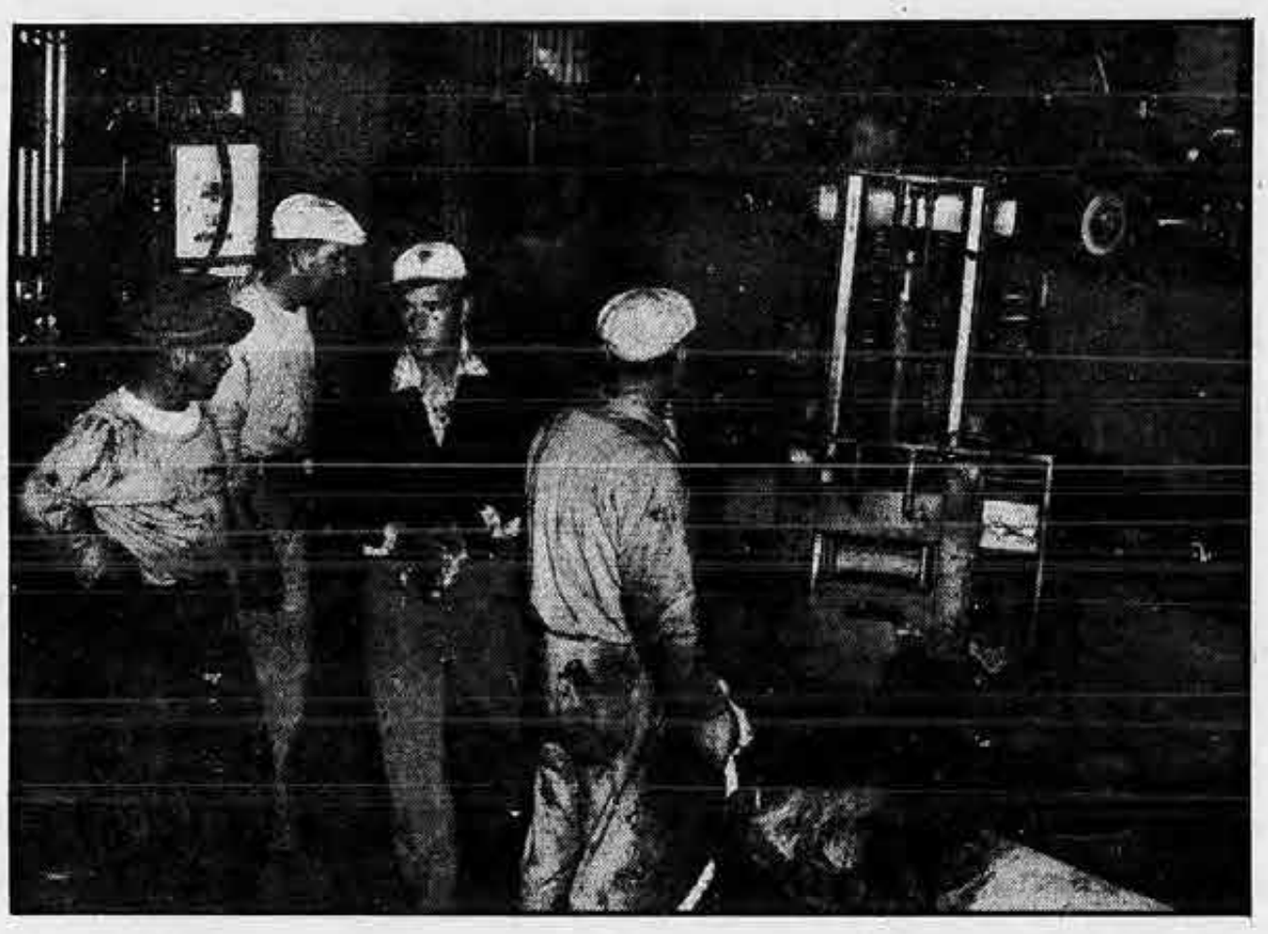
AS THE STORY IN THIS ISsue of the LOG shows your Union has pretty well finished off the big job of squaring away our contracts for the coming year. When the Union started on these contract negotiations, the membership was promised that the Union would insist on two standard agreements, one dry cargo and one tanker, that would be the best kind of contract anywhere. We believe the membership will agree that this has been accomplished. Furthermore it was done in direct negotiations between your Union's committee and the operators, without any arbitrators or other outsiders telling both sides what they could or couldn't put into a contract.

Before negotiations began, your committee promised that it would give careful attention to the problems of the stewards department, among others, so that these problems, and monetary questions, would be taken care of.

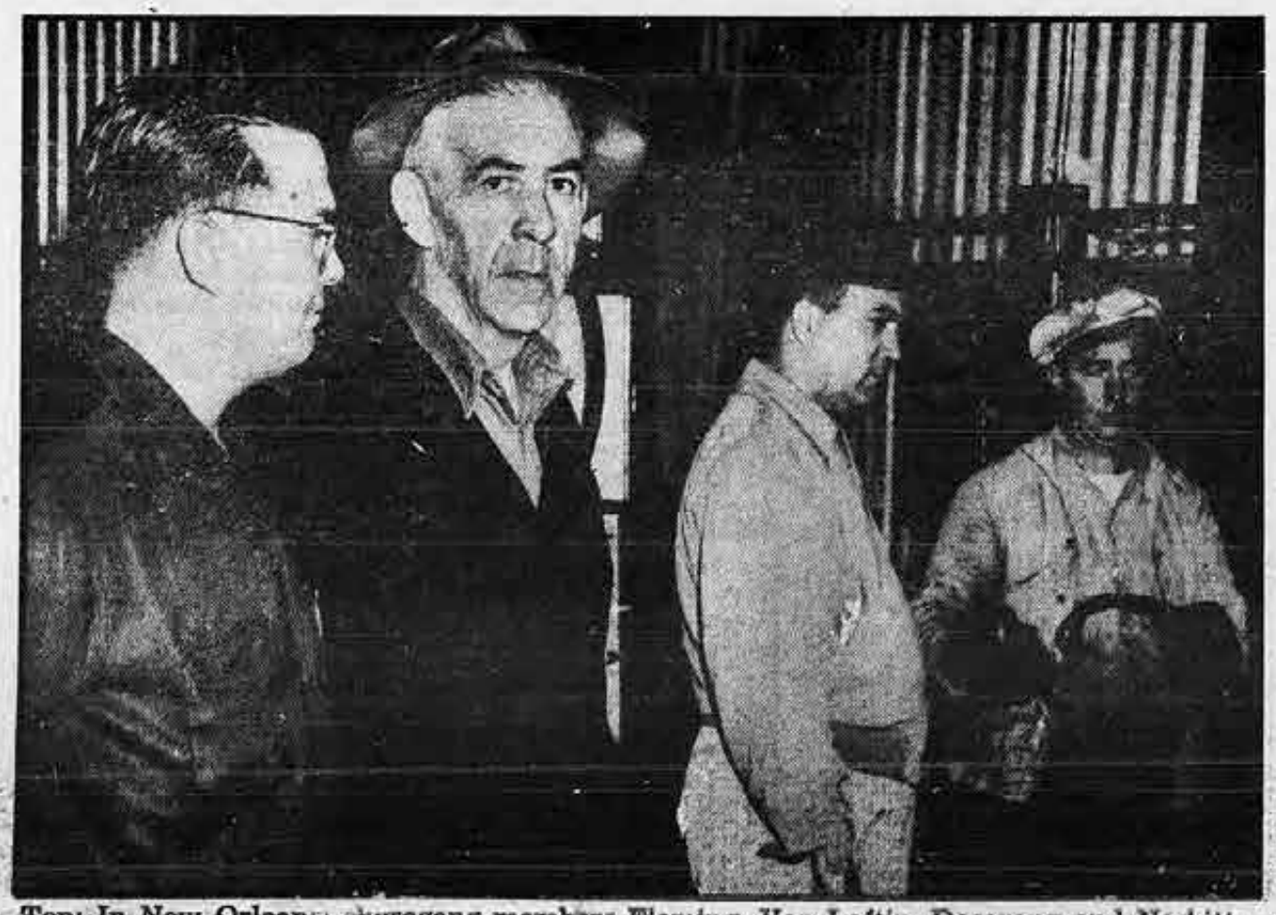
A glance at the terms of the contract, and at the wage scales will show that the committee has done just that. The steward and other rated men in the department have received their due on money, and in the tankers, the upgrading of the manning scales means far greater benefit for the galley crew.



Ship-Shape



Dockside maintenance and supplying of many SIU-contracted vessels is now being carried out by SIU-affiliated shoregangs, as shown in these pictures taken in Mobile and New Orleans. Getting the jobs off their SIU shipping boards and earning top rates, Seafarers are employed in such operations as storing, rigging, scraping, chipping, painting, washing down and sougeeing ships and repairing and building gear. Shown on these pages are some of the processes by which SIU shoregangs get ships in tip-top shape for sea.



Top: In New Orleans, shoregang members Fleming, Von Loftin, Decareux and Nesbitt attach line to spare boom to be shifted from Co's warehouse to the Del Mundo. Middle: Boom being dragged through the door. Bottom: Patrolman Herman Troxclair and bosun Bill Fleming discuss operations.

In Mobile: shoregang bosun's mate Jack Parker supervises members of the "wash down" crew as they remove bauxite dust from the Alcoa Clipper just before sailing. This is routine work for Seafarers.

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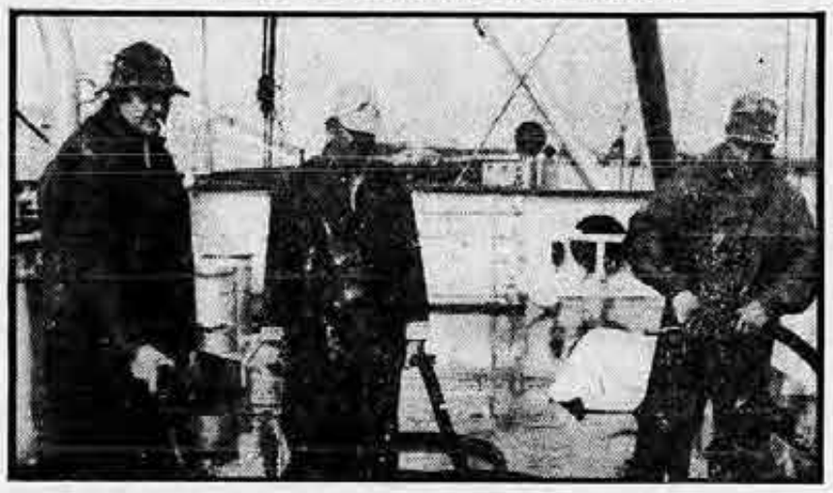
Members of the Alcoa shoregang check out for home at the end of a day's work on the Alcoa Patriot.



The "wash down" gang at work on the Clipper in the early stages of giving the deck a thorough going over.

W. T. Weaver at the bench saw and Mitchell Mirabella at the drill press construct hatch covers.

Storekeepers J. R. Nash and G. J. Ozburn check out supplies to Connie Knowles, shore gang bosun in Mobile.

John Crews, bosun of the store gang, a Mobile shoregang unit, supervises the loading of stores aboard the Alcoa Clipper via conveyor belt.

James Fleming shoulders a case of evaporated milk from elevator to storeroom aboard the Clipper, a victory passenger vessel of the Alcoa line.

Deepsea knowledge of care and maintenance of canvas is applied on shoregang duty by, left to right, Joe Wread, Buster Wells, Harris E. Phillips, and Tommy Burch, all of the SIU shoregang.

MARITIME

On Dec. 1, a total of 795 ships, representing 3,402,041 gross tons, were under construction in shipyards all over the world. Few of these vessels, however, are scheduled for registry under the US flag . . . The port of West Palm Beach has let the first contract for construction under its planned $1.5 million port improvement for that port . . . The Houston, Tex., Port Commission has started a survey of the port, which will be used as a basis of planning an improvement program to meet the expected needs of that port for the next 20 years.

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The 84,000-ton liner Queen Elizabeth has been fitted with extra-long-range fuel tanks during its overhaul in the shipyard. The company, however, has refused to comment on the extra fuel capacity . . . The Port of Rotterdam saw a new record set as over 15,000 ocean-going vessels visited the port during 1952. The totals were 13,560 for 1951, 12,883 for 1950 and 11,604 for 1949 . . . The new Italian luxury liner Andrea Doria has taken its first voyage, a Mediterranean cruise . . . The shipbuilding industry along the Clyde River set a new production record during 1952, when 79 vessels totalling 450,378 gross tons were launched during the year.

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Two tugs refloated the 3,000-ton Finnish freighter Margarete which was aground at the mouth of the River Clyde, Scotland . . . Tugs refloated the ammunition ship Emory Victory which had run aground near the mouth of Loch Ryan, Wigtonshire, Scotland . . . The Coast Guard freed the Spanish freighter Monte Monjuich from a bar off Cape Henry, near Norfolk, Va. . . . The Dutch freighter Bacchus and the Norwegian freighter Holberg collided in the mouth of the Mississippi River. Both ships were damaged and one man was injured.

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The Panamanian freighter Virginia had her crew of 23 rescued by breehes buoy after she ran aground off the Isle of Wight. The ship was breaking up in heavy seas and it appeared that she could not be saved . . . A Dutch coastal vessel, the Albatross, foundered on the 18-month-old wreck of another Dutch coastal vessel off the Isle of Wight. Her crew was rescued . . . The German trawler N. Ebeling was believed to be lost during a gale southwest of Latrabjarg, Northwest Iceland . . . Two Coast Guard cutters and a tug helped the Canadian freighter Maplecove to make port at Vancouver, BC.

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The Australian coastal freighter Merino, carrying a cargo of a collection of French modern art, went aground on the east coast of Tasmania, and tugs went to her aid . . . The Coast Guard, a little embarrassed, reported that the schooner Lilly Dansker completed her voyage from Corpus Christi to Key West with no trouble. The CG had spent several days searching for the schooner, five days overdue, but the crew of the schooner reported they had decided to use sails all the way, despite adverse winds, instead of resorting to the auxiliary . . . The tug Marion Moran took the salvage vessel Rescue into tow after the Rescue broke down at sea.

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The National Federation of American Shipping has filed a report with the Government backing up the 50 percent portion of the aid programs. The report shows a steady decline in the share of this country's foreign trade carried on American bottoms. In the first six months of 1952, the share of American exports carried in American ships dropped from 48.1 percent in January to 24.3 percent in June. The share of US imports carried in US ships dropped from 42.3 percent in January to 38.4 percent in June. In 1946, the federation reported, 67.4 percent of US exports were carried in US ships. Each subsequent year, said the federation, showed a decrease, as follows: 1947, 54.8 percent; 1948, 45.1 percent; 1949, 38.2 percent; 1950, 34.2 percent, and 1951, 40.8 percent.

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A new record was set by tonnage passing through the Welland Ship Canal during the 1952 Great Lakes season. Shipments totalled 17,738,515 tons, over 1.5 million tons more than the 1951 record . . . An extra passenger arrived in New York aboard the Italian liner Vulcania when she arrived in New York. The passenger was a boy born while the vessel was at sea in the Mediterranean . . . The Port of Mobile, Ala., set a new record for tonnage handled during the month of November. Some 798,543 tons were handled by the port during the month.

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Of the 57 new tankers under construction or on order in American shipyards (most of which are 25,000 deadweight and over), over half will be registered under the American flag. The others will be registered by their owners under the flags of so-called "friendly allies," so that they will be promptly available to the US Government in event **of emergency.**

THE LABOR ROUND-UP

Recent figures announced by the National Labor Relations Board show that the percentage of workers voting in favor of a union in representation elections is growing. The NLRB reported that during 1951, 75 percent of all workers voting in representation elections voted for unions as their bargaining agent. However, the board reported, during the third quarter of 1952, the percentage of workers who voted in favor of unions jumped to 79.3 percent.

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Fringe adjustments in contracts negotiated by the CIO Packinghouse Workers, the AFL Meat Cutters and Butcher Workmen and the independent Brotherhood of Packinghouse Workers with Swift, Armour and Cudahy have been approved by the WSB.

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The AFL Bus Drivers and Maintenance Men in Richmond, Norfolk and Portsmouth, Va., have won a 10-cents-an-hour wage increase from the Virginia Transit Co. Meanwhile, the WSB cut 10 cents from a 30-cent-an-hour pay hike negotiated by the AFL Teamsters representing some 3,800 truck drivers in the St. Louis area.

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Citing inflation as the cause for his demands, Parker L. Hanock has asked the State of New Hampshire to increase the pay of his 200 workers to 25 cents a day. They are now paid 15 cents a day. Hanock is the warden of the state prison, and the 200 workers are inmates. No mention was made of a possible strike.

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The NLRB has ordered Parker Bros. & Co., a Houston, Tex. shell, sand and gravel company, to stop recognizing or dealing with its company-dominated Shell Workers Independent Union. The company must pay back to the employees all money deducted from their pay for dues or fees in the "independent" union, and must stop discouraging membership in the AFL Teamsters Union. Employees fired for supporting the Teamsters must be rehired and given back pay.

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The AFL and CIO were among 11 groups which told the Detroit School Board that they would support an increase of $11 million a year in school taxes as a means of improving the school system.

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The International Association of Machinists has signed a contract with Denver Buick, the first IAM contract to be signed with any Colorado auto dealer. Three other auto dealers who refused to bargain with the IAM after a court order, have been cited for contempt of court.

• On the Job •

Keeping Fish 'Fresh'

There was a time when the steward of a freight ship didn't have to worry very much about the stowage of seafood. All he was likely to have aboard was some salt herring and salt cod. But with the improvement of menus over the years on Union ships, it is common for ships to carry such seafood delicacies as shrimps, oysters, clams and lobster, in addition to a wide variety of fillets and steaks.

The big trouble with these items is that the fresh varieties are highly perishable, and exceedingly dangerous to eat when spoiled. Besides, spoilage on fish and seafood isn't obvious the way it is on meats, so that extreme care has to be taken in handling them. In most cases it's advisable to use seafood early. If the fish is fresh and unfrozen, two days is the limit on stowage.

Many varieties of seafood, particularly shellfish, can be bought canned, as well as those old standbys like tuna, salmon, sardines and herring. These items are no problem as even canned shrimp, the most perishable of all, can be kept for months in a dry storeroom. It's generally agreed though, that the canned stuff doesn't compare, tastewise, with the fresh or frozen product.

Wide Variety Of Styles

Fish can be bought in a wide variety of forms, whole, gutted, dressed, filleted, or cut into steaks. Fish sold whole are usually smaller ones like flounder, porgies, and small cod or haddock. Gutted fish simply have had their entrails removed before sale. The heads, scales and fins have to be removed. Dressed fish have been thoroughly cleaned and merely have to be cut up for cooking.

Large dressed fish like salmon and swordfish will be cut up in slices about a half inch thick that can be broiled or pan-fried in the same manner as a beefsteak. Fillets are completely boned slices that have no waste whatsoever.

Watch The Eyes

Fish being the perishable food it is, it's safest to buy it already frozen. Fresh fish cannot be frozen satisfactorily aboard ship but must be served within a day or two after purchase. An important test of freshness is to check the appearance of the eyes. If they are clouded over, it's best to stay away from that particular finny.

When stowing fresh fish, they should be buried in chopped or flaked ice boxes. These should be placed near the deck scupper so that the melting icewater can drain off.

Frozen whole fish have to be kept in the deep freeze at zero degrees or less. The length of time that the fish is usable varies with the variety. Salmon, trout, mackeral, and other fatty fish may last up to six months, usually less. Flounder, cod, haddock and smelts are somewhat easier to keep.

Frozen fillets will keep much better than whole fish and use less space. They will last up to a year when kept at below zero temperatures and can be kept in the same box with other frozen items.

Soak 'Em In Water

Smoked and salted fish also have to be kept under refrigeration, although in this form, the chill box will do. They must be packed tightly in wood or metal boxes, otherwise the smell will get into other foods. Salted fish require a lengthy soaking in fresh water before they can be used, but smoked fish can be served ready for eating.

The aristocrats of seafood—oysters, clams, shrimp, and lobster—require extra-special care and are highly perishable. Oysters will keep not longer than two months, and then only if fresh on delivery and packed properly in barrels of ice. The hinges of the oyster shell should be on the underside, and the barrel itself should be kept in the chill box at 32 degrees.

Any oyster whose shell opens too easily in shucking should be dumped. If you have oysters bought ready-shucked they should be used within a few days. There are quick-frozen oysters available, that can be kept at zero degrees for longer storage. Clams should receive the same storage care as oysters.

Shrimp have to be thoroughly washed and fresh out of water to be kept for any length of time. They have to be frozen and stored in tight containers at zero degrees. Six months is about the limit for keeping shrimp in this form.

Burly — *Getting What You Ask For* — **By Bernard Seaman**

Cornhusker Mariner Gets A Crew

The Cornhusker Mariner shows off her streamlining (above left). Above, right, James Sheehan, Boston port Agent (extreme right), offers a suggestion to John Higgins, bosun (with cigar), at the first SIU shipboard meeting on the new Cornhusker Mariner.

Alien Law Changes Seen

(Continued from page 2)

In the Polish seaman's case, he was already sailing with the SIU before the Communists took control of that government. Both men were barred by that provision of the Act which denies admission to citizens of Soviet-dominated lands.

Denied Out-Patient Care

An additional complication arose in the case of the Estonian seaman, as he had suffered a back injury on the ship. He was treated in Colombo, Ceylon, and then rejoined his ship as a non-working crewmember. When the ship returned to the States, he was permitted to go ashore for treatment in several ports, under guard, but was denied permission for regular shore leave to make twice-weekly out-patient visits to the USPHS hospital in Staten Island. It is expected that he will have to stay aboard as a crewmember on the ship's next trip although he is still not able to do his work.

Other ships affected include two Waterman ships, the Hurricane and Warhawk. Four men were denied discharge on the Hurricane and two on the Warhawk. As a result, other aliens who had shipped to the Hurricane off the board had to be turned back because the ship would have been over its alien quota.

Another four crewmembers were denied discharge off the Catherine, a Trans-Fuel freighter.

On the foreign-flag ships, large numbers of seamen have been denied shore leave in US ports, with the most widely-publicized case being that of the French liner Liberte. This does not involve any particular problem for the foreign-flag ships on the administrative side, as they are free to pay off and sign on crewmembers in their home ports.

US Ships Have Problem

For American-flag ships however, the denial of payoff to crewmembers raise thorny problems in that the company is compelled to carry such crewmembers indefinitely. Where the men are ill or injured, it means that they have to be carried as non-working crewmembers, unless Immigration permits them to be hospitalized.

American-flag passenger ship operations are similarly affected. One American-flag company, American President Lines, has filed suit in Washington to avoid the cost of detaining alien passengers aboard ship while Immigration checks on their right of entry. The suit asks the court to declare that part of the regulations null and void, since the act specifies that the companies shall not have to bear costs of such cases. Company spokesmen estimated that the bill to the company for such detainees would run at about $6,000 a month.

Money Exchange Rates Listed

The following is the latest available listing of official exchange rates for foreign currencies. Listings are as of January 8, 1953 and are subject to change without notice.

England, New Zealand, South Africa: $2.80 per pound sterling.
Australia: $2.24 per pound sterling.
Belgium: 50 francs to the dollar.
Denmark: 14.45 cents per krone.
France: 350 francs to the dollar.
Holland: 3.80 guilders to the dollar.
Italy: 625 lire to the dollar.
Norway: 14 cents per krone.
Portugal: 28.75 escudos to the dollar.
Sweden: 19.33 cents per krone.
India: 21 cents per rupee.
Pakistan: 30.2 cents per rupee.
Argentina: 14.2 pesos to the dollar.
Brazil: 5.4 cents per cruzeiro.
Uruguay: 52.63 cents per peso.
Venezuela: 29.85 cents per bolivar.

LOG Story Stings NMU Into Aiding TB Men

(Continued from page 2)

NMU patients and promised that the NMU wouldn't forget its hospitalized patients.

Money Delivered

A couple of days later, an NMU delegate showed up with $10 donations from the NMU treasury. The $25 checks from the NMU welfare fund came through in the mails subsequently, along with a carton of cigarettes for each man. This was the first time that many of them had ever received anything from the NMU welfare fund, and the first time in a year that their union had contributed toward them.

Since then, nothing further has been heard from the NMU on the subject of giving these men regular aid, such as Seafarers receive. Statements have been made in the "Pilot," the official NMU newspaper, to the effect that "something definite will be done for the old-timers," but nobody knows whether the men at Manhattan Beach would be eligible under the proposed plans.

NMU men at the hospital were virtually unanimous in agreeing that the LOG story was responsible for their getting the unexpected present. As one of their number, Fred F. Smith, put it, "The story in the LOG certainly helped wake up 17th Street to do something for us. We had been trying to get help before but hadn't gotten anywhere." Another NMU patient, Joseph Singleton, declared, "We have no way of knowing for sure, but it seems that we would have been left high and dry if it wasn't for the LOG."

New Tanker Pact Set For Signing

(Continued from page 3)

ing of the new dry cargo contract, except where specialized clauses dealing with tanker work have been written.

These general rules include the improved provisions on repatriation, upkeep and transportation. They assure payment of wages due, or else $8 daily to crewmembers who have to leave a ship in foreign ports because of illness or injury. This money is in addition to the $8 daily maintenance.

Other Gains

Other clauses include provision for money draws in US dollars, adequate launch service, $300 to $500 compensation for damage or loss of gear in a ship accident, overtime for weekend lifeboat drills, and provision for full crew complement while cargo is being worked.

The section on tank cleaning has been rewritten to clarify all aspects of this work, and a "commencement of employment" clause has been added providing that pay starts when a man reports aboard with gear, ready to work.

Departmental working rules contain additional changes, calling for overtime for certain types of work not previously specified in the tanker contract. All three departments are affected by these additions and improvements.

As with the freight contract, money matters in the tanker agreement are subject to WSB approval. As soon as they are acted on, the companies will pay retroactive wages and overtime to January 1. Working rules changes will take effect after termination of articles, or three days after ships receive copies of the agreement. In any case, February 1, 1953 is the latest date for putting the new rules into practice.

Quartette Crew Flies Home; Ship Abandoned

(Continued from page 3)

precarious perch. There was always what seemed to be just a few feet of ocean visible above the reef all the time they were there however, Settle noted.

What bothered him most, according to crewmember Nicholas Reznichenko, oiler, was the thought that "we were a thousand miles from nowhere and were aground." But the first day passed quietly enough, it seemed, as there was no damage to any of the ship's plant and many of the men, for lack of anything better, took the time to do some fishing over the side. One of the busiest guys that day though, Settle said, was Carl "Red" Gibbs, DM, who was making soundings almost every time someone saw him.

Stayed On Midway

Eventually, when they got to Midway, the crew was barracked there a week's time, during which "we had the run of the base," Settle explained. "The Navy guys really treated us swell, he stated. Finally, the unlicensed crew was flown to Honolulu by Navy plane December 30, attended a preliminary Coast Guard inquiry there the next day and then was flown by commercial plane to California and eventually to New York, where they paid off a week ago.

Meanwhile, efforts to refloat the ship or take off her cargo have gone forward, but no success is reported, a company spokesman emphasized. The Quartette, headed from Galveston, Texas, with an MSTS cargo of feed bound for Pusan, Korea, is a Liberty ship owned by the Standard Steamship Company and operated by John M. Carras, Inc. Latest reports were that the Coast Guard had listed her as a total loss.

Following is a list of the unlicensed crewmembers who were on the ship:

Deck department: James W. Corrigan, bosun; Carl Gibbs, DM; Gordon Ray, AB; Fred Israel, AB; Seward Cantrell, AB; Wallace Hyde, AB; Raymond C. Noe, AB; Nicholas Passaris, AB; Robert Settle, OS; Cecil D. Manning, OS; Frank Barclay, OS;

Engine department: Willie C. Thomas, deck engineer; R. S. Nandkeshwar, oiler; Leonard W. Lewis, oiler; Nicholas Reznichenko, oiler; Robert McNay, FWT; Gleason Weaver, FWT; Arthur Ongrud, FWT; John Schultz, wiper; Donald Benson, wiper;

Steward department: Charles Gill, steward; Winston Vickers, chief cook; Hugh K. Brown, 2nd cook and baker; Ralph Jones, 3rd cook; Charles Simmons, MM; Stanley O. Wojcik, MM; Jack Williams, MM; Joseph Montpelier, MM.

Emergency War Papers Expire Soon

The Coast Guard has announced that the emergency seamen's papers and endorsements issued during World War II will become useless at the end of June.

The ruling applies only to those papers issued during the war and having the following notation stamped on the back: "Unless soon invalidated, these papers will expire six months after the termination of the war."

Those seamen who have gotten validated papers under the present Coast Guard security program are not affected. The Coast Guard stated that it has merely set a termination date for the emergency papers issued during World War II.

Any seaman still having the emergency papers, with the notation on the back, need only apply to the Coast Guard for validated papers under the present program.

New Tanker Wage Scale

Rating	Old Scale	New Scale	Increase
Deck Department			
Bosun	$370.66	$388.76	$18.10
Quartermaster	269.07	312.30	43.23
AB Maintenance	312.57	340.74	28.17
Able Seaman	262.32	305.64	43.32
Ordinary Seaman	229.10	246.07	16.97
OS Maintenance	271.12	288.53*	17.41
Engine Department			
Electrician	434.86	470.99	36.13
Chief Pumpman	382.38	408.48	26.10
Engine Maintenance-2nd Pumpman	382.38	408.48	26.10
Machinist-2nd Pumpman	382.38	408.48	26.10
Engine Utility	312.57	345.96	33.39
Oiler	262.32	305.64	43.32
Fireman-Watertender	262.32	305.64	43.32
Wiper	271.12	288.53	17.41
Steward Department			
Chief Steward	341.68	388.15	47.47
Chief Cook	309.03	354.08	45.05
Cook and Baker	(not Carried)	354.08	(78.26 over old second cook & baker rating)
Second Cook and Baker	275.82	(not carried)	
Third Cook	(not carried)	318.46	(89.36 over old gallyman rating)
Galleyman	229.10	(not carried)	
Messman	222.35	237.57	15.22
Utilityman	222.35	237.57	15.22

* OS Maintenance Wage still subject to final determination.

The overtime rates for unlicensed personnel are $1.48 and $1.87 per hour. All those receiving less than $298.49 per month will be paid overtime at the $1.48 rate. All those receiving $298.49 per month or more will be paid overtime at the $1.87 rate. All wages and overtime rates are retroactive to January 1, 1953.

Senator Pat McCarran Praises Del Norte's Crew, Union Gains

Senator Pat McCarran (D-Nev.), passenger aboard an SIU ship last month on the outward-bound leg of a South American voyage, had high praise for the Union and its gains in the last few years.

The Senator was a passenger on the Del Norte (Mississippi) when he tossed orchids at the SIU through the medium of a printed statement in the "Del Norte Navigator," the ship's paper. Jack Dolan, editor of the paper, printed the eulogy to the Union and the crew in its entirety.

"The Union to which this crew belongs," the legislator writes in part in the ship's newspaper, "is to be congratulated for the fine group of men who serve the public of the Del Norte.

"The Union labor member who belongs to the Seafarers International Union has much for which to credit his Union. Fifty years ago the life of the sea worker was much different from the present. The Union has, through the years, effected many fine reforms and changes for the betterment of the worker.

"The Union member who has been the recipient of these many blessings must keep constantly in mind that his personal attention and active contact with his Union is all important. He must not be content to 'let James do it' as the saying goes. Lack of attendance of the rank and file of the members is the thing that leads to the downfall of the organization, and makes it possible for a small group to effect results which bring disrepute to the Union.

"Your Union has done much for you; it deserves your attendance always.—Thus will the employee and the employer and the public be best served."

In addition to written praise for the Union, the Senator had special praise for the ship's crew which he delivered to an assemblage at a special meeting in the steward department's lounge. Senator McCarran exchanged informal opinions with SIU brothers, and group pictures of the meeting were taken in the lounge by the photographer of the "Navigator."

Senator Pat McCarran (D-Nev.) makes the crew smile with a bit of whimsy aboard the Del Norte recently. Shown left to right are: Razor Nassar, George Gorfinkle, Joe Mendoza, Monk Kelly, Mrs. Chopin, Sen. McCarran, an unidentified Seafarer, Hugh Dick, Lawrence Wessel, ship's delegate, and Jim Long.

Seafarers In Action

Handling the deck delegate's job on the Steel Admiral in fine style when last heard from is veteran seafarer **Matthew Bruno.** He's back in circulation again after a long spell of being hospitalized ashore. On the last trip out Bruno helped raise money from the crew for the mother of Seafarer Ray Long, who died in his sleep while aboard the vessel. Bruno has been sailing SIU for over 11 years, joining up in Baltimore in 1941. He was born in New Jersey, the Garden State, and makes Paterson his home town.

Bruno

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With lots of new men coming into the industry all the time, its important for Seafarers to keep them informed about the Union and what's expected of them. Seafarer **Bill Bolling** did just that at a recent shipboard meeting aboard the MV Southern Cities (Southern Trading). Bill gave a short talk for the new men on the meaning of Union brotherhood, explaining that what the crewmembers did on the ship made things better, or worse, for the next crew. The same thing would apply, he pointed out, when this crew shipped on another vessel.

Bolling is a native of Norfolk, Va., and still lives in that city. He has been with the Union since 1944, sailing in the deck department.

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Now aboard the Steel Traveler (Isthmian) **Tommy Maher** has two good reasons for seeing to it that the ship completes her voyage smoothly with a minimum of beefs and delays. For one thing he was elected ship's delegate for that purpose, but he has an even more urgent motive. Tommy wants to get home in time to beat the stork that his wife expects in mid-February.

A native New Yorker, born in the big town in 1911, Maher has been sailing with the SIU since 1947 when he joined out on the Coast. He's been a black gang man all along.

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The crew of the Pennmar (Calmar) got their new ship's fund off to a good start after they decided to set up the fund from scratch. With ship's delegate **James "Blackie" Connors** doing the collecting, the fund got $53 on its first round to be used for whatever the crew sees fit.

Connors

Connors has been around quite a while with the SIU, getting his membership book in New York on August, 1943. He was born in the smallest state in the Union, "Little Rhody," back in 1910.

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The gang on the Steel Flyer must really appreciate the kind of treatment they are getting from their steward, **Jack C. Howard,** because they made a point of mentioning it in their last ship's minutes. Jack has been sailing SIU since September, 1948, when he joined up in the port of New Orleans, but he'd been going to sea before that with the SUP.

'Red' Spins Final Tale

Lawrence E. "Red" Healy, a locally-known Philadelphia yarn-spinner of the SIU, died Dec. 2 after sailing with the Union for more than nine years. He was 56 years old.

"Red," known also as "Roughcut" among his intimates in the City of Brotherly Love, was a fabulous character beloved by many Seafarers for the various and colorful tales he spun. His favorite theme centered about his imaginary friend, "Little Willie," whose eccentric exploits amused Seafarers and friends in and around Philadelphia. "Red" shipped from other ports, but Philly was his jumping off point more often than not.

Healy

He needed no "jumping off point" to weave a tale about "Little Willie," however, casting a wondrous spell about his friend at the drop of an adjective. He kept his friend, it was said, wrapped in camphor and threatened to produce him if and when his tales were doubted.

"Red" joined the SIU in July, 1943, and died ashore while his brother Mickey was at sea, sailing as a member of the Union. In addition to Mickey, "Red" leaves a sister, Rose Weber, of Camden, N. J.

Bosun's Birthday Party

A birthday party for bosun Bill Brown aboard the Stonewall Jackson brought the crew out in force. Back row, left to right: Kimball, D. K. Nunn, L. Holt, and McDonald. Front, left to right: Brown, Jackson, Rhodes, and Bonner.

Ship Xmas Dinners Please All

Seafarers of the SIU not only spent a pleasant Christmas aboard many of the ships sailing the high seas, according to reports, but they ate in a fashion which was a joy to the heart and balm to the stomach.

Numerous Christmas dinners were crowded with delicacies, according to a sampling of the menus sent to the LOG by the Seafarers themselves. Lavish praise was bestowed upon steward departments everywhere as contented seamen gave credit where it was due, more so than ever, on that day. It did not matter where the Seafarer was. From the Suez to Puerto Rico and points outward, men of the SIU ate like kings and courtiers. Nothing was too good for the palate.

On the Bull Line's Angelina, there was probably the most metropolitan menu of all as the steward department hop-scotched the world for fascinating dishes. A run-down of the meal clearly depicts it as a gourmet's paradise. In addition to having what seemed to be staple items for Christmas, oyster cocktail and turkey (Vermont), the menu featured dishes from all parts of the globe, such as: Lobster Newburg, Arroz Con Pollo, Filet Mignon au Parisienne, Yorkshire pudding, Macedonia Jello, Crepe Suzette, and, getting back to the US, Virginia ham, Waldorf salad, and American cheese. There were no compaints from the stomachs aboard the Angelina that day as she sailed toward Fajardo, Puerto Rico.

The Seatrain New Jersey followed suit with, besides the many other items on the menu, Western roast beef, ham with Hawaiian sauce, Long Island duck, Bavarian slaw, English plum pudding, French apple pie, Arabian dates, Calimyrna figs, and, topping it off with a flourish, Thousand Island dressing.

The most unusual menu of all, not for its content which was similar to many others, but for the fact that it was printed on the inside of a Christmas card, came from Isthmian's Steel Age which was plying its way through the Suez Canal Zone at the time. Lobster a la king on toast was a prime choice of the menu, along with apple fritters and honey as the meal was devoured by all.

Despite missing Christmas at home, the Seafarers did not miss that Christmas Day dinner which gladdened the hearts of all.

Seafarer's Daughter Plans For Scholarship In 1955

Janet Wirtz, daughter of Seafarer Henry C. Wirtz of Philadelphia, Pa., declared her intentions early for a hoped-for SIU-sponsored college scholarship which may come her way in the next few years. The Union has a newly-instituted program offering four college scholarships a year, good for four years each, to Seafarers and their children.

A pretty, blonde sophomore in a Pittsburgh high school, Janet is a member of the school band who strikes her sharps and flats before football crowds while brother Jim is striking opponents in legal fashion on the field of play. An honor student in her school, Janet has put in her unofficial bid for a college scholarship for the year 1955, when she graduates from high school.

Her proud Seafarer-father reported that Janet stands high in her scholastic rating on a comparative basis with her classmates and on an individual standard which she has set for herself. All who know her believe she will do well on the SIU scholarship exam when the time comes. Jim, on the other hand, has set his sights on an athletic scholarship, leaving Janet a clear field in the scholastic end of the Wirtz family.

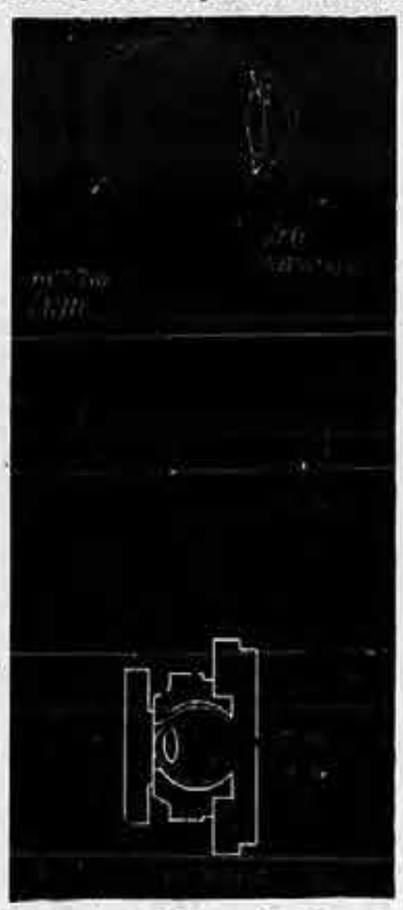
Janet Wirtz in her band uniform.

The FOC'SLE FOTOGRAPHER

By SEAFARERS LOG Photo Editor

The classic comparison always made in teaching photography to a beginner is that of the eye to the camera: lens for lens, iris for diaphragm, retina for sensitive material. This comparison now bears more weight since recent developments have proven pictures can be actually recorded with the lens in an animal's eye.

One of the most amazing experiments in photography has been the work of Ralph P. Creer, a medical motion picture expert for the AMA in Chicago. Mr. Creer has successfully made photos at the University of Chicago using the lens in a sheep's eye to focus an image on film, developing that image to make an actual photographic negative and subsequent print.



In his early experiments Mr. Creer tried inserting a piece of film directly into the rear of the eyeball. Since only a very small image (about the size of a pea) was achieved, he advanced to trials of freezing the eyeball to permit him to slice off part of the optic so a piece of film could be fastened in that place. These attempts met with reasonable and exciting success, yielding larger, circular negative areas on the film.

Quick work is required for Mr. Creer to get the material necessary for making his unique camera. Less than an hour after the sheep has been slaughtered, he is busily preparing the eye for use. Delay means the difference between success and failure, for the lens begins to cloud up if it is not prepared for use in the camera in the shortest time possible.

With infinite care, the eyeball is positioned within a metal chamber to which is fitted an ordinary camera shutter and diaphragm, along with an ancient cut film back. With the ground glass in place he focuses the image, then inserts the film and shoots.

Picture making with the eye camera is limited to photographing flat subjects quite close up, the fixed focal length of the lens being about five inches. The iris of the sheep's eye cannot be operated because both it and the muscles are dead. The "f" value of the eye lenses range from f 1.9 to f 3. With flash for illumination he has been able to shoot black and white and color.

Mr. Creer's next experiments will be an attempt to keep the animal's eye "alive" so as to be able to use electrical stimulation to control the lens and eye muscles. He, moreover, is practical enough to realize he has not achieved the ultimate, a perfect image of what the world looks like through the eyes of an animal. "There's a brain involved in that operation," Mr. Creer explains.

New Orleans Confidential

Newlyweds Mr. and Mrs. Charles Tannehill "shot" by our Chartres Street "Cholly Knickerbocker" in the latest social event of the New Orleans season.

Despite published and substantiated reports that June is the leading matrimonial month, and that December is as far from June in any given year as it is possible to get, news comes to us from our Chartres Street (New Orleans) "Cholly Knickerbocker" that Cupid has had his little fling with another pair of gay, young lovers. "Cholly" reports:

An outstanding event of the Old French Quarter social season was a gay reception honoring Charles Maxwell Tannehill, SIU patrolman, and his bride, the former Thais Nelson, held recently at Sergeant Hand's Austin Patio, popular gathering place for Seafarers in this port of New Orleans.

The gala affair was attended by many friends of the newlyweds, who were married in Jackson, Miss., several days earlier.

The couple received many gifts, including some mementos of the occasion having sentimental attachments.

The guest list included Paul Barker, Lindsey J. Williams, Mr. and Mrs. Buck Stephens, Herman Troxclair, Mr. and Mrs. Joe Martello, Mr. and Mrs. Glenn Curl, Mr. and Mrs. Mitchell Reed, Mr. and Mrs. Jack Mays, Mr. and Mrs. Cosby Linson, Mr. and Mrs. Earl LeBrun, and Louis "Legs" O'Leary.

Mariner Fights For Restoration Of Former Sea Queen To Throne

Following the way of the sea for his livelihood has led Roy Fleischer, a reader of and contributor to marine lore, to defend the position of the queen of the sea who, according to him, has been denied her rightful place for lo, these many years.

Fleischer, in a communication to the LOG, notes a deploring lack of written accounts of Salacia, former queen of the waves, who ruled the sea with her husband Neptune in Roman mythology. First knowledge of this slight to the lady came to Fleischer several weeks ago as he browsed through tomes written by pedagogues, compilers of encyclopedia and translators of ancient mythology. Salacia, according to his findings, was not even mentioned in the Encyclopedia Britannica unless she was Amphritrite, the wife of Poseidon, the Greek predecessor of Neptune. At any rate, it was in a rather backhanded manner.

All modern anthologies on Roman and Greek mythological lore omit mention of her, and Fleischer found only one dictionary, in the Seaman's Institute, New York, which lists her. A few hundred years ago, Fleischer reports, Salacia held a prominent place in myths about the sea. Then something happened, either intentionally or accidentally, and she was banished from the books, leaving Neptune to rule the sea alone with a few strange nymphs to help him.

Challenge To Sailor

Some librarians guess that reformers have scratched out Salacia to bring dignity to the sea because, if the truth be told, she knew her oats when it came to sailors and could handle and wreck the best of them. Like the sea itself, she was a challenge to any sailor when she was in a coquettish mood. She was a woman such as sailors meet but rarely and never forget. If she were a trifle wild, says her modern-day defender, Neptune had no cause for objection since his behavior was not the best in a mythological world noted for its infidelity.

Salacia, the queen, probably got her name from "salt," and is as much an integral part of the sea as an "old salt," a man of experience on the water. "Salacious" might be descriptive of her, too, all of which hints she might have been a very interesting woman.

Fleischer is crying out for seafarers to defend the former queen of the sea—even with her weaknesses, strength, calms and storms, treachery, passion, and indifference—and to put her back in the books beside Neptune where she rightfully belongs.

LOG-A-RHYTHM:

Ode To A Scotch Myth

By Frank T. Young

Oh Scotty dear we love you,
And we think that you're a honey,
Especially when you come around
And dish out all that money.

El Serang wants 50 Yankee dollars,
(And you know why he's broke),
Poor Chippy says he needs a roll,
He's got a horse to choke.

Now on the 4-8 watch, Barcelona and Landron,
Considering your feelings, will settle for a song
Give the first of them the limit,
And the other that plus three,
And loudly in your praise they both
Will sing this song to thee:

Oh Scotty dear we love you,
We're not talking through our Pavas,
Especially when you drop around
And distribute the Chavos.

Noo on the 8-12 watch, three bonnie byes ye ken,
Hae niver niver asken ye for everry single yen,
So forty bucks is all ye need, to gie to Frank Ortiz,
And split quarrante pesos 'twixt Cruz and Avilez.

Ah, just because of the last verse,
Don't think your troubles 're o'er,
You haven't heard the story yet
From the good old 12-4.

When I talked to the Rutherford
He said, "Hoot, mon, ye ken fine
That all I'm askin frae the mon
Is ivery wee thin dime."

Of course, there's Brother Alvarez,
Who is a family man,
So Mr. Purser, please just
Give him all you can.

Now careful with your blood pressure,
There's only Mike and me
In this unsung department
Who's names you've yet to see,
And it's always our ambition
To make your life easy,
Simple and straight-forward,
When it comes to DO-RE-MI.

So Scotty dear we love you,
As plainly you can see,
Especially when the draw is on,
As big as it can be.

Crew Donates $ To Hospital

There is no season like the Christmas holiday for the spirit of giving. Other holidays may mean joyous festivals in certain parts of the world, but there is none so universal as the spirit of Christmas. So it was with the men of the McKittrick Hills two weeks ago when they filled the coffers of others.

The officers and crew took time out from their chores to send a letter to the General Welfare Committee of the USPHS Hospital at Ft. Stanton, New Mexico. It read:

"Enclosed is a check for $206.00 which represents a gift from all the officers and crew of this vessel.

"We also wish to take this opportunity, individually and collectively, to wish you, one and all, a Very Merry Christmas and a Happy New Year, plus a speedy recovery."

In 1951, the men of the same ship sent $192.00 to the hospital for those men unable to spend Christmas with their families.

Quiz Corner

(1) Two cars leave a town at 3 o'clock. One goes east at 40 miles per hour and breaks down at 4 o'clock. The other goes west at 20 miles per hour. How far apart will they be at 5:30?

(2) A dowry is the money or property that a woman brings to her husband when she marries him. What is a dower?

(3) Which type of child is rated as having greater resistance to diseases: the somewhat overweight child or the somewhat underweight child? It is the reverse for adults.

(4) How many states in the Union have names beginning with the letter E?

(5) What stadium has the largest seating capacity in the US?

(6) How large would a drawing be of a field 8 by 12 yards, if the scale used was one-half inch to a foot?

(7) Which is the greatest source of internal revenue collections in the US: (a) corporation taxes, (b) income taxes, (c) tariffs, (d) amusement and luxury taxes?

(8) What number is missing from the following series: 35, 37, 40, 44, —, 55?

(9) According to the Volstead Act, what percentage of alcoholic content made a liquor intoxicating: (a) five percent, (b) one percent, (c) one-half of one percent, (d) three percent?

(10) What seas are connected by the Suez Canal?

(Answers on Page 25)

Diary Of A Ship's Delegate . . .

The following is a composite of several ship's minutes and should not be construed as pertaining to any one vessel. In no way does it reflect the opinion of the SIU nor any of its contracted companies, but is cast upon the waters for the bread it may return. We cast off:

Poker players should clean up recreation room and night pantry when finished playing . . .

(Hey, it's dealer's choice, all right, but with the cards, not the stores.)

Coffee that is made for the watch at night is to be left for the watch, not the card players . . .

(Card players, however, may watch the watch watching the card players watching the watch drink the coffee.)

If you have to see the captain, remember to take a witness with you . . .

(Hmmmmnnnn???)

Suggestion made to have steward department put out roach powder and to put hominy on board . . .

(No mix-ups, please.)

Chief cook reports the ship is overstored with meat which has been iced and thawed out so many times that it smells very strongly . . .

(We would have been all right if we caught it on the rebound just once.)

The Steward was granted permission by the crew to bring his dog on board . . .

(Providing, of course, the dog stays out of the galley until after the meal is prepared.)

Magazines were brought aboard by the ASFS, but when the ship left port they disappeared. Captain will ask the officers to return them, if they took them . . .

(Naturally. If no action is forthcoming, however, the captain will ask some innocent parties.)

Money to Burn

There is still $30.15 in the ship's fund . . .

(Don't worry, we'll think of something to do with it.)

There is $8.50 remaining in the ship's fund after spending $110 on the purchase of a combination record player and radio, and records. Remainder of the ship's fund will be spent on records . . .

(There's nothing like starting from scratch.)

Motion was passed to repair the deck in the 4-8 foc'sle, stove in the galley and sink near the ice box . . .

(The last two suggestions should not be taken too seriously, of course.)

Motion was passed to send a contribution to the ASFS as soon as the ship's fund is located through the LOG . . .

(The LOG has no idea whatsoever as to the whereabouts of the ship's fund.)

The chief electrician got a vote of thanks for repairing the crew movie machine . . .

(Thank God! Those TV films are terrible.)

Discussion was held on longshoremen coming into the crew messhall and eating the night lunch . . .

(Sole privileges for messing in the crew messhall belong to the crew.)

Steward will order linen in Singapore and fresh vegetables . . .

(The latter is the capital of Broccoli, no doubt.)

Mate Messing Around

Chief mate wants to fire the bosun without provocation. David Sacher was elected ship's treasurer. There are many beefs against the chief mate. Crew messroom deck needs painting, as well as the messroom itself. Something should be done about the chief mate . . .

(We'll fix him! Let's make him paint the messroom.)

The captain said that the company puts enough fruit on the ship to last the round trip, and if it is all eaten up before that time then that is all . . .

(Fight city hall.)

It was suggested that the vegetables on the menus be varied a little more . . .

(Like tomato stew, tomato souffle, stuffed tomato, and, of course, tomato surprise.)

It was reported that the BR had been sleeping topside in the empty cadet room. His excuse was not accepted and he was told to sleep where he belongs . . .

(Or think up a better bedtime story.)

It was also suggested that the men should try to keep the messroom a little cleaner than they have in the past, and that they should not enter the messroom in undershorts . . .

(It makes the room look a mess.)

Complaints of two men being threatened with bodily injury was reported. First man complained that he was threatened twice. The last time his assailant had wrapped a linen napkin around his first . . .

(Does the steward's department know about this?)

The ship's delegate asked if this happened anywhere else and an AB reported that when the vessel stopped at Montevideo, the assailant came aboard about 4 AM and a few minutes later he noticed that the second mate looked sort of funny. The AB asked the mate what was wrong and he said that someone has just threatened to beat him up . . .

(A likely story. Probably something he ate.)

The SPORTS LINE

By Spike Marlin

Whenever a boxing champion retires, or gets bounced for not defending his title, it's a boom market for the fight promoters. Before you know it, there's talk of an elimination tournament involving a lot of fighters whose managers are in better standing with the matchmakers than the boxers are in the ring ratings.

Such is the case in the middleweight division right now with the retirement of Ray Robinson. A lot of names are being dropped as possible contenders in an elimination tournament, but only two of them really count—"Bobo" Olson and Randy Turpin. The sensible thing would be to match these two and get it over with. Of course that would mean only one gate instead of three or four.

Turpin is the very muscular gent who beat the stuffing out of Robinson in England and in turn was knocked out by Robby in a very close bout here in New York. He is somewhat better known than Olson, the Hawaiian who did most of his campaigning out on the West Coast until recently.

Olson tangled with Robinson too, out on the Coast and by all accounts gave the champion a very tough fight. In his few appearances in the East he has been very impressive. While not the most destructive puncher, he has a great deal of speed both of hand and foot and can throw them effectively from all angles—jabs, hooks, crosses, uppercuts and overhands. He's exceptionally skilled at infighting, and is a much more polished boxer than Turpin. A match between the two should be a very exciting affair.

The rest of the men mentioned —Ernie Durando, Rocky Castellani, Walter Cartier, Paddy Young —simply don't rate. Durando is an awkward Graziano-type mauler whose only claim to distinction is a solid right hand with which he misses more often than not. Castellani is a clever boxer who has campaigned almost exclusively against welterweights. He's not strong enough to take on the better men in the middleweight class.

Glass Jaw Problem

Cartier can punch with both hands with the best of them but can't move at all. He's a pretty easy target with a glass jaw disposition. Paddy Young is probably the best of the bunch, a converted southpaw with a very good left hook and competent boxing ability. But he hasn't fought regularly and is more or less retired from competition.

The only other boxer to get consideration is the Frenchman, Charles Humez. He has done all his campaigning in Europe so that nobody over here has much of a line on his ability.

Bean Stewards Serve Top Chow

It's good eating aboard the Cecil N. Bean with these brothers dishing out the chow. Left to right they are Schutte, 3d cook; Kubeck, chief cook; Ferrer, baker; and Reidy, steward.

'Mom' Brings Xmas Cheer To Many 'Sons' In Galveston

There is a little old lady in Galveston, Tex., who believes that Southern hospitality and the milk of human kindness extend beyond the borders of the Christmas season into the very first and last days of every year.

Alice M. Knowlton, better known to seamen as "Mom," practices what she preaches 52 weeks out of every year as she brings cheer to Seafarers in the USPHS Hospital of her hometown. As regular as a Naval Observatory timepiece, "Mom" brings cigarettes, candy, and conversation to the patients of the hospital every week. Every second week, in addition to her usual gifts, she brings the LOG for the men to read, which they do down to the point of rubbing the print from the page. There is not much more a charitable person can do to relieve the sufferings and loneliness of her fellow human beings. "Mom," however, improved upon the plan slightly.

Christmas day dawned brightly on Galveston two weeks ago, and "Mom" went again to Ward No. 2 of the Marine Hospital. She forgot none of the items she ordinarily brings to cheer the Seafarers, and to add a special holiday touch, she presented each patient with a pair of bedroom slippers. "Mom" recruited funds from friends and acquaintances in order to present the gifts to the men confined to the hospital. Those Seafarers knew that Santa Claus would not forget them in Galveston.

Christmas Note

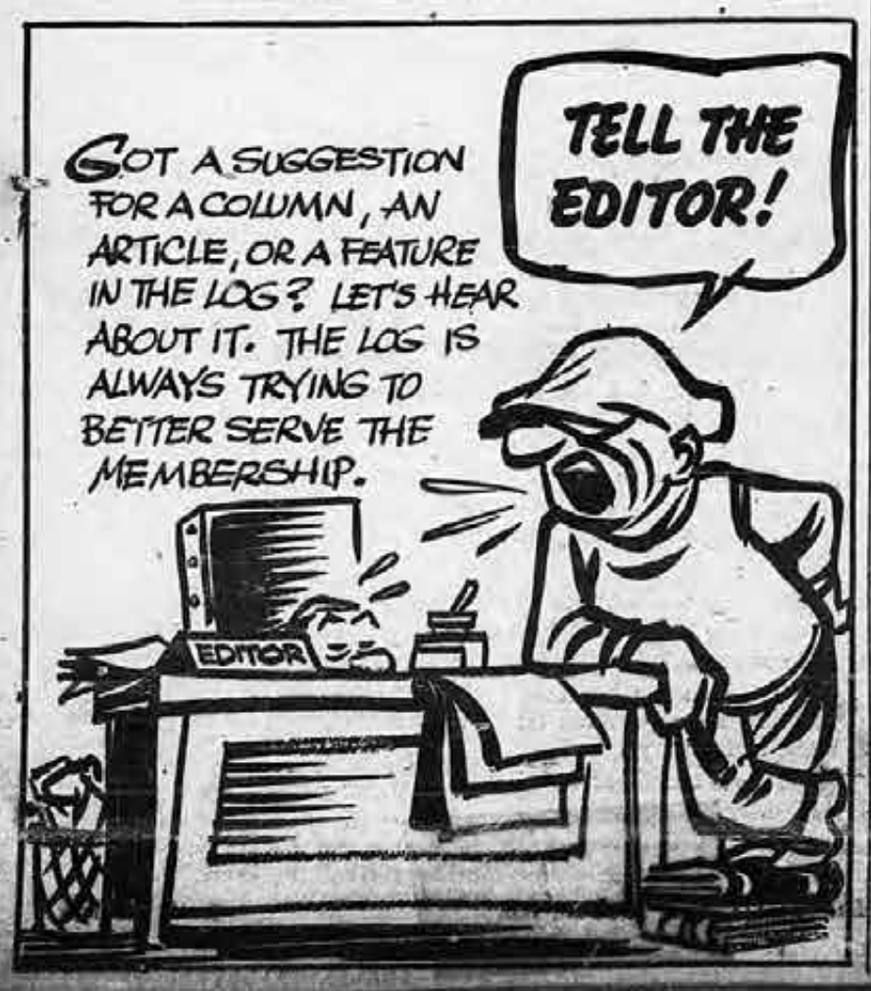
To express their feelings, the boys in the ward sent a bread-and-butter note, saying:

"Merry Christmas to you, Mom, from the patients of the USPHS Hospital in Galveston. Each man in the hospital was given a pair of bedroom slippers so we can thank Mom that Santa Claus did not forget us.

"God bless you, Mom, and all of your friends who made these donations possible. From the bottom of our hearts we appreciate your kindness and the many things you do for us. Merry Christmas from Ward No. 2."

In giving, "Mom" received a greater gift of love and appreciation from her many "sons" in the Galveston hospital.

Seafarer Sam Says



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 N. J. Wood's recipe for "Orange-Curried Ham, Rice."

Sailing for 10 years on deepsea vessels has added some flavor and spice to the life of N. J. Wood, an SIU brother who sails as a cook aboard any vessel.

Wood likes to toy with odd dishes when he gets the chance aboard ship, adding special touches of his own to native delicacies as the ship touches foreign ports and the flavor of the area engulfs the ship. He picks up many dishes from as many lands, but there is always in his work the little touch of a master craftsman which distinguishes it from the run-of-the-mill recipe.

Wood

The "orange-curried ham and rice is an improvement of my own on Indian curried ham," says Wood. "It is a sort of delicacy." Here are the ingredients and the Wood formula for using them to advantage: 6 quarts of ham (7½ pounds cooked-diced), three-fourths of a pound of butter or margarine, 2 large peppers, minced, three-fourths of a cup of minced onions, 1½ cups brown sugar, 4 teaspoons of curry powder, 3 pounds raw rice, three-fourths of a cup of shredded orange peel, and 1½ quarts of orange juice.

Place the butter or margarine, peppers and onions in a large roasting or braising pan. Braise in oven (375° Fahrenheit) for about 10 minutes.

Remove from the oven and add brown sugar (mixed with curry powder), plus the diced ham. Spoon bottom of pan well to mix the above with the cooked ingredients. Mix well. Return pan to oven heated to same temperature to bake for 20 minutes longer. Stir occasionally.

Boil raw rice (Indian style), three pounds to equal about 1½ gallons when cooked. Thoroughly mix orange peel with rice. Spread this mixture on top of the mixture that is in the roasting pan. The last step is to pour orange juice evenly on the concoction.

Now, return to the oven for the last time. Cover and bake for about one-half hour. Servings are to be based on three-fourths of a cup and will serve 50 persons.

• LETTERS •

Seafarer Marries On Christmas Day

To the Editor:

Just a few lines to let you know how good Santa Claus was to me this year. My better half and I were married Christmas Day at my mother's home at 4 PM.

Enclosed is a picture of us for the LOG. I guess a lot of my shipmates will be surprised to find out

Mr. and Mrs. G. B. Gillispie cut the nuptial cake on Christmas day.

that a sweet little Texas gal finally roped me in.

Also, please change my address for the LOG to 660 North St., Beaumont, Texas.

Incidentally, I'll keep sailing for awhile in case any of my shipmates are wondering.

G. B. Gillispie

(*Ed. note: Congratulations on your good fortune. Our mailing department has noted your change of address.*)

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Favors Change In Scholarship Plan

To the Editor:

When the SIU comes out with such a well-intentioned idea as the scholarship plan that would enable those seamen and their children who have the necessary qualifications to go through a college or university, it may seem ungrateful of a man who had long enjoyed the fine working conditions, benefits and wages of the Union to cast doubts and criticism on this scholarship plan. The fact remains that the scholarship plan leaves much to be desired if the avowed statement accompanying the first news of the plan is to give a seaman with the necessary requirements a chance at higher education.

The requirements of a minimum of three years sea time and three letters of reference are sound qualifications, but the requirement of a high school education and the stipulation that the applicant must have been in the upper third of his graduating class, as well as the age limit of 35, will automatically put the major part of the SIU membership out of the running in the competition for this scholarship.

Why the arbitrary age of 35? Do the planners of the scholarship plan think that a man over that age hasn't the capacity to learn as well as those under it? It would seem so. The truth is that many seamen with ability do not realize their maturity until late in life due to the great social upheavals in the past 22 years, and are actually in a better position now, with or without formal schooling, to handle the study of serious subjects.

Equivalency Diploma

You may answer that universities require of a student that he be under 35 and that he must have a completed high school education. I think some colleges require only a high school equivalency diploma if the applicant hasn't a regular high school diploma, provided that he can pass an entrance exam.

May I make a suggestion that would embrace more seamen who have ability and intelligence to carry through a course of studies: Broaden the scholarship plan to include trade schools and colleges which do not require scholastic credits to gain entrance. There are hundreds of such schools that offer courses in photography, languages, art, writing, sculpture, etc., where a seaman who has the talent for one or more of these subjects, and can show real proof of that talent, can undertake a schooling that would advance him in life.

Several months ago the SIU sponsored a noteworthy contest of art in which many seamen contributed their paintings, and other forms of craftsmanship. Undoubtedly some of those artist seamen were over 35 and without a high school education; yet, they have more to show of their ability than those who have the required scholastic credits demanded by the plan. Maybe several of those artists have the latent talent of a Rembrandt or a Velasquez and just need the chance of going to an art school to get that talent developed.

What a credit to the SIU if it had a hand in bringing a Velasquez to the world!

John J. Flynn

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Heads For Africa To Join Family

To the Editor:

Just a line to let you know that I'm getting off the Robin Locksley after just about three years aboard her.

I'm going back to Capetown, where my wife and three children are, and I hope to bring them back to the States with me when I return.

I'd just like to say hello to all my old shipmates, and wish them a lot of luck and happiness for the coming holidays.

J. DeVito

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Knocks Lawyers For Perjury Evil

To the Editor:

Sometime ago, the SEAFARERS LOG published a story of Brother Philip Pron, the blind Seafarer. A private eye employed by company lawyers attempted to rig him. Before I start this episode, I want you readers to understand that I'm not writing of generalities or fiction. I could not refrain from calling to the attention of all the necessity of precaution against parasites who masquerade as redeemers of the rank-and-file in the name of "admiralty lawyers."

I was a victim of one of these phonies, and I will prove my case. Sometime ago, I had a premonition that the truth would emerge triumphant. Well that's what happened. The steamship company's rotten lawyer paid to have perjurers in court to swear on oath in order to defeat me in my case and win for themselves a record of falsehood.

With the aid of another brother of our Union, we were successful in extracting the whole truth from one of the witnesses the company paid to give false testimony, thereby breaking this case wide open as a cruel monstrosity.

When I am through breaking this case open, I shall publish the name of this phony lawyer lest some of the brothers may fall into similar traps. These stories are characteristic of the many cases we are faced with. It is only by your guts and sincere indulgence to take these renegades, despite their position in life, to the proper place of judgment that we can make this world a better place to live in for all of mankind.

One of these days, I trust to write this story in the LOG and, boy, it will be a whirlwind.

Paddy Farrell

Seafarer Pleased With Benefits

To the Editor:

Since having attended the bimonthly meeting Wednesday, Dec. 17, in the port of New York, and, during the course of which the reading secretary, Marty Bredhoff, read the negotiating committee's report in its entirety, I am most happy to state that my stock in the Seafarers International Union—a book, if you please—is ever-growing.

Although I had previously read the negotiating committee's report from a LOG mailed to my home, I was once again, as the stewards department would say, served "seconds" upon hearing the reading secretary voice its contents. My ears grew by the paragraphs as I listened to one after another of these benefits read aloud. All of which, I dare say, were hardly more than just a pipe dream a few short years past.

Cothron

'Best Mariners'

Commenting briefly on these current negotiations, Secretary-Treasurer Paul Hall emphasized the importance of our being not only the best paid mariners, but the best mariners, as well.

I am reminded of an old axiom, whose author is unknown, at least to me, the substance of it being "when one prepares one's self, he shall receive." And so it behooves our lot to be found "not wanting" when our negotiating committee in the future, as in the past, has been strengthened with the knowledge that ours is a cause worthy of recognition. That can be done only through collective endeavor, honoring the mutual agreements as contracted between the Seafarers International Union and its respective operators.

Anchors aweigh, me lads.

Charles Cothron

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Radical America Freedom's Hope

To the Editor:

The most radical nation in the world, with the most revolutionary concept of government, is not Russia. Today, no less than in 1776, it is the United States of America.

It is founded upon a radical truth about mankind that has never been completely accepted by any other nation. Our Declaration of Independence does much more than declare that all men are created equal. It also declares the great truth that all men are endowed by their creator with certain inalienable rights, that among these rights are life, liberty, and the pursuit of happiness.

No other nation has inscribed its coins, "In God We Trust." This is America's greatest distinction. It is and has been the principle that makes us the most radical people on earth. It is the real reason why America has always been the inspiration of freedom-loving peoples and a constant challenge to dictators.

This nation of ours is only 176 years old. In the history of mankind, no nation has ever trusted its people so completely or achieved so high a standard of living in so short a time. Its concept of government by a majority is still a new and radical idea that frightens men, like Stalin, who are afraid to trust the people.

Dictators' Reactionaries

The dictators are the reactionaries of this world. There is nothing new about any form of government that concentrates great power in the hands of a few. No matter what minority group gets in control of a government, it always feels impelled to impose its will on all the people, and in justification argues that its decisions are for the good of the people even though they do not realize it.

On the other hand, we who practice American democracy are the radicals. Our understanding of the God-given rights of the individual and of the meaning of free enterprise represents a brand-new concept of government. It is reassuring to know that this truly revolutionary form of rule guarantees human rights and government by the majority.

But we dare not be complacent. If we allow this revolutionary country of ours to drift into a reactionary, all-powerful state, we will have given up our faith in people, our confidence in majority rule, and we will no longer be the most radical and democratic nation in the world.

Gilbert Parker

Mobilian Men Make Merry

Part of the crew on the Mobilian's run to Europe are shown, top left to right: Fitz, OS; Tom, DM; Frank, DM; and Chuck, oiler. Bottom: AB's Charlie and O'Brien; Landry, OS, and McGuin, AB.

Urges Brothers To Pay Dues Now

To the Editor:

Since we will soon be going into a new year, Union dues will be payable on the first business day of the new year.

This has its advantages for me and the Union. If I am caught on the beach I don't have to worry about dues. I know I am in good standing. I feel it saves headquarters a good deal of paper work, for which I am sure they would appreciate all members following suit.

It means good standing, and that is good protection for the many benefits the Union offers. One is our insurance policy and I ask the newcomer to take note as I quote from the LOG's "Did You Know?"

"That the annual upkeep on a $2,500 life insurance policy would cost you more than your SIU Union dues? The survivors of any unlicensed man sailing on an SIU-contracted ship are eligible for this benefit under the SIU Welfare Plan."

Also, your survivors only need to contact the nearest SIU hall in order to collect this benefit. The Union has no charge for this service. I urge every reader of this letter, if he has not done so, to pass on to his next-of-kin (beneficiary) the Union way of collecting his insurance. Don't let them find out, as others have, by paying a lawyer's fee out of the policy when it is unnecessary. There is only one way—the SIU way, the right way; it's the best way, easiest, safest and the most beneficial way.

D. M. "Red" King

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Robin Grey Team Wins 26-8

To the Editor:

Just to let you guys know it is not all work on the Robin Grey—the baseball team has played two games so far this trip. First game was tied 6-6 and was called on account of darkness. The team really showed promise the next time out, though, and came through with a smashing 26-8 victory over the Mombasa baseball team.

Johns

This was achieved due to the brilliant pitching of Stan Cooper. The batting power for this game was supplied by Zeegers, Kelly and Hightower. As usual, cold beer was in abundance after the game.

Stanley T. Johns

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Ponce Crew Keep Ship Spotless

To the Editor:

Visiting aboard the Ponce was a pleasure; this is a very clean ship all around, and everyone attends to his duty with pride.

I went into the galley after asking permission and I could see that it was so clean that it was a shame to walk in with shoes on. I had eaten only a few minutes before but I began to feel hungry. After looking around a little more I noticed that everything was in the same shape and that unless you looked at the outside decks where they were loading cement, anybody would think it was a yacht instead of a freighter.

Spent Christmas At Sea

Most of the crew lives in Ponce, and they were making ready to depart for the Everglades; like us they were to spend Christmas at sea. Captain Oscar Williams came around while I was there.

I had a talk with everyone I found aboard. Even the chief electrician could not find words enough to praise the decent way all the officers treat the crew.

Luis Ramirez

• LETTERS •

Seafarer Greets Old Shipmates

To the Editor:

Just a note to ask a big favor and to get in contact with some of the fellows I had the pleasure of sailing with.

Hancock

Would you please start sending the LOG to my home? Thanks a lot for doing that. I would also like you to run this little note in the LOG to say hello to all the fine seafarers from Galveston for me.

At present I am beached and have no idea when I will ever be back aboard ship. Thank you.

Charles Hancock
1618 Casitas Street
Oxnard, Cal.

(Ed note: The LOG will soon be on its way to you, every two weeks as issued.)

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Sick SIU Brother Welcomes Bonus

To the Editor:

I have been a guest of the Marine Hospital for a week now, and expect to be here for some time. Today I received a very pleasant surprise from the SIU in the form of a $25 bonus. This is one more proof that the SIU never forgets its own.

I have found out in the two years that I have sailed on SIU ships that the SIU has a reputation for fair dealing and honesty unequalled by any other organization afloat or ashore. Our record is one of good leadership (and why shouldn't it be?), our leaders are Seafarers elected by Seafarers in open and honest elections. Our gains have been many—death benefits, scholarships, training facilities, vacation plan, new Union halls, and maternity benefits for the wives of Seafarers. I can truly say that the SIU has built and is building for the future. Everyone in the SIU has had a hand in shaping the destiny of the Union, and therein lies our strength.

LOG Helps All Seamen

I can hardly wait till I get well again so that I can ship out with the best bunch of guys I have ever known. I am the only member of the SIU in this wing of the hospital, and believe me, I can afford to strut a little bit. There are members of the MCS, NMU and MFOW here and they join me in agreeing that our new contract is a masterpiece. Some of the members of these other unions say that the only way they can get any action from their own organizations is by having their beefs published in the SEAFARERS LOG. Now that is a justly deserved compliment. The SEAFARERS LOG is a powerful instrument in bringing home to the people in all walks of life interesting facts about Seafarers, and has helped to promote the good work of the Union.

I join the rest of my shipmates in saying thanks to the negotiating committee for the best contract in the maritime field.

May the year of '53 see continued gains. Happy New Year to all of my shipmates.

J. J. Levin

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Finds What Turns Paris Into Paree

To the Editor:

Paris isn't a city, it's a world. Truly this is the greatest place in the world to relax, eat, and have a good time. There at 41 million people in France and they react, dress and think 41 million different ways—the true non-conformists. The one thing that they appreciate most is good taste. Walking along the Avenue des Champs Elysees or Rue de la Paix, you can see it in evidence. The women here are by far the sexiest looking in figure and dress.

Since I only brought one bag from college with me, I have been moving all around Paris (moved three times). First night, I stayed near the Place de Concorde, Cleopatra's Needle, the US Embassy and the Tuilleries. After milking out that attraction, I moved up on the Left Bank, near the Latin Quarter. This was in the heart of the students' area—Boulevard St. Michel and Boulevard St. Germaine, near Notre Dame and the Sorbonne University. Gads, what Bohemians.

I visited several of the Existentialists' hangouts. They believe in doing just what they see fit—i.e., long fingernails, playing the violin with celery, etc. I went to Le Habillon and Restaurant Deux Magots and the famous Montana Bar and the "Greek's." I visited Napoleon's Tomb Trocadero, went up in the Tour d'Eiffel and saw many other interesting sights.

Room Cheap

I've been riding the Metro (subways) and buses; arranged my own tours and am making out okay. My room usually costs me about $1.30 a night, breakfast, 30 cents, bath 25 cents, don't use steam so I am doing well. The legal rate is 346 francs—$1. I was going to go to Switzerland but it's too cold—below zero. Here it's about 45-50 degrees, with rain occasionally.

If you eat twice in Paris, you're mad. A good meal with wine, coffee filter and all, about 85 cents. Block after block (Christmas holidays) have stalls on the street. Pretty gals, shooting galleries (when you hit bull's-eye, a flash gun takes your photo.) Gambling, roulette, etc. There's an arcade where you pay 20 francs, put on earphones and hear your favorite record. Also breezy films.

Throughout Pigalle there's at least 50 night clubs, featuring the world's prettiest and nakedest women—cognac at the bar with admission $1.50—all I hear is "also baybee--good time 1,000 francs." Even the movies here are sex-mad. The shows all show lovers and nudeness quite openly. Saw one movie, but had to leave. Between the various blends of perfume about me and a heady wine inside, it was just too much.

Tried Opera

Visited Stalingrad, a section of Paris, never even knew it existed. Saw the newspapers from every part of the world on sale, went to the opera but couldn't get in. I have really been scrounging around and poking my nose into all. The subway is cheap, if you buy a book of tickets. One ticket is good for two rides. First and second class. You have to open your own doors, but they shut automatically. Another change, it's quite a shock to get used to the communal lavatories here, but I guess it's okay. The Paris Soir is quite rough on the nerves.

Ed Larkin

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Retired Seaman Visits NY Hall

To the Editor:

I am a retired bookmember who came up to see some of my old pals in the New York hall. I'm sorry that I missed quite a few of them, but they must have been out to sea or home with their families at the time.

I am now managing the Pacific Restaurant, 3923 South Capitol St., Wash., DC, and am making out fine. However, for old times sake, I would like to see or hear from my old buddies of my seafaring days.

It's a real treat to get the LOG and read all about the advances and adventures of the best Union in the world.

Peter Triantafillos

Members Left For Christmas Visits

To the Editor:

Here are a few words from the good ship Seatrain Texas to let you know how things are going. Everything is running just as smooth as can be expected for now, although we have a few replacements on board now that the holidays are here. The boys piled off to spend Christmas and New Year's with their friends and families. We lost about half of the deck gang down South and a few more got off up North, so all you guys who were waiting for a deck job on the Seatrains, that was the time for you to grab them—during the holidays. We are also losing Brother John Koval, who has been on here for about a year. He sure hates to leave.

Almost all of the replacements who came aboard down in Texas are old Seatrain men. We have Brother Leo Lasoya, who has been sweating out the Seatrains for some time, for he does like the good town of Edgewater. He is pretty well known up here on the north end. We also had Brother Lloyd Bertrand. He got off to spend the holidays with his family. We picked up Johnnie Pedraza who has been on the Texas before. This is his third time this year. He just can't seem to stay away. Now we can start our Canasta games again. Although he seldom wins he sure tries hard. He is what you call a real Seatrain stiff.

Allen

Former GI on Board

We also have with us on here Brother John Broad, who got out of the Army just recently and is really glad to be back sailing with the SIU. He says the Army does not come up to the qualifications of living standards you get aboard good SIU-contracted ships. This is his first ship since he was discharged and he really likes it. He is serving as third cook.

Well, so long for now from the Seatrain Texas till the next time.

James L. Allen

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Spends Christmas In South Africa

Here is Christmas right around the corner and I am 'way down South Africa way. It seems that I have never been in the States on or around Christmas in the last 11 years. Actually, though, I have been in the States twice during that time. Once in 1945 right after making a six-month voyage to the Philippines and again in 1950 after being hospitalized for about seven months of that year.

I have been shipping out of New York for the past three trips, after making two consecutive runs to the Far East via Korea. Since coming from Korea on June 30, I made short hops to France and Germany. Now I am on the Robin Kettering holding down the position of passenger utility, which should be about a three-month voyage.

I have been running into a little tough luck since paying off the Wacosta, a Waterman scow, in June. I went to the race track in New York and dumped all my dough from nearly a four-month voyage in one day on the ponies. Brother, I don't mean baker's dough. I stayed on the beach for eight days and was off again to France and Germany. Upon my return from Europe I had my book and papers stolen from me.

Given New Eye

Then I entered the Marine Hospital on Staten Island. This is the worst part of the tough luck that I have been running into for the past several months. I had my right eye removed for good after being in and out of hospitals for three and one-half years for said eye. My right eye was replaced by an artificial plastic eye, and I mean you can't tell the difference.

It was a job well done, and again I say hats off to the staff of the Marine Hospital. No matter what is wrong with you, you will get the best attention by all hands, regardless of the ailment concerned. I also would like to mention that the $15 a week comes in handy while you are incarcerated in the hospital. It helps you with the odds and ends that you need.

I am giving a vote of thanks to the negotiating committee for getting us a raise in wages and overtime. I also wish each and every SIU man a very Merry Christmas and a Happy New Year.

Spider Korolia

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Likes Ship Duty In Army Khaki

To the Editor:

Picked up a copy of our new contract at our Norfolk hall and after having read it found many new gains the Union has made with our various contracted companies since I retired my book in March, 1951. On the whole, I was very much pleased with it and, naturally, could not help but think to myself that the boys have really got it good now.

As for myself, I have been sailing fairly steady on Army ships since I was inducted into the service. You know, one can sure make a pile of overtime on these scows, but you just try to collect it. No can do. As for making trips on these ships, they go every once in a great while down to the West Indies and now and then coastwise. Mostly, however, they are used for stevedore training with dummy stuff as cargo.

The shipboard duty is somewhat better than regular army post duty as far as most things go, and our schedule for the day is somewhat like our SIU ship routine, including 15 minute coffee breaks.

I thought maybe some of the boys being inducted might be interested in getting into this type of outfit as it is the closest thing to being on an SIU ship as they will come across in the Army.

As far as I know, there is no more Army Transport Division, but there are Harbor Craft Companies here in Virginia which have all kinds of small ships and craft. We are located on the James River, 18 miles above Newport News, and attached to Fort Eustis.

I hope this will be of some interest to the Seafarers as I am getting discharged in March and will be headed for an SIU hall.

Glen Vinson

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Retired Captain Says SIU Is Tops

To the Editor:

I have just returned on the Elizabeth from a round-trip to Puerto Rico as a passenger. During this voyage I could not help noticing the behavior of the crew.

The men seemed to me very loyal, and performed their work in a quiet and orderly manner, which seemed to me so different from the olden days.

I have been master in the Bull Line for many years, but have been retired for some time, therefore I noticed the change in personnel so much more.

What the Union has done for the good of both parties has been remarkable.

Season's greetings and best wishes to you.

Tom Thebald

Wants LOG Sent To Him In Navy

To the Editor:

I am in the Navy until my discharge in 1954 when I hope to be back with the SIU.

Clarke

As I have shore duty, please send my copy of the LOG to my new address: Heath C. Clarke, Jr., 366-54-15 SN Div. A-2, USNAB Navy 913, c/o Fleet Post Office, New York.

I am very anxious to keep up with the activities of the Union.

Heath C. Clarke

(Ed. note: The mailing department has noted your new address for the LOG, which will be sent to you.)

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Christmas Dinner Tops On Vessel

To the Editor:

We had a wonderful Christmas aboard this scow, the Seatrain New Jersey. Credit, naturally, goes to the stewards department for the well-planned meal.

Hope you enjoyed your dinner as much as we did, and that the bonus made each one happy at the year's ending. We had a six-course dinner with all the trimmings including the Tom turkey and assorted side-dish delicacies which blended in nicely with the Christmas spirit aboard.

We of the crew send the membership good wishes for 1953.

"Sir Charles"

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Robots Are Best Army Personnel

To the Editor:

I receive the LOG regularly here in Korea (many thanks, for it is the only trustworthy publication I have over here) and reading the article, "Army Anti-Labor, Says SIU Man" in the October 31 issue I got the urge to write the LOG myself, and concur with the author.

But I wish to elaborate a bit. The Army is not only anti-labor, but it is anti-everything except complete and absolute submission—both mental and physical. A man is expected to totally submit himself to the whims and fancies of a glittering, walking junkyard and then the Army has the audacity to besmirch such a great word as respect by labeling its "code" respect. The army doesn't need men, it needs robots. Of course, there is always an exception. I have met a few officers who are deserving of real respect.

Army Needs SIU

The SIU organizer would have a field day in the Army. And we hear so much about the rantings, ravings and drunken actions of seamen in a foreign country. The manners and actions of an American crew in port are those of an English squire compared to a GI. The majority of the GIs consider themselves Lord and Master of all they survey when they leave their company area, and often attempt to convince the personnel present that they are, by force. What a show of prejudice and partiality on the part of American publications.

I leave here in March, thanks to that magic word, "discharge," and I'll be back to sea as soon as I can get a ship. I'm anxious to see what my new book will be like.

I want to say that I am mighty proud of the many benefits the Union has obtained since I was drafted off the Southport in April, 1951. And the latest, the scholarship fund, is the ultimate in proof that the SIU's first concern is for the members. How great can a Union become?

Pvt. Dewey L. Martin

A Man Of Iron Who Would Not Bow To The Sea

Many stories have been recorded of the hardship and pain which seamen have suffered to survive a shipwreck or other disaster, but the epic of Howard Blackburn's survival and subsequent recovery is undoubtedly one of the most gripping of all such stories.

Blackburn was a halibut fisherman, and a crewmember of the Grace L. Fears at the time. She was anchored off Newfoundland, about 50 miles out, on January 25, 1883. The day started off with Blackburn and his dory mate, Thomas Welch, leaving the schooner in the morning in their dory.

However, after they had been out for a few hours, a severe snowstorm began. It came from the East but soon swung around to the West. With the visibility limited to about 50 feet, the men became confused about the direction in which the Fears lay. They waited, and after a while, the snow stopped, but a strong wind sprang up.

See Lights

They spotted the Fears' lights to the windward, but found they could not row against the wind and make any headway. In fact, they saw they were losing ground. They began to tire, and then started to drift away. They tossed the anchor over, but it couldn't hold against the wind.

In addition, the snow in the boat and the heavy seas made it necessary for them to bail continuously to stay afloat. As night fell, ice began to form on the boat, weighing it down further in the water so that it shipped more seas.

The temperature dropped to below zero as the night fell. They got no sleep, though, for they had to keep bailing and chipping the ice off the boat. Finally, they had to throw over all their nets and their complete catch, except one fish which they saved for food.

The ice, however, formed faster than they could chop, and the boat kept settling lower in the water. At dawn, there was no sign of the Fears. The exhausted men tried to row toward Newfoundland, but were too weak and had to give up.

Rigs Sea Anchor

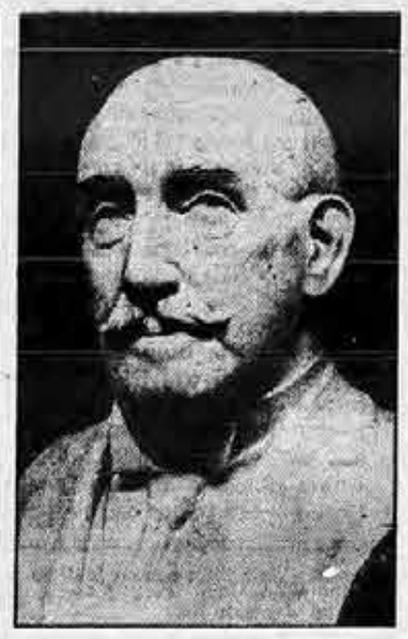
Blackburn rigged a sea anchor out of a broken keg buoy and threw it over. However, while rigging the anchor, he took off his mittens and threw them in the water in the bottom of the boat to keep them from freezing solid. Welch, half asleep, scooped them up as he bailed, and dumped them over the side.

It soon became evident that Blackburn's hands were going to freeze right through. They bailed and chopped ice for the rest of the day, all the time looking for any sign of the Fears. As Blackburn's hands became worse, he decided to do something about them.

He took off his rubber boot, and one of his woolen socks. He tried to put the sock over his hand, but it was so swollen that it would not fit. Meanwhile, the sock began to freeze and was soon stiff and solid. He couldn't get it back on his foot, so he hit it against the gunwhale to try to break the ice loose. As he struck it against the gunwhale, his frozen hand couldn't hold it. It went over the side, just like his mittens.

Welch Dies

Both men went back to bailing, but soon Welch became delirious,



A bust of fisherman Howard Blackburn.

began sucking on the ice while calling for water, and soon passed out. He died during the night.

On the morning of the third day, Blackburn tried to put on Welch's mittens, but his hands were so swollen he couldn't make it. Meanwhile, the sea calmed down, and Blackburn managed to take in the sea anchor.

He decided to try rowing, but soon realized that his hands were frozen stiff. Finally, by pushing his fingers against the seat, he managed to bend the fingers. Then, he put his hands on the oars, and waited a while until his hands were frozen solid around the oar handles. He rowed for the rest of the day, sleeping at the oars at night because he couldn't take his hands off them.

The following day, he rowed again and finally sighted Newfoundland. He realized that as he rowed the frozen flesh of his hands and fingers was grinding off into powder, but he kept on. He rowed the whole day, again sleeping at the oars during the night.

Reaches Shore

The next day, it warmed up a bit, and he reached the shore and followed the coastline until he reached Little River. He rowed up the river until he spotted a deserted house. He tied up the boat, entered the deserted shack, and fell asleep on the floor.

When he woke up, he found the dory filled with water. A rock had forced out a plug. He managed to get Welch's body out of the boat and dropped it in a small cove. Then, he spent the rest of the day repairing the plug. This was difficult, since he had almost no use of his hands.

When he finished, he started to row up the river, using the light of the moon as his guide. By dawn, he spotted a settlement.

As the people crowded around, he told them of Welch's body in the cove and volunteered to take them back to get it, but instead, he was taken into a home, submerged in a tub of brine and allowed to thaw out. Others went down the river and recovered Welch's body.

Long Recovery

His recovery took seven weeks. Because of frostbite, he lost all of his fingers and all his toes, as well as his right foot, the one without the sock.

Blackburn, after getting well, went back to Gloucester. The story of his ordeal had preceded him, and a donation of $500 was waiting for him. With the money, Blackburn opened up a small tobacco shop. Then he wrote a booklet of his experiences during the 104 hours he spent in the dory.

After a while, he tried to pay back the $500, but was refused so he donated the $500 to a fund for Gloucester widows and orphans.

The tobacco shop couldn't hold him however.

Buys Sloop

When the Alaskan Gold Rush started, he sailed to San Francisco, but injured his knee and had to turn back. Then, as if he hadn't had enough of the sea, the man without fingers and only one foot bought the Great Western, a 30-foot sloop.

Sailing alone, he took the Great Western from Gloucester, Mass., to Gloucester, England, where he sold the sloop and returned to the US by steamer. He settled down for a short while, and then bought the 25-foot sloop Republic. He crossed the Atlantic alone once more, this time visiting Portugal, France and England. He had the Republic shipped back to the US, and set out from Gloucester once more, this time sailing it to New York, up the Hudson River, through the Erie Canal, to the Great Lakes, down the Mississippi, and was finally wrecked off Florida, but Blackburn was not injured.

He settled down once more in Gloucester, but then decided to make one more crossing of the Atlantic—this time in a regular fishing dory. He started out in the 15-foot dory, and got past Cape Breton Island. Heavy seas capsized the dory three times. Each time, he righted it and bailed it, but after the third time, he decided against the trip and sailed back to Gloucester.

This was his last attempt at sailing, and he settled down in his home and lived quietly—except to voice the claim that he had seen a large sea serpent when he tried to trip in the dory. When he died on May 4, 1932, at the age of 74, he left an estate of $17,000.

A Christmastide Shipwreck Which Brought Celebration And Saved A Starving Island

Whenever one thinks about shipwrecks, an image of a large ship caught in a pounding sea with people screaming and diving as lifeboats are crushed against her sides usually comes to mind. However, this need not always be the case. In fact, there have been some shipwrecks which became the cause for celebration rather than mourning.

One such wreck was the steamer Moravian of the Allan Line, which was smashed on the shores of Nova Scotia. Not only was there no loss of life involved in the incident, but the wreck served to save a great number of lives.

Because of severe weather conditions and other factors, Christmas of 1881 did not promise to be a day of celebration for the residents of Mud Island. Rather, it was a period of sorrow, for the island was in the midst of one of the most severe periods of poverty in its entire history.

Food stores, in particular, were extremely low or else entirely nonexistent, and the people of the islands were, one by one, dying of malnutrition. What stores were left were quickly being used up, and there was very little hope on the part of the people for any sort of help from the outside world, for they had no means with which to buy any more supplies.

There were quiet celebrations of Christmas when the day came, but it was also marked by more deaths from starvation. There were no great holiday feasts that year. And, as the new year approached, the people banded together to pray that it might bring them hope and better times.

It was at that time that the Moravian was hit with heavy seas and severe winds and driven off her course. She continued to be tossed about and then one of her crewmembers spotted land. Despite the efforts of the crew and officers, however, the vessel was driven closer and closer to the shore, and finally she rammed the beach at Mud Island.

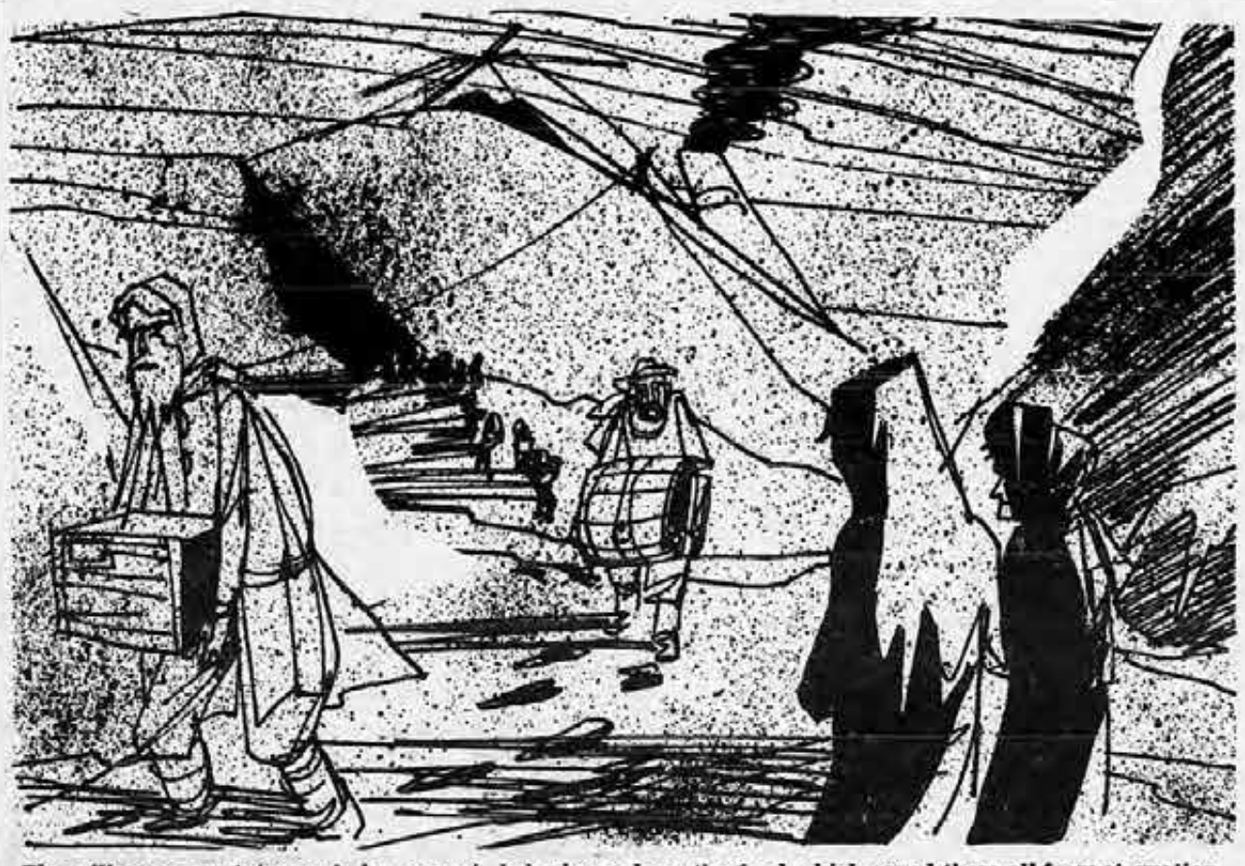
Rescue Survivors

The islanders had spotted the ship while she was still a way out, and by the time she ripped into the shore, a large crowd of residents were waiting there. They immediately went to work and soon had removed all the passengers and crew with no loss of life.

The day was December 30, 1881. It was after the residents had gotten everyone off the vessel that they discovered their treasure. The Moravian was loaded with food. Her cargo included over 700,000 pounds of cheese, over 1,000 quarters of beef, 100,000 pounds of lard, 1,600 bushels of peas, 500 sacks of flour, 100 barrels of pork, 500 barrels of apples, 500 cases of canned meats, 169 cases of mutton and 30,000 bushels of wheat.

Shortly after the vessel went aground, the weather calmed down enough for the islanders to begin their salvage operations, and it was with a great deal of enthusiasm that they unloaded the food from the ship. They left nothing aboard her either, and as soon as the salvage operation was completed, the delayed Christmas feasts were held throughout the area, with the survivors of the wreck as the guests of honor.

The vessel itself, however, was a total loss. The hull, originally valued at some $400,000, was later sold for about $4,000.



The villagers went to work in earnest, bringing ashore the food which saved them all from starvation.

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.

. . . DIGEST of SHIPS' MEETINGS . . .

SANTORE (Ore), November 16—Chairman, D. Stone; Secretary, W. W. Evans. D. Stone was elected ship's treasurer to take care of the new ship's fund.

November 21—Chairman, D. Stone; Secretary, Max Olsen. Recreation room and night pantry should be cleaned up by card players when they are finished. Delegates will make up a repair list before the ship reaches the Canal. Laundry should be kept cleaner, now that the deck engineer has fixed a drain line to the washing machine. Clothes should not be left in the washing machine. One man missed the ship on sailing day.

November 30—Chairman, D. Stone; Secretary, W. W. Evans. Soap dishes will be put up as soon as possible. Ship's treasurer will purchase a blackboard for the recreation room, pocket books for the library, and see about buying or getting from the company a new set of rollers for the washing machine wringer. There should be less noise in the alleyways while men are sleeping.

IBERVILLE (Waterman), December 13—Chairman, R. Martini; Secretary, David Mitchell. Captain wants more cooperation and alertness in the fire and boat drills. Company will be asked to buy small loaves of bread in the future. There is $22.03 in the ship's fund.

CALMAR (Calmar), November 23—Chairman, Floyd W. Fritz; Secretary, C. O. Faircloth. Members are requested to continue to kep the laundry clean. One man paid off in Aberdeen, Wash., and was sent to the hospital. Patrolman will be contacted, because the captain did not order a replacement. Sol Carol was elected ship's delegate by the crew. Repairs should be made before the next crew signs on. Agent should contact the company about better food, more of it, as our dry stores are empty.

December 6—Chairman, Floyd Fritz; Secretary, C. O. Faircloth. Captain refused to allow one member to stand his watch, stating he was drunk. At this special meeting the crew decided that the man was sober, and that this seems to be a personal issue between the captain and the member. Captain stated that the ship's log will be open to the patrolman, to show the number of men, he says, have been failing to perform their duties.

VENORE (Ore), November 29—Chairman, Charles W. Hostetter; Secretary, Ed. J. Paris. Discussion was held on the night lunch. Parties aboard will be stopped. There is much dissension in the engine room. Patrolman should handle complaints if accused does not voluntarily leave the ship. Ship's delegate will take charge of the repair list; steward will keep the recreation room clean.

FELTORE (Ore), November 30—Chairman, Jim Morin; Secretary, E. Forestal. Discussion was held on food, but there were no specific complaints.

GOVERNMENT CAMP (Cities Service), December 5—Chairman, J. H. Parker; Secretary, J. M. Bucci. Washing machine was never fixed; this should be taken up with the captain and patrolman. Hughes was elected ship's delegate. Captain should be asked about giving proper notice to the crew about launch service, if any, and shore leave. Chief cook asked crew's cooperation in keeping the messhall clean. Appreciation was expressed for the good work done by Leroy Clarke.

INES (Bull), December 7—Chairman, J. Altstah; Secretary, J. Labenz. Motion was passed to check the men and make sure there has been no mistake on their being shipped from the hall. Man shipped in San Juan will be referred to patrolman. Steward made a motion to have a special meeting in port to settle menu and food beefs with agent or patrolman. Two second class meats are served on the same menu. Majority say the quality of food has declined from the last trip.

SEA GALE (Sea Traders), December 11—Chairman, E. Goulding; Secretary, F. O. Lynum. Chief will be contacted about painting the decks. All delegates will turn in a repair list. Crew should take better care of the messroom. There should be a better quality of meat provided, and more of it. There were several complaints on sanitary conditions.

KYSKA (Waterman), December 6—Chairman, E. Jensen; Secretary, H. Carmichael. No one should pay off until all repairs have been made.

DEL VIENTO (Mississippi), December 6—Chairman, Frank Williams; Secretary, Duke Hall. Chief engineer refused to let the wiper make coffee at 3 P.M. Bosun agreed to let OS make it. Coffee cups should be washed after use, and put away. Steward agreed to let crewmembers stow their suitcases in the locker next to the hospital. $1 donation will be made to the ship's fund by each member, to be used for shipmates who may be left ill in foreign port. Money will be left to get them cigarettes, etc.

ROBIN DONCASTER (Seas Shipping), November 6—Chairman, E. Nooney; Secretary, C. Gann. Care should be taken of the keys. No one is to operate the movie machine but the second engineer. Old washing machine should be used for sanitary work; good soap should be kept for personal laundry. Electrician will appraise the old washing machine; delegates will decide what to do with it. Cleaning of the laundry will be arranged. Suggestions on cold suppers and special requests will be welcomed by the steward. Captain will designate who sougees and cleans the purser's office and passageway. More linen is going out than is coming in.

SUZANNE (Bull), December 8—Chairman, M. Santiago; Secretary, Don Herlihy. Sanitary work should be done properly. Engine department foc'sle should be painted. Repair list will be made up.

SEATRAIN LOUISIANA (Seatrain), December 14—Chairman, S. P. Garcia; Secretary, Tom Bowers. S. P. Garcia was elected ship's delegate. Vote of thanks went to the steward and his department. Bread box should be kept closed; bread should be kept wrapped up, so it does not get stale. There should be a new garbage can for the crew messroom.

BINGHAMTON VICTORY (Bull), October 26—Chairman, Robert W. Ferrandy; Secretary, James Bailey. There was a discussion on lack of milk in Norfolk and lack of salads at sea. Chief mate was accused of working on deck.

JEFFERSON CITY VICTORY (Victory), October 12—Chairman, Rex H. Coote; Secretary, Francis R. Napoli. Rex H. Coote was elected ship's delegate. There should be a little less noise in the passageway so men on watch can sleep. Pantryman wil make coffee at all times. Crew should see if anything is needed, so that it can be ordered in California.

December 6—Chairman, James Hickey; Secretary, Francis R. Napoli. Better grade of food should be put on the ship. Porthole fans are needed for all crew's quarters, as wind chutes are not permitted on this vessel. Stewards department got a vote of thanks for a job well done.

WILD RANGER (Waterman), December 7—Chairman, Robert A. Sipsey; Secretary, Otto Robert Hoepner. Ship's fund stands at $15.75. Ship's slopchest is insufficient. Medical supplies should be checked also. Messhall should be kept clean. Delegates will make up repair lists. Ship's fund will be spent on Christmas decorations. Vote of thanks went to the stewards department. Crew requested homogenized milk.

ROBIN TUXFORD (Robin), November 22—Chairman, Harry F. Jaynes; Secretary, Harry C. Kilmon. Member will be brought up on charges at the payoff. Howard Sposato was elected ship's delegate. Anyone caught washing cups in the drinking fountain will be fined. Each man should clean the laundry room after using it. Washing machine will be put on the repair list. Each delegate will draw up a repair list.

'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.

LEWIS EMERY JR. (Victory Carriers), December 7—Chairman, Allen Bell; Secretary, Ricky Motika. Motion was passed not to sign on next trip till the galley range is repaired, subject to the approval of the patrolman. Discussion was held on repairs and cleanliness of the ship. Deck engineer should be supplied with sufficient tools; list of these will be submitted with the repair list. Stewards department got a vote of thanks for a fine job.

REPUBLIC Trafalgar), November 29—Chairman, A. Herbert; Secretary, John W. Picou. Ship's delegate will see the patrolman about a radio in the crew messhall and sailing board time. New York patrolman will be asked to settle beefs aboard so as to be ready for the payoff in Boston. Since there is $6.44 in the treasury, men were asked to make contributions. Ben Kori was elected ship's delegate.

JEAN (Bull), December 3—Chairman, William Milner; Secretary, Joe Wright. Repair list will be drawn up. Poor condition of the drinking water was discussed and all agreed that it should be checked and analyzed. Stewards department got a vote of thanks.

ROYAL OAK (Cities Service), December 6—Chairman, Charles Burns; Secretary, Francis A. Romero. Chief steward will be contacted about the matter of using leftover bacon in the morning. Repair list was made up to be submitted to the New York patrolman. Milk and bread supplies should be increased, since they were exhausted two days out of port. There should be new mattresses; ship needs fumigation. Garbage can, grease pots and other kitchen equipment should be cleaned up at night and not left dirty till morning.

POTRERO HILLS (Mars Trade), December 11—Chairman, E. C. Barnhill; Secretary, Frank Flanagan. Captain was seen on construction of a new ladder leading from the gangway on which a crewmember was seriously injured in Aruba; member had to go to the hospital. New cots were brought aboard in Aruba. Repair lists will be made up. New crew messman was taken on as a replacement in Aruba.

CANTIGNY (Cities Service), December 10—Chairman, William Downie; Secretary, W. A. Craig. Captain was contacted on cleaning the hospital. Chief engineer will check the television set at sea. There is $33.87 in the ship's fund. Bob Eaton was elected ship's delegate; W. Craig, ship's treasurer. Discussion was held on the position of the television antenna and the shortage of milk. Butt cans will be placed at each door leading to the open deck. Steward will be contacted about spraying the afterhouse because of roaches. Medicine supply should be replenished. Patrolman should be contacted about the mainmast ladder being unsafe.

JEFF DAVIS (Waterman), December 6—Chairman, Eddie Craddock; Secretary, Murry Lamm. Engine department showers have still not been painted. Broadus was elected ship's delegate. There is a shortage of fans. Washroom mirrors should be replaced and inside of lockers should be painted. Bunks and foc'sles should be kept in an orderly way.

STEEL CHEMIST (Isthmian), November 24—Chairman, Nick Swabia; Secretary, S. A. Fox. Matches will be secured in the next port. Shifting of meals has proved a disadvantage. Beef on food being fouled up due to carelessness of a brother. Food shortage beef was settled. Lobsters will be added to the menu if possible. Sardines will be put out with the night lunch. Fruit juice situation was settled. Repair lists will be squared away at the next meeting.

LIBERTY BELL (Dover), November 16—Chairman, Red J. Whidden; Secretary, H. R. Hutchins. Stewards department rooms and messroom need painting. There is $16 in the ship's fund. Draw list will be taken up every five days in port by department delegates, so as to be on hand when money is given out. Discussion was held on launch service in San Francisco; only one launch was supplied at 6 PM and the next one was at 8 AM the next day. Slopchest price on cigarettes is $1.05 a carton.

STEEL EXECUTIVE (Isthmian), November 29—Chairman, Bennie Whitsley; Secretary, Frank Crider. Vote of thanks was given for the wonderful meals put out by the stewards department. Showers should be kept cleaner.

GOLDEN CITY (Waterman), November 14—Chairman, L. Stone; Secretary, J. E. Hannon. J. H. Parnell was elected ship's delegate by acclamation. Captain will be asked about the night's lodging and no heat in New York November 7.

December 7—Chairman, J. A. Ryan; Secretary, J. E. Hannon. Delegate reported that the night's lodging is no good. One man joined ship in Mobile. New AB was signed on. After dispute, captain paid the messmas overtime for holidays while off in New York. Captain and chief engineer say the ice machine will be fixed in Wilmington. Collection for Christmas should be made.

STEEL FLYER (Isthmian), December 17—Chairman, Jack C. Howard; Secretary, John L. Kelly. One member paid off by mutual consent. Nothing can be done about the toilets. Suggestion was that the $61 in the ship's fund should be spent on beer for Christmas.

TROJAN TRADER (Trojan), November 16—Chairman, C. Chandler; Secretary, J. O'Deal. Chandler was elected ship's delegate. Chief engineer will be contacted about the washing machine and cold water in the drinking fountain. Bedsprings will be fixed as soon as possible. Pantryman will make coffee in the morning, deck department in the afternoon. There should be light bulbs in the passageways. Stewards department got a vote of thanks for a job well done.

ALAWAI (Waterman), December 15—Chairman, John Gellatly; Secretary, Agripino Dipasupil. Need for keys was referred to the chief mate in Los Angeles. Those who wish to see the doctor in the next port should see the mate before the ship hits Yokohama, to facilitate the issuance of medical slips. Deck delegate was told by the chief mate that the deck crew will not get a day off in Yokohama. Linen and towels should be used for what they are intended for, and not stuck into scuppers. Washing machine should be used with care. Drinking fountain on each man deck passageway should be installed. Doors to main deck passageway should be locked in port. Chief steward should try to get fresh vegetables in the next port.

MALDEN VICTORY (Mississippi), November 30—Chairman, Theodore Douglas; Secretary, Dan R. Phillips. Most of the repairs were taken care of. Nothing can be done about the lockers in the crew's quarters unless the Government okays it, as the Government charted this ship. Dan R. Phillip was reelected ship's delegate. Each department will take its turn cleaning the laundry and recreation room. Steward reported that most of the stores ordered were taken off the requisition list. Government, the port steward stated, would not okay the stores. Steward will get in touch with the first assistant and get the old washing machine out of the laundry.

STEEL ROVER (Isthmian), December 11—Chairman, Charles (Red) Hall; Secretary, Charles Mathews. J. A. LaPlante was elected ship's delegate by acclamation. $30.15 in the ship's fund was turned over to the ship's delegate. Three bats, a softball, mitts, punching bag, pump and swivel were received from previous delegates and turned over to the bosun for safekeeping. Washing machines will be reserved on the weekeneds for men who work days. Fans in the rooms should be dusted weekly. Ship's delegate only will contact the captain on draws. Magazines should be returned when they have been read. Library should be locked in port. Library should be sent ashore for new books in New York.

MARYMAR (Calmar), December 14—Chairman, Jos. McCabe; Secretary, James F. Byrne. Election was held, and Whitmer was elected ship's delegate; Gillis, deck delegate; McCauley, engine delegate; Charney, steward delegate. Chief steward has already taken up the food question with the company agent, patrolman and captain before the ship left

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NORTHWESTERN VICTORY (Victory Carriers), December 7—Chairman, A. W. Keane; Secretary, Edwin Rushton. Chief mate is very well satisfied with every thing. Stewards department is dissatisfied with the lack of overtime, which will be taken up before the patrolman New water pitchers are needed in the messhall. New fans are needed in the foc'sles.

LAWRENCE VICTORY (Mississippi), December 7—Chairman, J. R. Wilson; Secretary, R. G. Renfrow. Drinking fountain and surrounding area should be kept clean. Patrolman will be asked about recreation room painting. All foc'sles should be painted. There should be another coffee pot for the men going on watch. Patrolman should check on all steward's stores, especially eggs.

DEL RIO (Delta), November 11—Chairman, Joe Stachowicz; Secretary, Ray H. Casanova. All departments will make up a repair list, so that as many repairs as possible can be made at sea. There is $27.15 in the ship's fund. Crew's rooms' decks should be painted and rooms sougeed.

November 30—Chairman, Frank Kendrick; Secretary, Ray H. Casanova. Chief engineer said he would do what he can about the repair list turned in at Monrovia; what can't be done aboard will be taken care of in New Orleans. Rubber gloves, blanket and official books should be provided for maintenance work. There is need for a new refrigerator for the crew's pantry and another for the galley. Chief engineer said there is supposed to be one in the galley, as the company officials have the ship charged for one. Everyone is to be properly dressed in the messroom. Clothes left in the engine room to dry should be removed as soon as possible. Stewards department got a vote of thanks for their well done job. Cups should be returned to the pantry.

QUARTETTE (Standard), December 7—Chairman, Red Gibbs; Secretary, Charles Gill. Chief cook was elected stewards delegate. Linen for the next trip should be sufficient and in good condition. Meat that came aboard in Baltimore was not checked, since it was all wrapped up. Company should see about having the washing machine repaired. Ship's laundry should be kept out of the washing machine, as it was not put on board for that purpose.

SHINNECOCK BAY (Mar-Trade), October 25—Chairman, E. A. Lane; Secretary, J. R. Henchey. Motion was passed to get larger sheets and pillow slips and to have all bath towels white; innerspring mattresses should be obtained if possible. Repair list will be made up and turned in. Ship's delegate will see the master on draw. Washing machine should be cleaned and turned off after use. Keys to all rooms should be left in charge of delegates at the payoff. Larger, new lockers should be provided. Slopchest should be checked next trip.

November 23—Chairman, Steward; Secretary, deck maintenance—Cleaning of recreation room and laundry should be alternated, with a different department taking charge each week. Stewards department will spray the messhall and recreation room.

DEL AIRES (Mississippi), October 12—Chairman, Cliff Truel; Secretary, Red Simmons. One man missed ship in New Orleans. Ship's treasurer purchased a record player and records in Houston, and one brother bought a few more records, which was well taken and appreciated by all hands. Ship's athletic director got $10 for the purchase of baseballs. In addition, he purchased $5-worth from his own pocket, as a donation to the ship's fund. A third brother bought some records. There is now $42.30 in the ship's fund. Brother Wheeler was elected new ship's treasurer by acclamation. All hands should help keep the laundry clean.

December 7—Chairman, Blackie Russel; Secretary, Red Simmens. Brother was left in the hospital in Buenos Aires. Stewards department got a vote of thanks. Port agent will be asked to investigate the action of the chief engineer. There should be no more ship's linen washed in the ship's washing machine. $20 was spent in Paranagua, Brazil; there is now $22.35 in the fund. This should not be forgotten at the payoff.

ALCOA PURITAN (Alcoa), December 15—Chairman, J. Stringfellow; Secretary, J. Mehalov. There is $10 in the ship's fund. Two men missed ship in Baltimore and were replaced. J. V. Bissonett was elected ship's delegate. Change in menu was suggested. Messroom should be kept cleaner. Men wearing only undershorts will not be allowed in the messroom. Each department will clean the recreation room for a week at a time. Library and night lunch will be locked up in port. More fans are needed for the galley.

ANTINOUS (Waterman), December 21—Chairman, Steve Guggino; Secretary, Lee Allen. New ice box is installed and working. Bryan Varn, Jr. was elected ship's delegate. Black gang head will be repaired. Steward will order new chairs and wind chutes. Every man who uses the laundry room is supposed to clean it. Any man who leaves it dirty will be fined.

MARGARET BROWN (November 25—Chairman, J. Reilly; Secretary, V. C. Smith. Engine delegate was asked to turn in repair lists. V. C. Smith was elected ship's delegate. Stewards department will take care of recreation room and deck and engine departments will take care of the laundry.

AFOUNDRIA (Waterman), December 29—Chairman, Pete Gonzales; Secretary, A. J. Johnes. Stewards department got a vote of thanks for an excellent Christmas dinner. Patrolman will be contacted on the supply of milk, in New York.

WANDA (Epiphany), December 14—Chairman, R. Thomas; Secretary, E. Crowley. C. F. Habighorst was elected ship's delegate by acclamation. Repair list will be made up. One copy will go to each delegate, the patrolman. There is $17 in the ship's fund. Christmas tree

(Continued on page 26)

Foul-ups Warned: Keep Out!

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

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

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

. . . DIGEST of SHIPS' MEETINGS . . .

(Continued from page 24)

and decorations will be bought with crew's donations.

PETROLITE (Mathiasen), December 9—Chairman, Charles Lee; Secretary, Russell Grautham. Washing machine will come on board in the first northern port. Ship is running coastwise. Department repair lists will be made up. New locks and keys are needed for rooms. Charles Lee was elected ship's delegate by acclamation. There is $70 in the ship's fund. $12 was spent on the radio-phonograph; $20 will be spent on records.

ABIQUA (Cities Service), December 7—Chairman, Joseph Pettee; Secretary, R. M. Lafferty. There are two new men in the deck department. One man in the engine department missed ship in Swansea and was replaced. One man is missing in the stewards department. Joseph Pettee was elected ship's delegate by acclamation. Request was made to paint the messroom for Christmas and fix the forward door. Repair lists should be kept up-to-date. Don't throw things from the pantry to the mess tables. Mattresses should not be removed from the foc'sles. Two personal disagreements were aired and settled fairly.

LAWRENCE VICTORY (Mississippi), December 21—Chairman, J. B. Garrison; Secretary, G. Marbury. A. Pappas was elected ship's delegate; he will check with the purser on the slopchest. Discussion was held on the slopchest. If friction continues in the galley, something will be done about it in California. Department beefs should be brought before the ship's delegate, instead of indiscriminate griping.

ROBIN GRAY (Seas Shipping), October 12—Chairman, R. T. Whitley; Secretary, Adame Buchacz. Russell M. Wright was elected ship's delegate. Laundry cleaning list will be posted. All hands will help keep the messhall clean and keep cots off deck.

November 16—Chairman, R. T. Whitley; Secretary, Stanley T. Johns. Bread should be kept covered. Steward will try to organize a baseball team and get games in Mombasa. Ship's delegate will see about getting the washing machine repaired. Beefs should be handled through delegates, and not as individuals.

STONEWALL JACKSON (Waterman), November 15—Chairman, J. B. Morton; Secretary, D. K. Nunn. Radios should be tuned down, so as not to disturb men sleeping.

November 30—Chairman, J. James; Secretary, J. B. Morton. Crew was asked to secure dishes at night during bad weather and to refrain from fouling up while in port.

SEAMONITOR (Orion), November 25—Chairman, R. Paschal; Secretary, C. Al Welch. One man paid off in Mason, Korea, to go to the hospital; one man jumped ship in Yokohama. Motion was passed to send the LOG to the ship's agent in Yokohama, Japan. Coffee made at night is for the watch, not the card players. No man should use the washing machine for longer than a half hour at a time. Steward will buy Christmas decorations in Yokohama when ordering stores. Stewards department got a vote of thanks for the Thanksgiving Day dinner and for their consideration in putting the meal out a couple of days early while we were at sea, so that all hands could enjoy it. Thanksgiving Day we were due in Yokohama, after a long, no-shore-leave shuttle to Korea.

December 14—Chairman, R. M. Harp; Secretary, M. Ebberts. Considering the length of time this trip, it has been a very pleasant one and a good one. No one will payoff until given permission by the patrolman. Action should be taken on the member who jumped ship in Yokohama. Motion was passed to collect cigarettes for the men in hospitals and give them to the patrolman. Vote of thanks went to the stewards department for a well done job. The $7 left in the ship's fund will be turned over to the captain and a receipt given to new crewmember if treasurer leaves the ship.

DEL NORTE (Delta), no date—Chairman, B. High; Secretary, P. F. Erck. Chairs should be kept off the settees in the lounges. Ralph Boyd will be asked to take the athletic director's job. Committee was appointed to write a letter to the Union protesting against Army brass abuse of American seamen in Korea. Discussion was held on contributing extra heavily to the orphan fund. This fund is handled by the chief electrician for the showing of the movies aboard ship.

CECIL N. BEAN (Transfuel), November 27—Chairman, Walter J. Reidy; Secretary, Robert Carey. Ship's library was obtained in San Pedro; playing cards and games were purchased out of the ship's to return books to the library when they have finished with them. Steward reported the ship's fund okay.

STEEL ARCHITECT (Isthmian), November 30—Chairman, Pete Lannan; Secretary, John Latella. Discussion was held on launch service in Semarang. Ship's delegate will see the captain about getting the cooperation of the police in keeping unauthorized persons out of the passageways. Fidley door needs repairing.

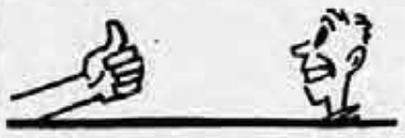
SEATRAIN NEW JERSEY (Seatrain), December 30—Chairman, Sir Charles; Secretary, S. U. Johnson. All brothers were asked to donate to the ship's fund, which was pretty well used up, buying ornaments for Christmas. Washing machine needs a new wringer. Vote of thanks went to the entire stewards department for the wonderful service rendered on board in the past and especially for the Thanksgiving and Christmas Day spreads held on board.

LEWIS EMERY, JR. (Victory), December 21—Chairman, G. Kersey; Secretary, Ricky F. Mofika. Galley range is still not fixed. Electric mixing machine could not be gotten for the galley. Charles J. Mehl was elected ship's delegate, Robert A. Sipsey, deck delegate; Michael Haukland, stewards delegate. Cots will be issued to the crew, with each man responsible for his own. Crew will cooperate with the stewards department.

CARRABULLE (National Navigation), December 7—Chairman, B. Friedman; Secretary, D. Brancoccio. Ship's fund stands at $54.50. Two men missed ship in Curacao. Purser will be contacted on beefs about draws and medical treatment after 5 PM. Ship's delegate will see about getting a better variety of washing powder.

STEEL CHEMIST (Isthmian) December 21—Chairman, Nick Swokla; Secretary, Thomas M. Purcell. Motion was passed to contact the Union on the first mate's reluctance to administer first aid to member of the crew. Adequate stores should be supplied for the next trip. There was a shortage of vegetables this trip. There should be a spare motor for the washing machine.

SEATRAIN LOUISIANA (Seatrain), December 28—Chairman, Walter Beyeler; Secretary, Tom Bowers. Chief engineer said if he makes another trip he will run a water line to the coffee line. Motion was passed to have the steward refuse apples if they are the same as the ones that have been coming to the ship. Deck, engine and stewards department should take turns for a week keeping the laundry clean. Ship's delegate should have the patrolman see about the foc'sle deck sweating and installing an electric wheel or a steam line on the shaft of the old one. Stewards department got a vote of thanks for the fine work they did Christmas.



KATHRYN (Bull), December 26 — Chairman, George Burke; Secretary, R. L. Morgan. Delegates reported no beefs. Crew should be cleaner.

ROYAL OAK (Cities Service), December 21—Chairman C. J. Burns; Secretary, E. N. Vincent. Roach and fumigation problem was brought up again. No repairs were made in the wipers' foc-sle. Second cooks need fans and mattresses. Recommendation was made that the last standby clean up a little to help starve out the roaches. There should be an adequate supply of bread, butter and coffee left by the messman before securing at night. Situation involving one man's being fired will be brought to the patrolman's attention.

BRADFORD ISLAND (Cities Service), December 27—Chairman, Joe Bremer; Secretary, Frank Wilson. No repairs have been done, as on the past three trips. Repair list will be made up and turned over to the chief engineer, captain and chief mate. Ship should be fumigated.

SUZANNE (Bull), December 22—Chairman, Leonard Jones; Secretary, A. Aragones. One man was left sick in Puerto Rico. Engine room sougeeing should be finished. Bench on deck quarters should be repaired; this has been reported many times but nothing has been done. A better and fresher brand of coffee should be brought on board.

WINTER HILL (Cities Service), Chairman, Erick Parsons; Secretary, Andrew Daniluk. Motion was passed to get registers for ventilators in foc'sles. Men should cooperate in keeping the messhall and recreation room clean after card playing, etc. Cups should be returned to the pantry. There is $34.77 in the ship's fund. Bunk springs in the stewards department should be fixed.

FORT BRIDGER (US Petroleum), December 7—Chairman, John A. Buzelewski; Secretary, Walter Marcus. Fans in crew's quarters are not in working condition. Ship's delegate will see the chief engineer. We have had a couple of gashounds and could not put them straight. There should be articles in the LOG on this. We also had two agitators who went to see the chief mate about a member who they said was not doing his job to their satisfaction. They kept the crew in a turmoil.

December 14—Chairman, John A. Buzelewski; Secretary, Walter Marcus. John A. Buzelewski was elected ship's delegate. One member should be placed on charges for drunkenness, starting fights, disrupting and agitating the crew. Vote was taken against gashounds and performers. Crew voted to give member a second chance.

CHILORE (Ore), November 29—Chairman, L. D. Richardson; Secretary, Thomas L. Telars. There was a discussion on sanitary work being done properly and general cooperation of all hands. Old cups and plates should be replaced. There should be more of a variety of food. Delegate should see the patrolman about a better quality of food.

December 14—Chairman, T. L. Telars; Secretary, G. M. Helfenstine. Men were asked to give definite notice if they are getting off the ship. Suggestion was made to put a halt to spitting in the passageways.

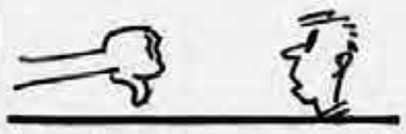
STEEL INVENTOR (Isthmian), November 25—Chairman, Charles Starling; Secretary, Henry D. McRorie. Motion was passed to rotate meetings so that all members could attend. Charlie Starling was elected ship's delegate. Many of the crew have been injured from fish oil on deck. Meat box temperature is too high. Captain spoke to steward about cleanliness of recreation room, and said it would be sougeed on overtime and kept clean by sanitary workers.

November 30—Chairman, Thompson; Secretary, Henry D. McRorie. There will be no shore leave in Bahrein. Ship's fund will be started, with donations made at the discretion of the crew. Ship's delegate will be reimbursed at the payoff.

BURBANK VICTORY (Eastern), November 23—Chairman, Jim Lee; Secretary, E. Coccato. Caspar was elected ship's delegate. J. Garcia was elected engine delegate. Recreation room should be kept clean. Ship's delegate will talk to the captain about checkers room in Germany.

December 14—Chairman, Frank A. Radzvila; Secretary, Carminey Caropreso. Everyone getting off the ship will see the patrolman and company representatives about travel and subsistence money before leaving the ship. Vote of thanks went to the stewards department for good service and food. Vote of thanks went to the ship's delegate for the way the crew worked on the ship with no beefs, and behaved very nice.

OMEGA (Omega), December 2—Chairman, H. M. Karlsen; Secretary, I. L. Dugan. Boyd H. Amsberry was elected ship's delegate by acclamation. He will see the captain about sougeeing messhall and passageways. Brothers should turn in all soiled linen on linen day.



MOBILIAN (Waterman), November 31—Chairman, Frank Wynans; Secretary, Edward Zebrowski. M. Arroyo was elected ship's delegate by acclamation. Bosun missed ship in New York and the ship sailed short. One man was missing in the stewards department. Stewards department got a vote of thanks for a superb Thanksgiving dinner. Deck department lockers need repairing. Last trip's repairs were not taken care of. Laundry should be kept clean. Motion was passed to start a ship's fund for the crew.

December 21—Chairman, W. B. Andrews; Secretary, Edward Zebrowski. One member missed ship in Rotterdam. All deck department lockers should be fixed. Bunk springs need repairing. Drains are clogged. 190 quarts of milk were taken aboard in Bremen. Steward will get milk in Rotterdam.

BENTS FORT (Cities Service), December 25—Chairman, F. L. Lemberti; Secretary, B. F. Grice. Motion was passed to get clarification from boarding patrolman on the second mate doing sailor's work while docking and undocking. All cups should be returned to the pantry sink. Toasters should not be used for toasting cheese, meat, etc. Steward should put out roach powder and serve hominy. Chief engineer will be contacted about installing new shower heads.

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.

NOTICES

The following men are asked to contact the SIU Organizing Committee at headquarters immediately:

Paul Babyak, John J. Carroll, Stanley Daunoras, Ricardo F. Ebon, Robert Floyes, George B. Forrest, Harold S. Gaddis, Harris Grizzard.

Nathan Gumbiner, Charles Henschke, Donald Hubbard, Bernard Hunter, Oscar M. Jones, Frank Livingston, Michael Lubas, John M. Malpess, Peter Matovich.

James R. Lane, Paul Melton, Alfred J. Page, H. J. Paine, A. W. Phillips, Leonard Sherry, Charles D. Shirley, Charles Terry, John P. Troester, Ernest E. West.

⚓ ⚓ ⚓

The following men are asked to send four passport size photos of themselves to headquarters for their new books:

J. Ally, A-36; T. M. Collins, 34562; J. Flores, F-83; M. Flores, 21600; T. E. Frazier, 102103; A. Gonzalez, G-118.

P. Gundersen, 25883; J. Hannay, 50848; J. Hayward, 102281; C. Hall, 32213; J. Hilton, H-85; H. C. Kilmon, K-80; A. Korsak, 35648.

W. F. Lynaugh, 31548; J. Lukacs, 46784; C. Martinez, 47275; L. G. McNair, 33095; J. C. Morales, 28592; L. Taylor, T-100; S. B. Woodell, 25079; F. Zohan, 50842; Thomas M. Purcell, 102050.

⚓ ⚓ ⚓

America Medeiros

Your discharge from the Del Sud and other papers have been found and are being held in the LOG office at headquarters for you.

⚓ ⚓ ⚓

Bosun Jose Gigante

Photographic evidence of the cause of your injury aboard ship is on file with the SEAFARERS LOG if you care to use it. You can pick it up or write to the LOG office and give us an address where we can mail it.

⚓ ⚓ ⚓

Ben Hitchen

A number of your cash receipts have been found and are being held for you in the LOG office at headquarters.

⚓ ⚓ ⚓

Barney Kimberly

Please contact the Lake Charles agent regarding your gear at the Lake Charles hall.

⚓ ⚓ ⚓

Paul Lombard

Joseph Puglisi has left a package for you in the mailroom at headquarters.

PERSONALS

John J. Leskun

Please contact your sister, Anne, at 38 So. Catherine St., Shenandoah, Pa.

⚓ ⚓ ⚓

Ralph Wilkins

Your mother would like you to contact her at the Lakeview Trailer Park, W. Lake Rd., Lorain, Ohio.

⚓ ⚓ ⚓

Charles G. Snodgrass

Michael J. Cousins, 4205 So. Prieur St., New Orleans, La., says he has a refund check for you.

⚓ ⚓ ⚓

E. O. Conrad
"Tippy"

Mont "Fingers" McNabb, Jr., would like you to write him in care of the Baltimore SIU hall.

⚓ ⚓ ⚓

Joseph Dodge

Contact your brother, Harris, at his new address, 103 Audrey Ave., Oyster Bay, NY.

⚓ ⚓ ⚓

Herbert Parks, Jr.

It is important that you contact your mother at 2211 Grant Street, Mobile, Ala.

⚓ ⚓ ⚓

Walter B. Hallett

Contact your sister, Florence, as soon as possible. Your father passed away December 27.

⚓ ⚓ ⚓

Harold Releford

Contact your sister-in-law. Your wife is very ill.

⚓ ⚓ ⚓

Bibencio Billaroza
Louis Dennis

It is important that you contact Mr. Talisman, 150 Broadway, NY, or call him at WO. 2-0678.

⚓ ⚓ ⚓

Orin Cobb

Please contact C. C. Cutshaw at Route 1, Pauline, So. Carolina.

Quiz Answers

(1) 90 miles.

(2) The widow's share for life of her late husband's estate.

(3) The somewhat overweight child. The slightly underweight adult is said to have more resistance to diseases.

(4) None.

(5 Soldiers Field, Chicago (150,000).

(6) 12 by 18 inches.

(7) (b) income taxes.

(8) 49.

(9) (c) one-half of one percent.

(10) Red Sea and Mediterranean Sea.

Puzzle Answer

S	H	I	P		P	A	Y		A	T	T	U
L	I	R	A		A	B	E		H	E	R	M
A	R	A	L		R	U	N		E	R	I	E
B	E	N	E	F	I	T		T	A	M	P	A
			R	O	S		W	A	D	I		
F	I	U	M	E		S	I	U		N	E	D
O	S	L	O		S	U	N		S	A	V	E
G	E	T		A	S	P		B	E	L	E	M
		I	S	L	E		S	E	A			
S	A	M	O	A		B	I	N	G	L	E	S
O	P	A	L		R	O	T		A	I	D	E
R	I	T	A		A	R	K		L	A	N	E
B	A	E	R		K	E	A		E	R	A	S

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

I would like to receive the SEAFARERS LOG—please put my name on your mailing list. *(Print Information)*

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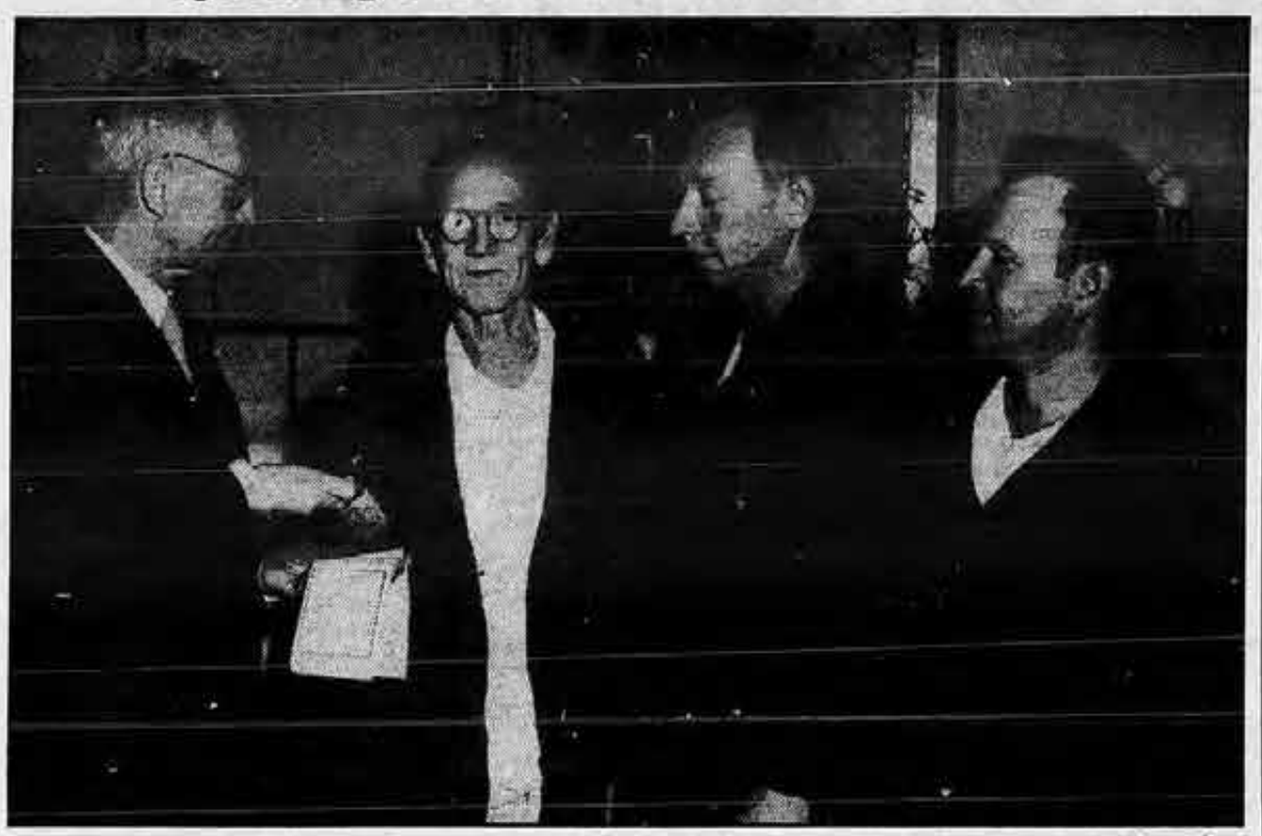
Signed .....

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

ADDRESS .....

CITY .....ZONE .....STATE .....

Spreading Christmas Cheer In New Orleans



Those welcome $25 Christmas bonus payments to hospitalized Seafarers are distributed in the New Orleans USPHS hospital by SIU Welfare Representative Bill Frederick (left). On the receiving line are, (left to right): Kris Gunderson, Dan Bissett and Charles Bernard.

RECENT ARRIVALS

Diane Gail Ayler, born October 27, 1952. Parents, Mr. and Mrs. Albert Ayler, 1307 McGee Street, Whistler, Ala.

⚓ ⚓ ⚓

Carol Nava, born September 10, 1952. Parents, Mr. and Mrs. Elias P. Nava, 1835 Akone Place, Honolulu, Hawaii.

⚓ ⚓ ⚓

Thomas Smith, born November 11, 1952. Parents, Mr. and Mrs. Raymond Smith, 11 Riverview Avenue, Paulsboro, NJ.

⚓ ⚓ ⚓

Harry Donald Broderick, born December 16, 1952. Parents, Mr. and Mrs. Eugene S. Broderick, 247A Garden Homes, Savannah, Ga.

⚓ ⚓ ⚓

Nathaniel Lee Rockitter, born December 13, 1952. Parents, Mr. and Mrs. Edward Rockitter, 530 Riverside Drive, New York, NY.

⚓ ⚓ ⚓

Fructuoso Camacho, Jr., born November 4, 1952. Parents, Mr. and Mrs. Fructuoso Camacho, 241 Steuben Street, Brooklyn, NY.

⚓ ⚓ ⚓

Thomas Gerald Constantin, Jr., born December 11, 1952. Parents, Mr. and Mrs. Thomas Constantin, 502 G Court, Tattnall Homes, Savannah, Ga.

⚓ ⚓ ⚓

Magda Ivonne Morales, born April 7, 1952. Parents, Mr. and Mrs. Jose Morales, 263 Buenaventura, Villa Palmeras, Santurce, Puerto Rico.

⚓ ⚓ ⚓

Charlotte Long, born September 18, 1952. Parents, Mr. and Mrs. Robert G. Long, 2217 Jena Street, New Orleans, La.

⚓ ⚓ ⚓

Robin Skakun, born December 6, 1952. Parents, Mr. and Mrs. Chester Skakun, 178 Howe Avenue, Passaic, NJ.

⚓ ⚓ ⚓

Priscilla Ruth Sawin, born November 7, 1952. Parents, Mr. and Mrs. Robert V. Sawin, 38 High Street, Old Town, Me.

⚓ ⚓ ⚓

Robert Michael Collins, born November 14, 1952. Parents, Mr. and Mrs. Charles R. Collins, 300 Hayward Avenue, Revere House, Mt. Vernon, NY.

⚓ ⚓ ⚓

Richard Anthony Coppola, born November 28, 1952. Parents, Mr. and Mrs. Anthony Coppola, 176 Endicott Street, Boston, Mass.

⚓ ⚓ ⚓

James Richard Newsome, born December 16, 1952. Parents, Mr. and Mrs. Damon Newsome, Box 114, Franklin, Tex.

⚓ ⚓ ⚓

William Ruggles Hicks, Jr., born September 15, 1952. Parents, Mr. and Mrs. William Hicks, RFD, Steuben, Me.

Lawyers Fail Him, Seaman Gets SIU Help On Visa

Twenty years is a lot of sailing time to go without getting a visa of admission into the United States. Being hung up like that is no fun, especially when you've been a good Union man for ten years and made your home here. But you haven't been able to get that piece of paper that means you are a legal resident of the country.

Like many other alien seamen, Seafarer Franks S. Bosmente had tried several times to get his residence established. Up until now all his efforts have been unsuccessful, but since he got in touch with SIU Welfare Services, he has hopes that the long sought visa will come through.

Bosmente, a native of the Philippine Islands, holds a chief steward's rating in the SIU. He's been living either here or in Puerto Rico for all the time he's been sailing. On several occasions, he hired lawyers to help him through the procedure necessary for a visa, without getting anywhere.

Bosmente

When he found out about the SIU's Welfare Services, Bosmente got in touch with the office, and was given instructions on how to go about getting legal entry. All papers are in order, and he expects to get his visa this time, in the near future.

While he was at it, Bosmente also got help from Welfare Services on several other personal problems, all of which got immediate action. He has just come off the Hurricane, where he worked for awhile as night cook and baker. Right now he's waiting for another ship, and for that visa to come through.

Who Gets SIU Benefits?

Following are the requirements for two of the benefits under the Seafarers Welfare Plan:

Maternity:

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.

Disability:

Any totally disabled Seafarer, regardless of age, who has seven years sea time with companies participating in the Welfare Plan, is eligible for the weekly disability benefit for as long as he is totally unable to work.

Applications and queries on unusual situations should be sent to the Union Welfare Trustees, c/o SIU Headquarters, 675 Fourth Ave., Brooklyn 32, NY.

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, BALTIMORE, MD.
Earl A. Bink, Elmer Brown, Henry K. Callan, R. W. Castellow, Carl E. Chandler, Rosario Copani, Harry J. Cronin, Dusan DeDuisin, Donald Duvall, Domenick Esposto, F. E. Farrell, Wallace C. Frank, Guy G. Gage, Rachlo Gaham, Benjamin N. Gary, Gorman T. Glaze, Cecil M. Gray, Albert Hawkins, William L. Hummel, B. Klakowitz, Anthony Klavins, Karl Kristensen, Jennings J. Long, Peter Losado, John W. McCauley, James McFarlin, William Mellon, Harold R. Milburn, Fred L. Miller, John L. Millner, Finn Ostergaard, W. H. Puchinisky, George M. Reese, Robert Rogers, A. B. Seeberger, L. G. Sheehan, Abdon Sylvera, W. VanderVlist, A. A. Voyevotski, Opie C. Wall

VETERANS ADMINISTRATION HOSPITAL, FORT HOWARD, MD.
Wilbert Hughes

USPHS HOSPITAL, SAN JUAN, PUERTO RICO
Gordon W. Garner

USPHS HOSPITAL, GALVESTON, TEX.
Jessie R. Brown, Warren W. Currier, Otis J. Harden, William G. Hay, J. L. Hayes, Robert E. Hogan, A. R. King, Elmer E. Lamb, Mike Leousis, John H. McElroy, F. H. Payne, Jesse Rabago, Robert W. Scales, Luther C. Seidle, M. W. Smith, Hoyt L. Tanner, Isaac Leger, Charles A. McCain

USPHS HOSPITAL, BOSTON, MASS.
R. P. Bowman, John A. Duffy, John J. Flaherty, A. J. Gallagher, William Girardeau, James Kelley, Tim McCarthy, John M. Pinkus, J. Preshong, Frank Simione, Donald S. White

USPHS HOSPITAL, NORFOLK, VA.
James J. Bentley, Marinus Hansen, Leslie Jackson, Luis Lopez, C. L. Massey, Arthur Ronning, S. E. Roundtree

USPHS HOSPITAL, SAN FRANCISCO, CAL.
James K. Dubose, Benny M. Foster, Andrew Franklin, Foster W. Grant, Eddie Ho, Fritz J. Kraul, Jacob J. Levin, C. J. Neumaier, Lloyd D. Olson, Langston Runion, George D. Smith, Peter Smith, D. K. T. Sorensen, Norville Sykes

USPHS HOSPITAL, SAVANNAH, GA.
Warner W. Allred, W. S. Daniel, C. A. Gardner, James E. Garrett, Robert L. Grant, J. M. Hall, James A. Knight, Palmer S. Lanier, J. T. Moore, John H. Morris, Jack D. Morrison, D. L. Williamson

USPHS HOSPITAL, SEATTLE, WASH.
W. Fernhout, William J. Mehan, Henry J. Tucker

HILLSBORO COUNTY HOME AND HOSPITAL, TAMPA, FLA.
Henry S. Sosa

USPHS HOSPITAL, FORT WORTH, TEX.
Joseph P. Wise

KINGSTON AVENUE HOSPITAL, BROOKLYN, NY
J. H. Ashurst

FIRLAND SANITORIUM, SEATTLE, WASH.
Emil Austad

USPHS HOSPITAL, CHICAGO, ILL.
John R. Bailey

USPHS HOSPITAL, DETROIT, MICH.
Tim Burke, Peter Gvozdich

USPHS HOSPITAL, MEMPHIS, TENN.
Bomar R. Cheeley

USPHS HOSPITAL, FORT STANTON, NM
Adlen Cox, John G. Dooley, Otto J. Ernst, F. J. Frennette, Francis I. Gibbons, Jack H. Gleason, Thomas Isaksen, D. P. McDonald, A. McGuigan, Renato A. Villata, Virgil E. Wilmoth

USPHS HOSPITAL, CLEVELAND, O.
Howard E. Deitch

USPHS HOSPITAL, NEW ORLEANS, LA.
S. J. Anderson, T. L. Ankerson, Lloyd T. Bacon, Daniel Bissett, P. Blackwell, Robert Brown, Oliver Celestine, O. C. Chapman, Richard W. Clark, G. N. Crawford, Rogelio Cruz, B. D. Foster, M. W. Gardiner, K. Gunderson, James Jackson, Leonard Kay, Leo H. Lang, Arthur J. McAvoy, W. L. McLellan, J. W. Mixon, John H. Murray, C. Nicholson, A. L. Noble, James Overstreet, George Pease, Edward Poe, Karl Raana, Warren Reck, S. Schieffler, Wilbur H. Scott, Lonnie R. Tickle, W. R. Walker, J. E. Ward

USPHS HOSPITAL, MANHATTAN BEACH, BROOKLYN, NY
Robert Atmore, Carl S. Barre, Rupert A. Blake, Claude F. Blanks, Edmund C. Blosser, Wilson O. Cara, Walter Chalk, Charles M. Davison, Antonio M. Diaz, Emilio Delgado, John J. Driscoll, Jose G. Espinoza, Enrique Ferrer, Leonard Franks, Robert E. Gilbert, Bart E. Guarnick, John B. Haas, John W. Keenan, Leo Kulakowski, Frederick Landry, John J. Lawlor, Martin Linsky, Francis F. Lynch, Harry F. McDonald, Claude A. Markell, Clifford Middleton, Vic Milazzo, Lloyd Miller, Albert Thompson, Henry E. Smith, Robert Sizemore, G. E. Shumaker, Pedro O. Peralto

USPHS HOSPITAL, STATEN ISLAND, NY
Victor Arevalo, W. T. Atchason, G. Athanasourelis, Joseph T. Bennett, Willard Blumen, Maurice Burnstine, Robert Dillon, Ola Ekeland, Lawrence Franklin, John Galvin, Joseph F. Goude, Robert C. Hamlin, Ogul C. Harris, William Herman, Erik H. Jensen, L. Kristiansen, Florian Kubicki, Thomas J. Kustas, James R. Lewis, I. McCormick, Erling Melle, Max Meyer, Ramon Morales, Alfred Mueller, John R. Murdock, Leonard G. Murphy, Kurt A. Nagel, Olav E. Pedersen, William E. Pepper, Joseph Perreira, Robert Prideaux, C. R. Robertson, Andres P. Sanches, Virgil Sandberg, S. A. Sargeant, R. H. Shaffner, Michael Sinkevich, Warren Smith, Martin I. Turino, S. G. Zammith

VETERANS ADMINISTRATION HOSPITAL, NEW ORLEANS, LA.
Joseph Cusimano

GREENPOINT HOSPITAL, BROOKLYN, NY
August Valentine

LINCOLN HOSPITAL, BRONX, NY
William H. Rhone

PHILADELPHIA GENERAL HOSPITAL, PHILADELPHIA, PA.
Lawrence DuBeau

POTTENGER SANITORIUM, MONROVIA, CAL.
E. L. Pritchard

PRESBYTERIAN HOSPITAL, SAN JUAN, PUERTO RICO
Wilbur Satterfield

Present For The Baby

Mr. and Mrs. Michael Laski interrupted their Christmas shopping long enough to stop at SIU Headquarters cafeteria and collect $200 maternity benefit plus $25 bond for new daughter, Diane Elizabeth. Afterwards, they went out to buy a new baby carriage.

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 turned up while he makes his rounds in his post as Director of Welfare Services.)

We've been getting quite a bit of mail all along from the men in different parts of the world. One letter came in the other day from **George Stanton**, who is a member of the steward department. He's just been made sergeant and says that his experience on ships came in handy. Since he sailed in the steward department, it's easy to figure out what kind of work he's doing now. It would be a good thing if some of the fellows would drop George a line. You'll find his address in the "Personals" column.

A lot of our mail is coming from ships, foreign countries and shoreside, all from men who are anxious to get their citizenship. When they write us about that problem, the more information they give us the better. Any man who wants help on that score should give us all information that is documented, or could be documented, so we're in a position to give him a definite answer on whether we can help him out or not.

Murray

We heard from **Alonzo "Tiny" Milefski** recently, who expects to have a long stay in the Seattle hospital. A lot of the men know "Tiny" pretty well. He used to ship regularly as steward, but when last we heard he had gone out west for his health. For some reason or other he decided to go back to sea. He shipped out but got sick and wound up in the Seattle hospital. We sure wish him the best of luck and hope that he winds up with that home in Arizona one of these days.

Francis C. Murray—most of the men know him as "Cuz" Murray—shipped out the other day. He's on his way to the Far East where he expects to be for a while. **Edwin Pease** is on the beach right now. He's at home up in Cumberland Hill, Rhode Island. Ed ran into a little string of bad luck with illness in the family.

Pease

We'd like to remind all the men to fill out those dependency cards for the Welfare Plan. A man never knows how long he's going to live or what will happen tomorrow. If anything does happen, the money is there in the fund for his wife or parents, or whoever his beneficiary is. But if that card isn't filled out the Union has no way of knowing who the man wanted for a beneficiary.

In any case, it's a good idea to tell your people to do what you do if anything goes wrong—get in touch with the Union immediately, because if you or they don't take advantage of the Union's facilities you're going to lose out. The Union took a lot of time and planning to set up these special services and all other offices to handle problems. Everything is working in tip-top shape now, with keen efficiency. We've got the thing set up for every man to call on the Union for expert advice, no matter what kind of problems he has or what it may involve.

There's nothing too big, too small or too personal for the Union to handle, and the more people we take care of the better we like it.

Expectant fathers can make things a little easier for their wives if they can be home when the baby comes, but in case they can't they can get their benefits faster by dropping a line to the Welfare Services authorizing their wives to collect the benefits. Then if they let their wives know what papers to send in, the SIU can be first in line with a present for the new baby, that $200 benefit. You all know that the money is very handy for paying bills and expenses, so the sooner you get it the better.

FINAL DISPATCH

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

John Harper, 53: Brother Harper was drowned in Baltimore Harbour (Md.) when he fell from the Tugboat Sadie on July 17. A member of the engine department, he was buried in Norfolk, Va. He leaves a sister, Mrs. V. Crane, of 208 Drummond Place, Norfolk, Va.

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Gilbert J. Foley, 31: When his motorcycle collided with an automobile, Brother Foley was killed on the highway at Ft. Walton, Ohaloosa, Fla. on September 13, 1952. A member of the deck department, he joined the SIU in Mobile on January 21, 1950. Burial took place at the Live Oak Park Cemetery; his wife, Mrs. G. J. Foley, survives him.

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Kresten Jensen, 63: On March 25, 1952 Brother Jensen died in Bellevue Hospital, New York, N.Y. Joining the SIU in New York, he had sailed as a chief steward in the stewards department for the past seven years. Brother Jensen was buried at Evergreen Cemetery, Brooklyn, NY; his estate is administered by the Public Administrator of the County of New York.

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Hugo J. Hilden, 67: A quartermaster in the deck department for a year and a half, Brother Hilden died at Bellevue Hospital, New York, NY on October 30, 1952. A native of Finland, he was buried at St. Michael's Cemetary, Astoria, NY. His wife, Hilma Hilden, 223 East 124 Street, New York, NY, survives him.

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Hiram Francis Hanes, 64: Heart disease caused the death of Brother Hanes at the USPHS Hospital, Galveston, Tex. on December 1, 1952. He leaves his sister, Mrs. R. B. Morris.

Credit Problems Eased By Union

When somebody wants to buy a house, a new car, a washing machine, or a roomful of furniture, the usual way to do it is on credit. There are few people who can afford to lay out a big chunk of cash in one piece for an expensive item like a car, so more likely they will put some of the money down and pay the rest off in installments.

This is particularly true when it comes to buying a house, where the usual practice is to take a mortgage for a long period of time. In order to get any decent credit set-up the buyer has to convince the bank or store that he will be able to pay up the rest of the money.

Hard To Get Credit

When a Seafarer tries to work out an installment deal like this, he is liable to have a good deal of trouble because of the nature of the job. If he can't get the credit he wants, it means that he has to lay out all the cash at once if he can. This might be possible with smaller, less expensive items, but its pretty tough when it comes to a new car, and impossible for buying a house. The alternative is just to do without, or go to finance companies or so-called "easy credit" outfits that will charge him a tremendous rate of interest. The result is that he will wind up paying much more than shoreside people for the same thing.

All that isn't necessary in many cases if the Seafarer will take up his credit problem with SIU Welfare Services. Chances are that Welfare Services can help him get credit at bank rates for a worthwhile purchase.

Garnishees Banned

There's several reasons why Seafarers find it very troublesome to get credit. For one thing, the law prohibits anybody from garnisheeing his wages. A lot of the credit houses operate on the theory that they can always grab a piece of the man's paycheck before he gets it, if he doesn't meet payments himself. But that isn't allowed with seamen (which is a good thing in a way) so the credit people shy away from him.

Then the seaman is a migratory worker who is in one port today and a couple of thousand miles away two weeks later. Credit people like to know that they can find their customers in one place all the time. If they don't know where they are going to find him, they are afraid to grant credit. Besides, few Seafarers work steadily for one company for any period of time, which further complicates matters.

SIU Job Security

Basically, the shipping system is very confusing to shoreside people, who don't understand that under SIU rotary shipping, a man may have as much security, or even more in a way, than a shoreside worker for one company. That's why the people who handle money and credit are never anxious to let some loose for Seafarers.

Welfare Services has managed to get credit for many seamen where they couldn't get it on their own, simply by writing a letter for the Seafarer. The letter explains how the shipping system works and how the Seafarer enjoys a high degree of job security because he has a choice of so many jobs with so many companies under rotary shipping. It also gives an idea of the man's earning prospects over the long run, and will show how long the man has been working steadily as a Seafarer. It will explain how contract overtime works to increase earnings over the listed base wages. Any necessary documents can be enclosed.

As a result more Seafarers can go into the credit market for worthwhile purposes — homes, autos, household equipment and the like—without getting hung up by finance companies. The credit people are happy because they can sell more merchandise, and the Seafarer can get the things he has always wanted.

Fast Service For Injured Men Is An SIU Welfare Specialty

Injured or not, Seafarer Ramon Morales feels pretty good as SIU Welfare Services Representative Walter Siekmann counts off $25 Christmas bonus plus his regular $15 weekly hospital benefit.

It's no pleasure to break an arm and have to go to a hospital just before the Christmas holidays. But at least if you're a Seafarer, you can get a little boost from SIU Welfare Services that helps you take the holiday misfortune in stride.

Seafarer Ramon Morales suffered his injury aboard the Steel Voyager and had to go to the Staten Island USPHS hospital in December. Aside from the unhappy prospect of spending the holidays in a hospital, Morales was worried about collecting wages due and maintenance so he could send money home to his wife in Puerto Rico.

Collected Money

SIU Welfare Services quickly put him at ease on that score. A Welfare Services representative saw to it that he collected the money coming to him, and consequently his family was assured a good holiday.

To top it off, Morales, like all other hospitalized Seafarers received that extra $25 Christmas bonus in addition to the regular $15 hospital benefit he will receive every week for as long as he is at Staten Island.

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

All Items Squared Away, He's On The Job Again

One Seafarer who will have happy memories of SIU Welfare Services is Arthur H. Williams, 2nd reefer engineer aboard the Puerto Rico (Bull). As a result of Welfare Services' advice and assistance, Williams has been able to get fullest care and satisfaction after a shipboard injury, and what's more, is now back on his old job.

Williams

Williams was aboard the Puerto Rico when he suffered a rupture and had to be hospitalized. He was laid up for about ten weeks from September 8 to November 20. During this time, Welfare Services took care of arranging for collection of unearned wages and maintenance.

After Williams got out of the hospital he still wasn't able to get around and couldn't go down to the company office to pick up his maintenance money. Welfare Services made arrangements for the checks to be mailed to his home so that there wouldn't be any delay on that score.

"I certainly appreciate what the Union has done for me through this Welfare Services Department," Williams said. They took care of a lot of problems that crop up when a man gets hurt and were certainly a big help in getting everything squared away to my satisfaction.

"My problems were handled smoothly and when I was well enough again, I could go back on my old job. There isn't much more that you could ask anybody to do for you."

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SEAFARERS LOG

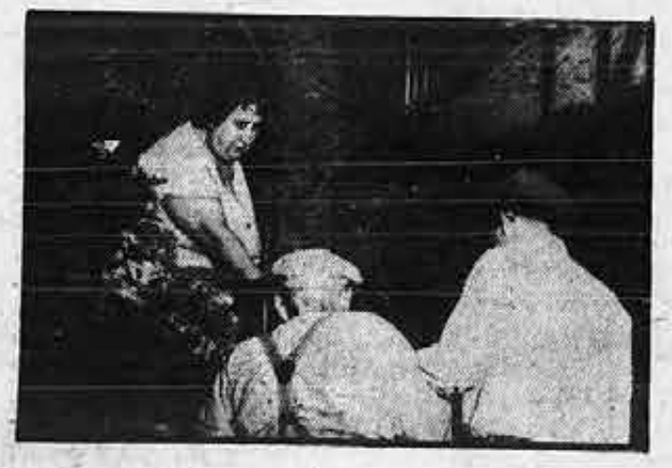
Jan. 9
1953

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

THE SIU WELFARE PLAN Review of '52

Welfare Benefits - 1952

	Totals	No. Receiving Benefits
Hospital	$176,380.00	1,946
Death	$312,116.15	140
Disability	$4,195.00	12
Maternity	$68,000.00	340



The year 1952 meant higher wages, almost $2 million in vacation pay, and over $500,000 in welfare benefits paid to Seafarers.

Also, 1952 was marked by great advances in the Seafarers Welfare Plan. The types of benefits were more than doubled.

The $200 maternity benefit, the $20-per-week disability benefit, and the Scholarship Fund, offering four $6,000 scholarships every year to Seafarers and their children, were all won during 1952.

"Aid to Seafarers and their families when they need it most," was the watchword for 1952, and will continue to be the primary aim of the Welfare Plan.