

# Death Benefit Goes To \$1,500



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Pushing ahead on its program for expanding security benefits to the maximum level possible, the SIU Atlantic and Gulf District has for the second time in three weeks succeeded in winning increased welfare payments for Seafarers. The latest victory, announced yesterday, adds \$500 to the existing \$1,000 death benefit payable by the Seafarers Welfare Plan to beneficiaries of deceased Seafarers. The new \$1,500 death benefit goes into effect as of July 1.

The steady upward revision of the welfare benefits is the result of the SIU's concentration in recent months on the problem of providing Seafarers with the greatest possible security consistent with a soundly-operating Welfare Fund.

As the Fund increased to satisfactory levels, the Union trustees laid their demands before the Welfare Plan board and scored a victory on each.

On June 1 the Board of Trustees announced that the Union demand for increased hospital

(The Welfare Plan has invested another \$250,000 in Government bonds. See story on page 5.)

payments would become effective on June 4. Since that day, hospitalized Seafarers have been getting \$10 each week in place of the seven-dollar allowance in effect since the Welfare Plan became operative on July 1, less than a year ago.

The new death benefit represents the third increase in that type of payment. When the plan went into effect, the payment was set at \$500. Last April 16 when the Union trustees were satisfied that the financial con-

## SIU, ITF Win \$27,600 For Panama Crew

The Canadian District of the Seafarers International Union and the International Transport-workers Federation, with which the SIU is affiliated, worked together to win \$27,600 for the 25 men and women of the crew of the Panamanian flag ship, the Oiltransporter, representing almost a year's back wages.

Thus ended as fantastic a voyage as ever took place, and highlights once again the intolerable conditions aboard ships sailing under the Panamanian and similar "maritime" nations' flags, which are responsible to no one for safety or working conditions.

Fortunately for this crew the SIU and the ITF were able to do something in this case, but others are not as lucky. This, incidentally is the fourth ship that the ITF was able to bring to rights.

The story of the Oiltransporter began on April 25, 1949, when she left Baltimore without decent food or quarters for the

## Wage Reopening

The SIU Negotiating Committee is preparing to inform all contracted operators that it wishes to reopen the agreements to discuss wage increases.

The move is possible because of the contract provision—only one of its kind in the maritime industry—which permits the Union to call for discussion on the wage question at any time.

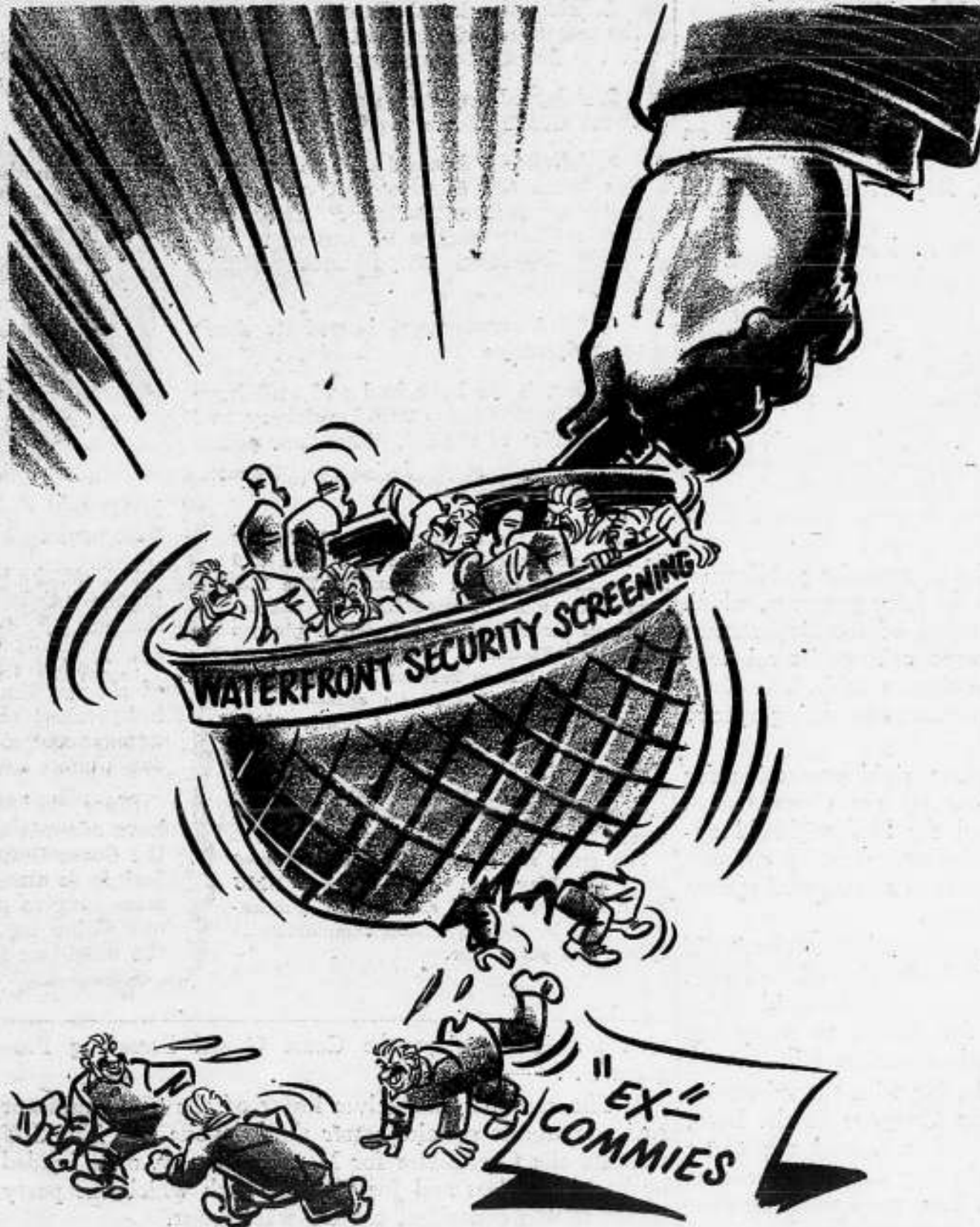
The decks were cleared for action at regular meetings in May when the membership okayed a Headquarters request for permission to reopen the contracts on the wage subject.

crew. But this was comparatively a luxurious life, for during the last part of the voyage the crew received neither food nor wages, only promises from the owner and his friend the Master, and had to pawn their personal belongings to buy stamps and cigarettes.

By July 22, conditions had become so unbearable—no clean bedclothes, insufficient food and filthy quarters—that the officers sent an official protest to the Master.

Nothing was done, just as nothing was done about the crew's request for mail, the first

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## New Line, Old Tactic

Just in case anybody thinks the communist party isn't alive and kicking on the US waterfront, let him take a good look at the new trade union line being pushed by the Moscow hacks under the guise of "rank and file" propaganda.

Working hand in glove with their fellow-subversives in the West Coast red-controlled Marine Cooks and Stewards Union and Harry Bridges' International Longshoremen's and Warehousemen's Union, the commie contingent in the National Maritime Union is once again calling for "unity."

This time, however, the commies are attempting to align themselves with those militant trade unions who have been the bitterest and most active anti-communist fighters in the labor movement—the unions which the red line used to tag as "reactionary."

The methods employed in implementing the new strategy are as old as the party itself. The big lie, the half-truth and outright misrepresentation of the facts are still being ground out by the party propagandists. By twisting the strict trade union objectives of the legitimate unions, the commies are hoping to gain respectability—which they hope will shield their slimy purposes.

The rottenness of the party line's new twist is revealed in a recent issue of the "rank-and-file" edition of

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## Next Meeting

Because the July 4 holiday falls on Wednesday, the next regularly scheduled membership meetings in all SIU Branches will be held one day later—July 5.

All hands are urged to take notice of this change and to be present at the meetings.

The meetings will be called to order at the usual hour—7 PM. But the date is Thursday, July 5. The place—all SIU Branch Halls.

dition of the Welfare Fund was sound enough to meet new obligations, they won agreement from the operators' representatives to doubling the death benefit, with the \$1,000 becoming payable to beneficiaries as of that date.

With the announcement of the latest increase in welfare bene-

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## SEAFARERS LOG

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### New Line, Old Tactic

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the NMU Pilot, containing a story head-lined "SIU Convention Repudiates Agreement On Screening." The lead of the story reads: "The SIU convention held on March 28 in San Francisco repudiated the Screening Agreement between the government, shipowners and certain maritime unions."

*The SIU Convention took no such action.*

The SIU Convention voted to withdraw the signatures of its officials from the industry-wide conference held in Washington early this year when the seafaring unions, including the SIU, drafted a Statement of Policy held essential to successful mobilization of shipping in event of an emergency or war.

The SIU withdrawal from that Statement of Policy was made because the National Shipping Authority had failed to live up to its agreement to protect the civilian status of seamen on general agency vessels.

The "Agreement" which the communist publication attempted to substitute refers to the joint program, which was drawn up under the sponsorship of the Department of Labor, and designed to prevent communist sabotage on the US waterfront during the Korean crisis. The Coast Guard was designated as the government screening agency by President Truman.

At the insistence of the unions, rigid protection for appeals against arbitrary decisions by the Coast Guard were written into the plan. And the SIU withheld appointment of representatives to the port security councils until the procedures were made clear as a safeguard against penalizing seamen for union activity.

What the red rag, "NMU Rank-and-File Pilot," did not report was the SIU Convention's adoption of the report of SIU International President Harry Lundeberg, in which he criticized the Coast Guard for failure to carry out the intent of the Magnuson anti-subversive bill.

"When the Magnuson bill dealing with the subversive elements passed the United States Congress in the latter part of December, President Truman named the Coast Guard as the bureau that would carry out the intent of the act of screening the commies. They have certainly done a lousy job. So far, there are just as many commies sailing or working on the waterfront as there were before," the report said.

"On the other hand, they have attempted to screen bona fide seamen who were known as anti-communists. Naturally, we have protested this and to a degree we have been successful in blocking their attempts of screening our militant seamen."

That is the report adopted by the SIU convention—a report which calls for more rigid screening of communists and the protection of genuine, sincere trade union seamen.

The "NMU Rank-and-File Pilot" continues with this time-worn commie appeal: "Although we have had and still have many disagreements with Lundeberg and the policies of the SIU, these four points are of vital interest to all seamen. Around them we can unite and fight."

"Unite and Fight"—the never-changing Moscow slogan.

The commie propaganda sheet concluded by attempting to link the SIU with the two principal waterfront coverups for the party—the MCS and the ILWU—with these slick words:

"Since the SIU, MCS and ILWU have adopted mili-

## Commies Use Their Favorite Tactic—Telling The Big Lie

### SIU CONVENTION REPUDIATES AGREEMENT ON SCREENING

The SIU convention held on March 28th in San Francisco repudiated the "Screening Agreement" between Government, Shipowners and certain maritime unions signed in July of 1950.

To combat the effects of the Washington Agreement the SIU Convention adopted the following program.

1. That the Coast Guard get out of the maritime industry and it be returned to the Dept. of Commerce.

2. Adopted a program of opposition to Coast Guard "Screening."

3. Adopted a demand that the Military Sea Transport Service "get out of the shipping picture entirely." They ask that military cargoes be hauled in privately operated ships with civilian crews.

4. That seamen get immediate draft exemptions.

Although we have had and still have many disagreements with Lundeberg, and the policies of the SIU these four points

are of vital interest to all seamen. Around them we can unite and fight.

All ship's crews and members should discuss and send resolutions, to the National Office on the following things.

1. Urging the National Office and the



NMU to go on record supporting these four points.

2. That the NMU repudiate the "Washington Agreement on Coast Guard Screening."

3. That the NMU initiate a conference of all maritime unions, CIO, AFL, and independent to map out a united fight against the Coast Guard to safeguard our Unions and jobs.

Since the SIU, MCS and the ILWU have adopted a militant position against the Coast Guard Screening program, we feel it is time our National Office did something to protect the membership of our Union against the militarization of the maritime industry.

Here's how the communists push the big lie to create confusion among seamen and to spread the illusion of "unity." The SIU convention did not repudiate any "agreement on screening." It repudiated pledges made to a Statement of Policy drawn up by maritime unions because National Shipping Authority violated its agreement to respect the civilian status of seamen.

But the SIU convention criticized the Coast Guard screening program for not effectively purging the waterfront of commies and ex-commies, who are still a threat to free institutions.

The story reproduced above was clipped from the May 1951 issue of the "NMU Rank-and-File Pilot," one of the publications used by the waterfront communists to spread the party line.

tant positions against the Coast Guard Screening Program . . ."—and so on.

The commies themselves know of the SIU's militant anti-communist policies better than anyone else. The SIU smashed the Committee for Maritime Unity, once headed by Harry Bridges and Joe Curran, with which the party hoped to win control of the US waterfront.

The SIU smashed the communist control of the Canadian waterfront just at the time the current crisis was beginning to take root. In fact, wherever the communist hacks have raised their heads the SIU has taken a full swipe and sent them scurrying.

And our criticism of the Coast Guard stems from our rigid adherence to this policy. We are opposed to the Coast Guard's practice of allowing ex-commies who have "sung" to slip through the screening program after being "cleared."

In the SIU's book these converted, psychopathic liars are still a menace to free men and free institutions. They have proven nothing to warrant any trust in them. They will be no more bound by any moral considerations in fingering men for the Coast Guard than they were for the communist party.

As trade unionists, who are committed to the preservation of our democratic institutions, we will fight any arbitrary action that may encroach upon the freedom of the individual. Our record is the evidence of this concept. But the ex-commie functionary can never be more than a question mark when it comes to loyalty and zeal for the democratic way of life.

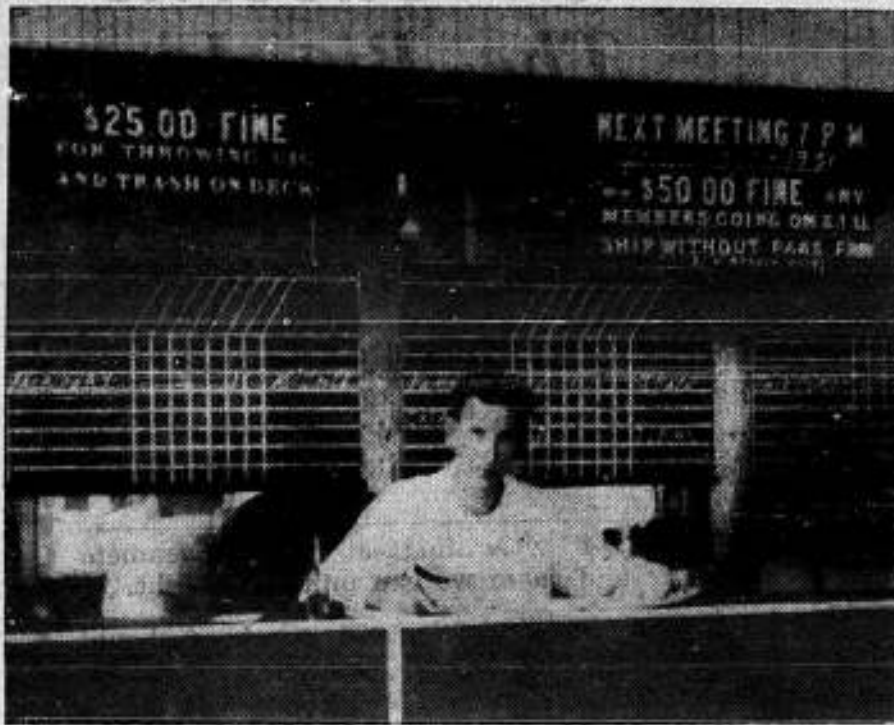
### Cities Service To Pay 150 Gs In Back Wages

The amounts of back pay arising out of the first group of unfair labor charges filed by the SIU and 149 seamen against the Cities Service Oil Company during the Union's organizing campaign have been determined by the Regional Director of the National Labor Relations Board. The names of the eligible claimants and their pro-rated shares of the \$150,000 agreed upon in the settlement stipulation have been forwarded to the company.

As soon as the company completes making out the checks and forwards them to the NLRB, the Board will notify each of the men involved that they can pick up their back pay awards.

The \$150,000 settlement covers the men in the first case filed against the company for unfair labor practices, under terms of the settlement stipulation agreed to by the SIU and the company. The NLRB is now in the process of disposing of the cases that were filed subsequently.

## Part Of New Look In Savannah



The SIU Branch in the Port of Savannah is proud of its "new look." Among the several facilities that have been spruced up to improve the appearance of the Hall and make it more comfortable for Seafarers is the job board, shown above. Behind the counter is Dispatcher E. M. Bryant.

## Seattle SIU Behind Bering Sea Fishermen Beef Against Commie Backdoor Contract

By RAY OATES

SEATTLE, June 20 — This Branch is still doing everything it can to help the Bering Sea Fishermen in their fight for recognition by the Alaska salmon industry, which signed an agreement with the commie-controlled Alaska Fishermen's Union.

The Alaska Fishermen's Union has been finking behind the picketlines at the Ekuk cannery in Alaska.

Shipping is very good in this port and there are very few men on the beach. We had two payoffs, two sign-ons and two ships in-transit in the past shipping period.

The Eileen (Metro Petroleum) and the Choctaw (Waterman) paid off. The Choctaw had some disputed overtime but all was squared away before the payoff.

The Eileen had quite a bit of disputed time for sea watches stood in port over 24 hours. This was all collected at the payoff.

There was also some disputed OT for restricted shore leave in Yokohama. This was sent to Headquarters in New York, as the beef involved a lot of money and the company did not have a representative here at the payoff.

The Skipper on the Eileen prevented the crew from going ashore, claiming that an emergency existed, being that the vessel was aground, but he went ashore and stayed for two days.

He also maintained sea watches due to the emergency but, when it came to the weekend and a few hours OT was involved, he broke sea watches although the

vessel was still aground. This all happened in the harbor at Yokohama.

By the way, the Skipper on the Eileen makes a habit of doing sailor's work during the voyages and when he was approached by the crew for various payoffs he always denied it.

On the last voyage, the Skipper was overhauling a light (scraping and painting) on the flying bridge when the crew snapped his picture during various stages of the job. (See attached photo.)

There were no disputes on this work at the payoff on this voyage, as the pictures told the full story.

I spent a full day at the Coast Guard defending the Ship's Delegate of the SS Choctaw. This man was charged with insubordination because he was always after the Skipper and the Mate to live up to the agreement.

The investigating officer quickly found that there was no insubordination in this case. This should serve as a notice that the Coast Guard is back in business on a full scale and our members should be on their toes.

We did not have a meeting last week because of the lack of a quorum. On the beach, however, are some of our oldtimers: Brothers John Hill, John Grimes, Bob Godwin, Bob Barbot.

Only one Brother is in the Marine Hospital. He is C. W. Shivers.

## Baltimore Calls Shipping 'Almost Too Good'

By EARL SHEPPARD

BALTIMORE, June 22—To be truthful about the matter, shipping in the past two weeks was almost too good, with 19 payoffs, 17 sign-ons and 16 ships in-transit. That's some shipping, and this Branch has been moving on the double to keep all ships serviced.

These were the ships paying off:

Devils Lake Victory, Spartansburg Victory, Fisk Victory, Anna Butler (Bloomfield); Chilore, Steelore, Oremar, Feltore, Santore (Ore); Mac, Emilia, Edith (Bull); Atlantic Waters (Metro); Granville Dodge (South Atlantic); Azalea City (Waterman); Penmar (Calmar); Quartette (Standard); Nathaniel B. Palmer (Palmer); and Bents Fort (Cities Service).

The four Bloomfield ships signed on again as did all five Ore ships, and the Nathaniel B. Palmer, Quartette, Penmar, Atlantic Waters, Granville Dodge, Yaka (Waterman), Steel Maker and Steel Flyer (Isthmian).

The following ships called in-transit:

Alawai, Gateway City, Iberville, Hastings (Waterman); Ines, Rosario, Carolyn (Bull); Winter Hill (Cities Service); Alcoa Partner (Alcoa); Steel Designer, Steel Apprentice (Isthmian); Marymar (Calmar); Southland (South Atlantic); Robin Gray (Seas); and W. E. Downing (States Fuel).

All of the in-transit ships, except the Southland, got replacements from this port.

### MUST BE CLEAN

This Branch will rigidly apply the Union policy that all ships coming in here for payoff must be clean.

On some ships, lately, the Patrolmen have had to hold up the payoffs while the crews cleaned out their quarters.

Clean ships are something the SIU is known for; there's no excuse for a vessel coming in otherwise. So if you don't want your payoff delayed, bring your ship in clean.

The Fisk Victory came in with Charlie Tannehill as Bosun, Bill Higgs as Steward, Whitey Tradewell as OS, and Chuck Parody as AB. Those four on one ship is news enough. Roy Lundquist was the good influence among this gang.

We had a few members come around to this Branch in a gassed-up condition recently, but they won't come around in that condition anymore.

One oldtimer, who continually messed up by missing ships, reporting to work drunk and coming into the Union Hall all smoked up, was relieved of his book by the membership after the Dispatcher had preferred charges against him for the above-named offenses.

Shipping may be booming but we will not stand for such performing around here.

As for beefs, about the only beef the members around here have now is that which you'd find in their stomachs. Also, possibly that the Dispatcher can out-talk them.

Insofar as the labor movement in general is concerned, there are no major labor beefs in this port, except for the MEBA walk-out, which was still in effect at this writing. The NMU men have gone back to their ships.

### "TRUE-BLUES"

During the walkout, we had several NMU men coming into the Hall looking for jobs. These are the "true-blue" union type of men who keep unions strong by deserting the ship when it starts getting windy. They don't even wait for it to start sinking. We sent them back to the NMU.

The boom activity in shipping has prevented the Branch Agent from attending the recent Baltimore Central Trades and Labor Council meeting, but he will be active just as soon as conditions permit.

Former Agent William Rentz, who took a leave of absence a few weeks ago to enter the Marine Hospital for surgery on an old leg injury, was another member of the local labor group's committee and the present Agent has been asked to take over the same position as representative of the SIU here.

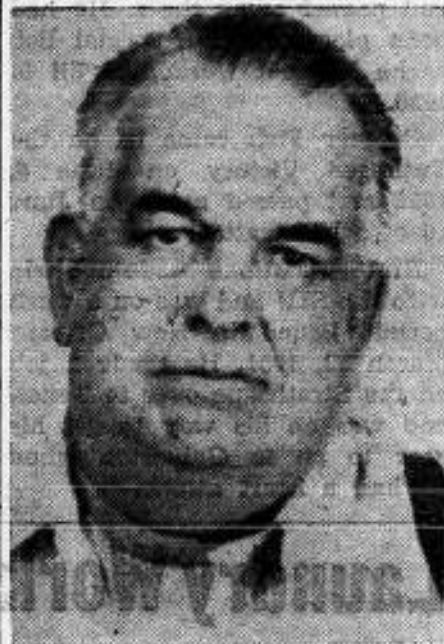
Brother Rentz, by the way, is resting prior to undergoing that badly-needed treatment to his leg.

The condition had been getting progressively worse for years and it is expected that Curley will require treatment for several months at the Baltimore Hospital.

We'll keep the membership in-

formed of Curley's progress just as soon as he goes into the hospital.

At the last regular membership meeting here, motions carried to accept the Headquarters report to the membership and the Secretary-Treasurer's finan-



TOM BOWERS

cial report. Charges were read and referred to an elected trial committee.

The Port Agent reminded all hands to get their validated papers just as soon as possible, as August 1 is the deadline set by the Union. There were 160 members present when the meeting adjourned.

Most of the oldtimers are on ships, of course, but there were a handful around when this report was being written, among them Bill McIlveen, Tom Bowers, "Snuffy" Smith, and Erik Ericson.

### OLDTIMER

Tom Bowers, incidentally, is an old hand in Baltimore. In fact, he's so accustomed to this town that he even knows where to get a drink on weekdays. Bowers makes no secret of the fact that he's voting in favor of the constitutional changes appearing on the current ballot.

"The only thing the SIU has ever lagged behind in is in its dues," says Tom. "Other unions in the field are charging four dollars a month, and have been for at least a year.

"It's our Union that set up the Welfare Plan, and we started the Vacation Plan, too. The Union

is spending money to win new benefits for the membership and to expand the services that are for our welfare. I think that even still more can be achieved for us, and I think we ought to keep the Union in a strong position to be able to continue the good job," Brother Bowers pointed out.

Tom says here's how he figures it: "A dues increase won't be felt today because jobs are plentiful. Let's build up our reserves now. Everything in the cost of operation has increased for unions just as they have for business concerns. If things get rough later we can always adjust things then. That's why I favor the proposed changes."

There are a number of Seafarers over at the Baltimore Marine Hospital this week. If you stop by to say hello, some of those you'll probably see are Al Waterman, George Reier, Clinton Dean, Ralph McKenzie, H. Foy, Eugene Plahn, Joseph Gill, William Vaughn and John La Foe.

Brother Waterman underwent an operation for cataracts and he especially asked that his friends drop in to see him. Brother Andy Pickur, by the way, was discharged today.

## Check Sailing Time

Don't depend on guesses or rumors. Before going ashore, take a look at the sailing board so you'll know when your ship is scheduled to leave port. If the time is not posted, ask the Delegates to find out the correct departure time from the Mate.

In any event, don't leave the ship until you know when you're due back aboard. You'll save yourself and your shipmates a lot of trouble by checking with the proper sources.

## Caught With Paints Down



Pictures don't lie, as the Skipper of the SS Eileen found out. At the payoff in Seattle he couldn't dispute the photographic evidence submitted by crewmen, showing him scraping and painting on the flying bridge. Result—the crewmen won their overtime.

# Shipping Rides High, Beefs Low For Seafarers In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS, June 21 — Shipping in this port has not been affected by the NMU-MEBA strike and is still very good for ABs and rated members of the engine department, with a choice of any runs for rated men.

We have had runs out of here in the past two weeks for Europe, Greece, India, Korea and have a ship loading for Spain, something that has been a rarity in this port.

Since the last meeting the following ships have paid off here: the Catahoula (Cuba Distilling); Alcoa Roamer (Alcoa); Del Viento, Del Alba, Del Mar and Del Sol (Mississippi); Afoundria (Waterman); De Pauw Victory (South Atlantic) and the Peconic Bay (Seatraders).

The Afoundria was the first Waterman ship to payoff here in over two years. She paid off last Saturday afternoon and was a fine payoff.

The last Waterman ship that paid off here paid off on a Sunday afternoon. Let's hope in the future Waterman scows payoff like any normal company and at an appropriate time.

## IN-TRANSIT SHIPS

We had the following ships in here in-transit — the Alcoa Corsair, Alcoa Pointer, Alcoa Cavalier and Alcoa Ranger (Alcoa); the Seatrain New Jersey and Seatrain Texas; the Del Santos and Lawrence Victory (Mississippi); the Warrior, De Soto, Fair Hope, Monarch of the Seas, Fairisle and the Morning Light (Waterman); the Las Vegas Victory and Steel Advocate (Isthmian); Trinity (Carras); Bull Run (Petrol Tankers), and Southern States (Southern Trading).

Signing on since the last meeting was the following ships — the Catahoula (Cuba Distilling); Alcoa Polarius (Alcoa); Del Santos (Mississippi); Afoundria (Waterman), and the Kyle V. Johnson and De Pauw Victory (South Atlantic).

For the coming two weeks we have six scheduled payoffs, among them the Hattiesburg Victory (South Atlantic) that is scheduled to be turned over to an NMU company.

There were no major beefs in the port since the last meeting, either on the ships or on the beach. We have had very few beefs in regards to gashounds or foul-ups.

At the last meeting there were charges against one member for registering while still on articles, and he is to appear before a committee for breaking the shipping rules.

## FEW BEEFS

From all indications in the port, the membership is taking a great interest in the Union and its welfare, and beefs are few and far between.

The majority of the beefs are ironed out by the men themselves on the ships, and are reported to the officials after they have been squared away.

At the present time we have a beef pending on the Lawrence Victory—or not so much a beef but a clarification regards the articles on this ship.

The ship signed on in San Francisco for the port of NY, thence to any port or place in the world as may be directed,



VIC MIORANA

but instead was routed into New Orleans in place of going to New York.

We have sent a copy of the articles to Brother Duke Dushane in Washington for clarification, as to whether or not the articles are broken. As soon as we get word we will pass it on to the crew, as the ship is scheduled to stay here a week or ten days.

The NMU-MEBA strike has not had too much effect in the port, as none of the crews involved have been layed off and all of our members are at work.

At the present time we have the Del Mar, which was due to sign on June 18, is still here and not signed on. She was due to sail today.

## DEL SOL TO SAIL

The Del Sol was due to sail June 18 and is still here. The Morning Light, due to sail yesterday, is still here, and the Iberville, on the coastwise run, will not be able to sail on schedule and will also be tied up here.

Also here is the Tuskegee Victory. She has layed here over two weeks, waiting for a strike in Cuba to end so she can go down there to load sugar.

From all indications she will be here for quite some time, as all beefs in Cuba are long drawn-out affairs and they are never in any too big a hurry to settle their beefs.

Let's hope she doesn't fall into the same class as the Seatrain New Orleans, as she has been tied up here over 13 months waiting for a beef to be squared away in Havana.

## MIORANA COMES IN

In port after a trip to Korea, Brother Vic Miorana dropped in to the Hall. Brother Miorana, better known to most of his shipmates as Vic Moran, joined the SIU in 1942.

Vic started out in the deck department, but after eight months transferred to the stewards department. He made the maiden voyage on the passenger ship Del Sud as Deck Maintenance, but after staying ashore, and trying to make a go of it, Vic decided to return to sea in the stewards department, due to wrinkles in the place where the beach usually places these wrinkles.

Since then Vic has sailed in the stewards department and has all stewards department ratings. He sailed to all areas in the last war with all sorts of cargo, and that's not too bad for a family man with five pelicans.

Vic has been active in various

ports and has been very active in all SIU beefs. He served on quite a few committees since becoming a member of the SIU.

Brother Vic says that now is the time to build for the future with an increase in dues and assessments, and have the financial support to back our physical strength in any and all beefs that we may become involved in.

Vote "yes" on the constitutional changes, says Vic.

## FAVOR CHANGES

At the last meeting there was no New Business, but there was quite a discussion regarding the constitutional changes and all hands that took part in the discussion were in favor of the changes as submitted for ballot by the Constitutional Committee.

Since the last meeting we have had four Brothers pass away in the port, and the manner which the benefits were paid off received praise from the families of the deceased Brothers.

The Brothers passing away were R. W. Thompson, Hugh F. Lagan, James Pittman and Leo L. Fish.

Brother Thompson entered the hospital here in New Orleans on August 9, 1950, where he passed away. His last ship was the Del Monte.

Brother Lagan entered the hospital on September 12, 1949 and passed away there. He had been placed on the special list, as he had not worked at all in 1950.

Brother Fish came in on the Tuskegee Victory on June 6, 1951 and passed away on June 16 of a heart attack.

Brother Pittman made one trip with the SIU and was on a work permit issued in New Orleans March 23, 1951. He made a job on the Strathcape over in Texas, and was on his way to get his gear to go to Galveston when he had a heart attack.

## Seafarers On Robin Gray



Here are five members of the Robin Gray's stewards department photographed in the galley of the ship during stopover in Savannah. Left to right: F. Letie, 2nd Cook; Fred Turok, Chief Cook; Juan Parodi, Galley Utility; Henrick Hensen, Baker, and James Eichenberg, Steward. Robin Gray photos by E. B. McAuley.



On deck of the SS Robin Gray for coffee time in the Port of Savannah are, kneeling (right to left)—Rocky Wiman, DM; Derstler, AB; Blake, AB; Finley, OS; standing—R. Kenarookski, DM; O. C. Bourne, Carpenter; Eddie Meeks, OS; August Smith, OS; Nick-Swokla, Bosun, and Frenchy Martineau, AB.

# Laundry Workers Get SIU Aid In Savannah

By E. B. TILLEY

SAVANNAH, June 20—Crewmen of the SIU-contracted Montebello Hills are expecting a hunk of the salvage rights they're entitled to for salvaging a Greek freighter and its cargo some 700 miles off Port Suez last month.

How much they will get—and when—will depend on the way a London admiralty court adjusts the matter. And that is expected to take some time.

The salvage job and rescue of the crew occurred last month, May 22 to be exact. The Montebello Hills, a Pacific Tanker vessel, sighted the Greek ship Georgios Nicolou. The ship was afire and her crew had abandoned ship.

## RESCUE SHIP

The Greek sailors were hauled from the shark-infested waters and Cleo Copeland and L. R. Aikens of the Montebello Hills crew questioned them about the cargo. "Corn" was all the answer they could figure out, but that was enough for the SIU crew. They boarded the Greek ship and put out the fire.

The Nicolou was taken in tow and hauled about 700 miles to Suez. From there she is slated to be towed to Trieste. And from now on the Montebello crew

will probably spend their nights trying to figure out what kind of a share they're going to get out of the deal.

## SHIPPING GOOD

Meanwhile shipping continues to be good for Seafarers shipping out of Savannah, with South Atlantic ships accounting for most of the activity. The period's payoffs were the SS Southland and the Southport. These ships signed on again with a third vessel, the SS Cornelius Ford (Bull).

Here are the ships that called in-transit: Southwind, Southstar (South Atlantic); Steel Advocate (Isthmian); Yaka (Waterman); Robin Gray (Seas), and the Monroe (Bull).

## Notice To Crews

No SIU Crew is to pay off any ship until the crew's quarters and equipment are as clean as any Seafarer likes to find a ship when he first goes aboard. Patrolmen have been instructed that the crew's quarters must be absolutely clean before a payoff will be allowed. Please cooperate with your officials in carrying out this membership order.

All ships were in good shape.

This Branch of the SIU is still helping the Laundry Workers Union in their beef against the E&W Laundry here. We attended the last meeting of the Savannah Central Trades group but it was a routine session.

## MEETING NIGHT

We were able to muster a quorum to hold the regularly scheduled membership meeting of the Branch on June 20. The membership concurred in the Headquarters report and the Secretary-Treasurer's financial report, and a motion carried to accept and concur in the Constitutional Committee's recommendations.

Under Good and Welfare there was considerable discussion on the "new look" of the Savannah Hall, which evidently has created a very favorable impression among the membership here.

There were 29 members present when the meeting adjourned. The chair was held by E. B. Tilley. A. J. Bullard served as recording secretary and A. H. Smith was reading clerk.

We're happy to be able to report that all of our men in the Marine Hospital hope to be out soon and ready to ship. They are M. Buckley, J. Homan, T. S. Musgrove, J. R. Porter, L. L. Lfofley and G. W. Newman.

# REPORT OF The Seafarers WELFARE PLAN

## REPORT NUMBER FIVE

By PAUL HALL, Secretary-Treasurer, SIU, A&G District; Chairman, SIU Welfare Plan Trustees

Each week the Seafarers Welfare Plan will make its report to the membership of the Atlantic and Gulf District through the SEAFARERS LOG. Included will be the names of the men receiving hospital benefits, the amounts paid, the hospitals in which they are receiving treatment, and the total amount paid out since the inception of the plan on July 1, 1950. Also included in the report will be the names of the men who have died and the amounts paid their beneficiaries.

### Period Covered By This Report

June 3 - June 16

### Cash On Hand

\$243,695.82

### US Government Bonds

\$506,137.54

### Estimated Accounts Receivable

\$120,000.00

### Hospital Benefits Paid In This Period

\$2,128.00

### Total Hospital Benefits Paid Since July 1, 1950

\$47,323.00

### Death Benefits Paid This Period

\$1,000.00

### Total Death Benefits Paid Since July 1, 1950

\$43,500.00

Two decisions reached by the trustees of the Seafarers Welfare Plan this week increased the efficiency of the Plan in behalf of the men it serves. First is the \$500-increase in the death benefits, bringing to \$1,500 the amount payable to beneficiaries of Seafarers eligible under the Plan.

The second decision of importance was agreement to invest another quarter-million dollars of the Fund's reserves in interest-bearing US Government bonds. In effect, this will ultimately show up in future benefits, inasmuch as the interest from the bonds will reduce further the low cost of operation of the Plan and will make available more cash that can be considered for benefit payments.

When the Welfare Plan first got going less than a year ago, the hospital benefits were set at \$7 weekly and the death benefits at \$500. In the short period of its existence the trustees have found that the Welfare Fund's financial condition permitted broadening of the benefits on three occasions, twice on death benefits and once on hospital payments. This was what the Union meant when it said that the first payments decided upon were calculated to serve as a "feeler," and that when several months of operation revealed what kind of new loads the Fund could sustain, steps would be taken to increase benefits.

Once again, the latest increase in the death benefit, coming after less than two months since the last increase in this type of benefit, and less than three weeks since the hospital benefits were upped early this month, shows the amazing flexibility and freedom of red tape under which the Seafarers Welfare Plan operates.

The new death benefits, effective July 1, and the bond purchase naturally do not show in the above figures, which gives the picture as of June 2.

The hospital benefits have not fluctuated greatly in the past several weeks, ranging between the two-and three-thousand dollar mark per period covered by the reports.

While there is every evidence that the Seafarers Welfare Plan has few, if any, equals in manner of prompt servicing of the membership, the Union is especially anxious to iron out any kinks that may crop up. It is suggested, therefore, that the recipients of benefits—the men in the hospitals and the beneficiaries of deceased—advise the Union of any avoidable delays in payments. In fact, we would like to hear from all hands as to the efficiency of operation. If you have anything to say in connection with our Welfare Plan, please communicate your views either directly to Union Headquarters or to the nearest SIU Branch. All will be forwarded to the proper office.

Thus far, however, comments from the men in the hospitals and other beneficiaries have expressed nothing but praise for the promptness in making payments. Hospital payments are made directly to patients right at their bedside by Union Patrolman of the various SIU Branches, and for which the Union is reimbursed upon presenting receipts for these disbursements. The death benefits are paid upon presentation of the required documentary evidence by the Welfare Plan office at 11 Broadway, New York City.

The Seafarers Welfare Plan is a Plan for the protection of every Seafarer. The Union will continue to exert every effort to make it work to the maximum advantage of all beneficiaries. If any Seafarer has any suggestions that will help toward this objective, the Union will be glad to hear from him.

Listed below are the Brothers who have received hospital benefits during the period covered by this two-week report, the hospitals they were in and the amounts they were paid.

<b>U.S. MARINE HOSPITAL GALVESTON, TEXAS</b>	Patterson, E. A. .... 10.00	<b>CUMBERLAND HOSPITAL BROOKLYN, NEW YORK</b>	Johnson, L. .... 17.00
Bomar, Howard ..... 14.00	Raana, Karl ..... 20.00	Spaulding, Joseph ..... 7.00	Gomez, Emil ..... 24.00
Robertson, C. R. .... 20.00	Ray, Claude ..... 20.00	<b>U.S. MARINE HOSPITAL CHICAGO, ILLINOIS</b>	Rivera, R. .... 24.00
Lewis, J. F. .... 20.00	Thompson, Robert W. .... 17.00	Twite, Linus E. .... 21.00	Moats, C. L. .... 31.00
Trahan, H. .... 10.00	Tickle, Lonnie ..... 20.00	<b>U.S. MARINE HOSPITAL MOBILE, ALABAMA</b>	McKinnie, D. M. .... 10.00
Mease, Donald F. .... 7.00	Tolliver, George ..... 17.00	Burke, Tim ..... 34.00	Smira, G. M. .... 10.00
Thomas, B. E. .... 10.00	Wallick, C. E. .... 20.00	Sullivan, R. D. .... 10.00	Powell, W. H. .... 10.00
Brault, Raymond ..... 10.00		Shepherd, B. .... 20.00	
	419.00		199.00
<b>U.S. MARINE HOSPITAL NEW ORLEANS, LA.</b>	<b>U.S. MARINE HOSPITAL NORFOLK, VIRGINIA</b>	<b>U.S. MARINE HOSPITAL BALTIMORE, MARYLAND</b>	<b>BELLEVUE HOSPITAL NEW YORK, N.Y.</b>
Cantrell, John D. .... 10.00	Gock, Henry ..... 7.00	King, Arthur ..... 7.00	Sanford, Paul ..... 83.00
Cara, Wilson O. .... 20.00	Wallace, William ..... 14.00	Pickur, Andrew ..... 27.00	<b>U.S. MARINE HOSPITAL SAN JUAN PUERTO RICO</b>
Celestine, Oliver ..... 20.00		Kathe, Raymond B. .... 17.00	Oquendo, E. .... 7.00
Chahoc, P. T. .... 10.00	<b>BRIGHTON MARINE HOSP. BOSTON, MASS.</b>	Gunderson, G. B. .... 24.00	Aviles, Luis ..... 28.00
Cruz, Rogelio ..... 20.00	Rose, George A. .... 14.00	Foster, C. E. .... 24.00	
Gross, E. E. .... 20.00	Cain, Charles ..... 7.00	Lewis, Warren ..... 20.00	35.00
Gelinas, Donald ..... 10.00	Girardeau, William ..... 21.00	Dean, Clinton ..... 17.00	<b>U.S. MARINE HOSPITAL STATEN ISLAND, N.Y.</b>
Hackett, J. J. .... 20.00		Million, John ..... 17.00	Muller, G. .... 14.00
Humphrey, D. L. .... 17.00	<b>U.S. MARINE HOSPITAL SEATTLE, WASHINGTON</b>	Gill, Joseph ..... 10.00	Passalacqua, P. .... 7.00
Kelly, Daniel D. .... 20.00	Gordon, Allan ..... 41.00		Grangaard, J. .... 27.00
Kuschke, W. F. .... 10.00	<b>U.S. MARINE HOSPITAL SAVANNAH, GEORGIA</b>	<b>U.S. MARINE HOSPITAL SAN FRANCISCO, CALIF.</b>	Barron, John ..... 30.00
Lagan, Hugh F. .... 10.00	Bruggner, F. J. .... 10.00	Walker, Silvester ..... 20.00	Iverson, G. .... 20.00
Lang, Leo ..... 20.00	Harris, Raymond ..... 10.00	Jarvis, L. E. .... 17.00	Lomas, A. .... 10.00
Leftwick, R. E. .... 21.00		Hahn, C. F. .... 20.00	Swiechoski, S. .... 20.00
Martin, A. .... 10.00			Prescott, J. .... 20.00
Mauffray, A. .... 20.00			Hammer, John ..... 10.00
Mayrbat, J. .... 27.00			Remahl, E. .... 20.00
McKay, M. .... 10.00			

## Welfare Plan Puts 250 Gs In US Bonds

The Seafarers Welfare Plan announced this week that it was further strengthening its reserve funds by the decision to purchase another quarter-million dollars of interest-bearing United States Government bonds.

With the new purchase, the Welfare Plan's investment in Government bonds goes to three-quarter million dollars. Last February the trustees put the first \$500,000 to work when it bought two series of government issues of \$250,000 each, and the Fund began earning money to aid in defraying the administrative costs of operating the Welfare Plan.

One of the series pays 2½ percent interest and the other 2¼ percent. The third quarter of a million dollars will go into similar issues.

Arrangements for the purchase are being made by Administrator Max Harrison, who took over the details after the Board of Trustees announced its decision.

### SAFE AND SOUND

The bond purchases are in line with the Plan's objective of putting as much of its reserve funds in solid investments at satisfactory interest rates. The approximate return on the total investment is now figured at more than \$15,000 annually.

The \$15,000-interest return will cut considerably into the already low cost of administering the Welfare Plan, and brings closer to realization the objective for which Union representatives on the Board of Trustees have been shooting—to eventually make the Fund self-sustaining so that all company contributions will go for benefit payments.

The Fund's assets, including bonds, cash on hand and contributions due from the operators now totals one million dollars.

Representing the Union on the Board of Trustees are Paul Hall, Robert A. Matthews and Joseph Volpian. Trustees for the operators are John Boughman of Isthmian Steamship Company, W. A. Kiggins of A. H. Bull Company, Inc., and Clarence Reed of Waterman Steamship Company.

## Welfare Plan Death Benefit Goes To \$1,500

(Continued from Page 1)

fits, Union Headquarters pointed out that the concentration of attention to the area of welfare and security benefits had paid off for the membership.

When the SIU succeeded in establishing and putting into operation the first Welfare Plan and Vacation Plan in the marine industry, the Union trustees set their sights on pegging benefits at the highest level.

"Now that the concentration of effort has paid off, we can divert our energies to the other economic aspects that have enabled Seafarers to consistently maintain their position as the best-paid, best-protected seamen in the world," a Headquarters spokesman said.

(Continued on Page 16)

## We Do Okay For A Small Port: Wilmington; In-Transits Supply Most Of The Activity

By JEFF MORRISON

WILMINGTON, June 20—Maybe we don't ship the most men, but for our size this port does okay. So we'll continue to go along with our slogan that Wilmington shipping is "The best in the West."

In-transit ships accounted for most of the port's activity in the two-week shipping period just ended. They were the John B. Waterman (Waterman), Lynn Victory (Triton), Northwestern Victory (Victory Carriers), Steel Architect (Isthmian), Mother M. L. (Eagle Ocean) and the Yorkmar and Massmar (Calmar).

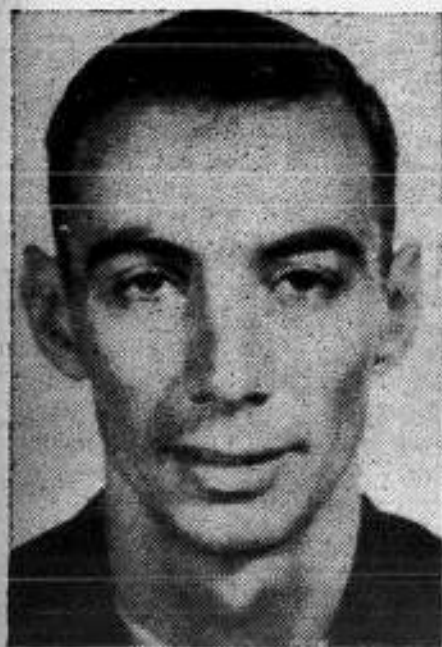
There was one payoff and one sign-on, and the Seacomet (Zenith) was both of them. She had a few hours of overtime in dispute that was cleared up okay. Otherwise the ship was very clean, with a good, sober crew. In fact, the crew was above average and turned in a bang-up job during the four-month voyage.

### SAME ALL OVER

Unless anyone hasn't heard, there's probably no need to remind all you guys that seagoing rated men are very much in demand out here—and elsewhere, it appears.

A native New Yorker, who is presently out here in Wilmington, knows what he is talking about when he says that the kind of Union protection given to seamen is the best available. He's Francis R. Napoli and he bases his views on personal experiences.

Frank, who holds Book No. 100904, came into the SIU in February 1947, having earned



FRANK R. NAPOLI

his membership as a volunteer organizer in the Isthmian campaign.

Prior to that time he sailed on numerous unorganized ships. When he came into contact with the SIU's organizing drive, Frank says he saw for the first time just what our Union stands for, the protection it offers a seaman and how it enables a man to sail as a human being.

He says he's thankful that he came into the SIU and not any

### ATTENTION!

If you don't find linen when you go aboard your ship, notify the Hall at once. A telegram from LeHarve or Singapore won't do you any good. It's your bed and you have to lie in it.

other maritime union. Recently he was repatriated from Japan to the States after becoming ill aboard the SS Seadream.

Frank made the home-bound trip aboard an NMU-contracted ship and he says he saw enough to feel it was a privilege to hold membership in the SIU. He adds that he has written a letter to the LOG telling of this trip, so watch for it in a future issue

of the SEAFARERS LOG.

Other Seafarers on the beach this week are Max Byers, still recuperating from a recent illness; J. Flanagan, who just arrived in port; H. C. Hill and Red Land.

We were unable to hold the last regularly scheduled membership meeting because we lacked sufficient men to make up a quorum.

## Replacements For Texas Ports Sweep Lake Charles Beach

By KEITH TERPE

LAKE CHARLES, La., June 20 — Shipping a tombe don le Lac Charles. Meis cete touquer terriblement bonne pour les monne de la mere, de la Premiere' classe, se cee!

All of which, when translated from the language of the bayous, means "Shipping is terrific here." Let's hope that a stray Cajun or two may see this and take the hint, especially if he has a rating, any rating at all. We can sure use all we can get in this part of the Gulf.

Replacements locally on Cities Service ships and others that run into this port regularly slacked off somewhat during the last two weeks, but the demand increased from the nearby Texas ports of Port Arthur and Port Nachez, as well as Beaumont and Galveston.

The Resolution recently approved by the membership which discourages payoffs in this port has helped matters considerably, but it is to be noted that some men have taken the stand that this is just so much eyewash and to hell with it!

Needless to say this is entirely the wrong attitude, and one which can cause a lot of trouble.

### ROUGH ON SHIPMATES

Even more important, it also can work a serious hardship on your former shipmates, who are left to carry the ball until, if and when the replacements are secured to cover the job.

So let's keep payoffs to a minimum here, for emergency purposes only.

Ships in-transit here during the last two weeks have been the following: Chiwawa, Cantigny, Winter Hill, Lone Jack, Royal Oak, Salem Maritime, Paoli, and Fort Hoskins (Cities Service). The Hoskins came into the Port Arthur area fresh from the Galveston DD. The Bull Run (Petrol Tankers) arrived here from New Orleans to take cargo at the Cities Service docks. The Seatiger (Colonial) signed on in Port Arthur and several replacements were sent her as well as to the James Price (Waterman), which pulled into Houston.

Everyone we could get our hands on was shipped on one or another of these ships, so that at this writing this port is pretty near "manpowerless."

Most of the above ships came in here in good shape and left the same way, but on two, the Chiwawa and the Cantigny, there were a few gassed up performers that had the idea the SIU needed them, regardless of their disruptive practices.

The crews of both ships are on the whole pretty alert guys, and good SIU men to boot, and were quick to realize the danger

of these bums lousing up the whole act.

In each case the man was given fair warning and then, when it became apparent that he wasn't going to straighten out, he was replaced.

I am happy to be able to point out that not one of these characters was a bona-fide SIU member. These old-school rum hounds and all-around performers may have their place, but it surely is not on an SIU ship if they persist in fouling up aboard that ship.

The big topics of conversation among SIU men down here have been the same as throughout all the other ports: Vacation Plan, increased hospital benefits, re-opening of contracts on wages, and, of course, the proposed resolution to revise the dues and assessment setup.

### TOPIC AT MEETINGS

In special shipboard meetings, as well as in informal discussion ashore, all members have approved these various issues unanimously and wholeheartedly.

Lively discussions of the matters at hand took place on every ship mentioned earlier in this report, with many members taking the floor and pointing up the obvious facts that further gains, such as these most recent of the SIU victories, cannot be secured unless we have a physically and financially strong organization to enforce our demands.

A number of oldtimers have breezed through Lake Charles recently, and stopped long enough to say "Hello" before picking up a shipping card.

Among these have been Andy Gowder, Neil Patterson, P. Sar-

kus, Mat Whittal, Louis Boren, George Reilly and Johnny Mitchell and Whitey Tradewell.

These latter two gents both are in the midst of earthshaking events. Johnny has just taken the plunge and is now honeymooning somewhere or other with a brand new wife and Whitey is a nervous wreck waiting for the first edition to his family. With the new income tax increases coming up, every exemption counts, according to Whitey.

### GWODER IS BACK

Andy Gowder, who has held book 36884 since 1943, arrived here from a brief vacation in Florida between ships. Although Andy, prior to his SIU sailing, had belonged to various other maritime unions, and is able to talk with authority of the days gone by, he feels that the wisest step that he ever made was the day that he joined the Seafarers.

One of Andy's hobbies has been a study of world maritime unions and conditions over the years, and the facts that he can quote you would make your hair curl.

He feels that there has never been a force as great as the SIU in the entire history of marine unions, nor one that has accomplished so much for the betterment of the men that go to sea.

"The SIU has made so many tremendous gains since 1938 that it is hard to tell which is the greatest or the most valuable to seamen everywhere," he said. "Most recently the Welfare Plan, Vacation Plan and our two major organizational drives all mean a lot to the membership, and

Headquarters and the Negotiating Committee should be given a big vote of thanks by every member. Our gains on each of these issues have been second to none."

Performers are Andy's pet hate aboard ship and he feels that, if a man takes a job, he should expect to do that job to the best of his ability because as soon as he slacks off, gasses up, or in some other way neglects his duties, the guys he calls "shipmates" are the sufferers.

Andy shipped out on the Western Farmer 2 hours after he got here, and is now bound for Ireland. With the famous "Gowder Chowder" coming at them three squares a day, you can rest assured that he is sailing with a happy crew.

### LABOR FRONT QUIET

On the local labor front all is quiet at the moment. Various civic matters sponsored by the Central Labor Body here (of which this Branch is a part) have been assisted by Seafarers in all possible ways.

Presently a wide-spread distribution of the "Union Buyer's Guide," listing all local union shops, is being effected by Seafarers and your representative here has been elected as a committeeman to the United Labor Policy Committee of Southwest Louisiana by the Central Labor Body.

The purpose of this committee is to establish more effective price controls over foods, strengthen rent controls and bolster the Defense Production Act in line with AFL policy as recently outlined by William Green.

## Shipping Remains At Peak In Galveston

By KEITH ALSOP

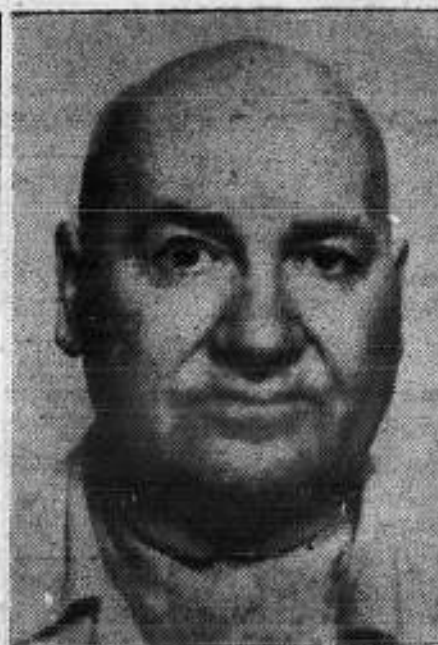
GALVESTON, June 21—Shipping is still at its peak in this port, with no change in the manpower situation. Rated men can be used as quickly as they arrive.

Two payoffs and two sign-ons took place during the past two-week period and 12 ships called in-transit.

Paying off and signing on were the Martin McCarver (Waterman) and the James Price (South Atlantic). The Price had a slight shortage of provisions but we saw to it that she was properly stocked.

The only vessel tied up in this port as a result of the MEBA strike is the SS Seatrain New York. Otherwise all SIU-contracted ships have been moving without delay.

Another one of our members with a good background in organizing is John E. Markopolo,



JOHN E. MARKOPOLO

who has been sailing aboard SIU-contracted ships since 1945. John went aboard the SS Petrolite, a tanker operated by Tanker Sag Harbor Corporation

and helped to get the full crew to sign pledge cards for SIU representation.

The result was another company for the SIU. It's the work of guys like Brother Markopolo that has helped keep the number of Union-contracted ships mounting, something that is especially important during the leaner years of shipping. John holds SIU Book No. 100775.

Galveston didn't have any regular membership meeting on June 20 due to the lack of quorum. A few men were on hand but not enough. For instance, we had Brothers John W. Marrs, Phillip Narvaez and Robert Hogan.

We also have several Seafarers in the Marine Hospital at Galveston. They are H. M. Bommar, C. Robertson, J. F. Lewis and H. Trahan.

More from here next issue. Meanwhile, keep on the ball.

# Here's What I Think

**QUESTION:** In the space of a few years, the SIU's A&G District has increased the number of contracted companies from 11 to 79. What do you think made this rise possible?



JAN R. MUCINS, Dk. Eng.:

This great advance was made because we have a membership that is able to do their jobs aboard ship. Our internal policy is to supply good, responsible seamen to all companies, and the companies recognize this fact. And all of these men are supplied through the fair rotary system of shipping. In addition our Union has had a strong organizing program to keep getting more jobs for the membership which has been very successful.



A. IRIZARRY, Chief Cook:

I think we've been able to get so many new companies under contract because our Union and its officials have been on the ball. I don't think it is any accident. We have a good policy and the Union has gone all-out in its organizing activities for the membership's benefit. I guess everybody in the steamship business—the operators and the seamen—know that the SIU can deliver the goods. That's why we've been able to make such a big success.



JOHN ASMONT, Oiler:

In my opinion, I think our Union officials and organizers have given their untiring efforts to bring all new companies under the banner of the SIU. They have gone after the big and small companies alike and their success in this organizing work has meant real job opportunities for all of us. When the SIU sets a goal it goes after it hard. That's the right way and that's why we've been moving ahead.



JAMES BATTLE, Steward:

In the period we have been together as a Union, the membership and the officials have cooperated for the benefit of all. This spirit of cooperation is one of the things that has been responsible for the big organizing and other gains made by the SIU. I have been in the SIU for about 10 years and I have witnessed the accomplishments of the past few years. In fact, when Headquarters moved from the old place on Stone Street we began moving out of the 11-company class.



GERALD SINKES, Cook:

There are many reasons why the SIU has been able to jump the number of contracted companies from 11 to 79 in a few years. One reason is that our Union has always planned its objectives ahead of time—years ahead of time, in some cases. Another reason is that the SIU has shown that it can live up to its agreements and that the membership knows what it is doing. And we have shown such rapid progress in a few years because we have the cooperation of all hands on any task.

## NAM Favors Controls, But Not For The NAM

The National Association of Manufacturers (NAM) wants controls on everyone but its own boys.

NAM president William Ruffin listed in a speech in Boston June 6 these indirect controls: Pay-as-we-go taxation, less spending by government, more productivity, tougher credit curbs. What does the NAM mean. This:

1. "Pay-as-we-go" taxes. No increase in taxes on Big Business or the rich. Shift almost the whole tax burden to working people through a national sales tax.
2. Less Government spending. Cut out all Federal programs that help the people — public housing, the Labor Department, social security, etc.
3. More productivity. Repeal the wage-hour law providing for overtime pay for more than 40 hours work a week and a 75-cent-an-hour minimum wage.
4. Tougher credit controls. Make it impossible for workers to buy houses, television sets or refrigerators.

## Off For Far East



Take a long look at these guys. They're off on a long trip to the Far East on an Isthmian scow. On the far right is San Francisco Agent Blackie Gardner, who was there to see that everything was okay before she pulled out. Gardner returned to the Hall with high praise for the crew. "They're a good bunch," he said, "and a credit to the SIU. I'm looking forward to their return, because I know it's going to be an easy ship to handle." Good sailing, fellows. Let's hear from you, and don't forget those minutes of your shipboard meetings.

## Take Those Jobs As They Come Up On The Board, Is Frisco's Warning

By LLOYD GARDNER

SAN FRANCISCO, June 21—All beefs on vessels coming into this port for payoff, sign-on or in-transit in the past two weeks were settled to the satisfaction of all hands.

The Simmons Victory (Bull) rates special mention, having made a good, clean payoff — thanks to a good crew, good Mate and good Skipper.

Another payoff was the SS Seawind (Seatraders). This ship signed on again and was joined by the Jefferson City Victory (Victory Carriers), Greece Victory (South Atlantic), and the Jean LaFitte (Waterman).

### THEY CALLED

In-transit were the Archers Hope (Cities Service), Bienville, Fairport, Kyska, John C. Waterman (Waterman), and the Steel Architect (Isthmian).

The only fault with things at the moment is that some members are not taking the jobs as

they came up on the board. This is a very short-sighted view on the part of these guys, because the way to protect jobs is by taking them, especially when there is such a need for manpower in the merchant fleet.

At the June 20 membership meeting, the Agent stressed the need for men to take the jobs as they come up on the board. He also reminded draft-registrants to obtain the new postal card forms to be used in keeping local boards informed of their whereabouts.

Motions carried to accept the Headquarters report and Secretary-Treasurer's financial report. A motion carried recommending that a constitutional change be made to allow 90-day voting periods.

Serving as chairman was Lloyd Gardner, with Ray Queen as recording secretary and H. J. Fisher as reading clerk.

### OLDTIMERS

There are, of course, oldtimers on the Frisco beach as this report is being filed. Ralph Mouisant, Paul Franks, Red Smith and Paul Hanson are a few that come to mind.

Seven of our Brothers are in the Frisco Marine Hospital. Men in this port should stop by and say hello to them when the opportunity arises.

These are the hospitalized Seafarers: F. S. Mitchell, L. E. Jarvis, William H. Rogers, P. Sadowski, C. F. Hahn, C. L. Moats and George M. Smira.

That's all from this West Coast Branch right now. We'll be back in the next issue.

## Tanker Payoffs Mark Activity In Boston

By BEN LAWSON

BOSTON, June 20 — Shipping in this port is still on the hot side, as a glance at the shipping figures will indicate. Things are moving along smoothly, with all beefs being handled promptly. An overtime beef on the Trinity, resulting from a delayed sailing, ended with the Branch collecting the money in dispute for the men involved.

Five of the six ships paying off here in the past two weeks were tankers: Julesburg (Terminal Tankers), Stony Creek (American Tramp Shipping) and

the Cantigny, Council Grove and Lone Jack (Cities Service). The lone freighter was the Ann Marie (Bull).

The Council Grove and Julesburg signed on. So did the Yarmouth, Eastern Steamship Line vessel which operates between here and Nova Scotia for the summer months.

Ships calling at the port were the Robin Doncaster (Seas), Southern Cities (Southern Trading) and the Iberville and Chickasaw (Waterman).

A beef on the Chickasaw was straightened out okay.

A matter that should be called to the attention of the membership is the practice of some men joining ships in Lake Charles, Louisiana, then quitting upon arrival in this port, some six days later. The same thing is happening on the other end, with men who have signed on up here doing the quitting.

This practice is absolutely contrary to the best interests of the membership and the Union during the present heavy shipping days.

If these men are interested in their own welfare, at least, they

will stay aboard these ships for awhile and not attempt to use them as personal shuttle runs.

With the demand for manpower taking most of the men from the beach, there were not enough Seafarers around to constitute a quorum for the last regular membership meeting.

Our Brothers in drydock at the Marine Hospital here are Larry Campbell, Gene Cabral, Frank Dirksmeyer, Allen Brown, J. Norris, and Joe Marquis. We hope to see them up and around and in sailing shape again very soon.



# SHIPS' MINUTES AND NEWS

## SIU Crews' Response Nears \$5,000-Mark In Polio Drive

Seafarers aboard contracted ships are giving record support to the nation-wide war on infantile paralysis. Incomplete returns based on contributions from the first 97 ships reporting reveal that \$4,269.44 has been turned over to the 1951 March of Dimes drive.

By the time all ships' contributions have been tabulated it is expected that SIU crews will have established a new high in responding to the appeal for funds made by the National Foundation for Infantile Paralysis.

A spokesman for the March of Dimes' Labor Division told the SEAFARERS LOG this week that the response of Seafarers has been "just wonderful."

Topping the list of the first 97 SIU crews contributing to the drive was the SS Quartette, a Standard Steamship Company vessel on the Far East run, with \$290.

Runner-up is the SS Del Norte with \$168. In third spot is the SS William Carruth whose crewmen added \$108 to the growing total. Right on their heels was the SS Del Sud with \$107.

Other ships reporting contributions over the \$100-mark were the SS Wacosta and the SS William Burden.

That the dread disease strikes at sea as well as ashore was evidenced several months ago when Seafarer Gene Milanese came down with polio while serving as a crewmember aboard the SS Steel Apprentice in the Near East.

Brother Milanese was flown back to the States and has been a patient at the Staten Island Marine Hospital since. He has been responding to treatment. However, his right leg is still paralyzed. Milanese has been

drawing his weekly benefits from the Seafarers Welfare Plan since he entered the hospital five months ago.

## Here's A Yarn Worth \$20 To Fred Shaia

"Going to the cleaners" is nothing new to seafaring men, but going to the cleaners and coming back with a twenty-dollar bill is a bit unusual—at least the way it happened to Fred Shaia, Steward aboard the SS Del Alba.

It happened in Buenos Aires. Fred was about to give his suit to a representative of a dry-cleaning firm. He checked all of the pockets—except one—then turned the garment over to the man, who left the ship. In a cold sweat, Fred later recalled that the one pocket he had failed to go through contained a \$20 bill. When the guy came back with the suit, Shaia plunged into the fateful pocket and, just as he predicted, it was clean of the mazuma. He told the cleaner what happened. Off went the guy in a cloud of smoke.

Next day he returned with \$20. Fred took the guy's picture but unfortunately it didn't come out well enough for reproduction. Brother Shaia won't forget him anyway.

## Seeing Is Believing



With the sight of his left eye becoming stronger every day Philip Pron (left) shows that he believes Union Brother Eric Joseph, "is the greatest guy in the world." Joseph gave his right eye so that Pron might see. The two Seafarers were photographed during a visit to the New York Hall last week.

## Radio, TV, Press Continue To Tell Joseph-Pron Story

Interest in Eric Joseph-Philip Pron story shows no signs of subsiding as radio, TV programs and feature writers continue to besiege the two Seafarers with requests for appearances and interviews.

Ever since it was announced that Joseph had offered to donate the cornea of his right eye for transplanting to Pron's left eye to serve the latter's failing sight, the press, radio and magazines have been playing the human interest angle to the hilt.

The success of the operation and Pron's subsequent release

from the Marine Hospital in Staten Island hasn't dimmed the story's appeal in the least.

Last week the two principals in the story of brotherhood were interviewed by the Voice of America, US State Department short wave radio program which is beamed to all nations throughout the world.

For Joseph, the benefactor, it was the fourth radio program on which he has been interviewed. In addition, he's been seen by millions of Americans by virtue of his appearance on seven television programs.

In the meantime he's been modeling for story illustrations for the Fawcett Publications. Joseph will appear on the cover illustration of one of Fawcett's monthly magazines, True Detective.

Ed Wiener, author of "The Damon Runyon Story," has expressed interest in writing a story based on the life of Eric Joseph, with the eye operation as the focal point of the yarn. Should plans materialize, it is possible that a motion picture of the story would follow publication of the story, according to Joseph, who has already been interviewed several times by Wiener.

As soon as all of these preliminaries are out of the way, Joseph says he will return to the sea. Both he and Pron are book members of the SIU.

Pron's vision has been improving steadily since his release from the hospital and his happiness over the fact is shared by Joseph. Pron keeps repeating that "I'll never be able to thank Brother Joseph for his generosity."

## Jim Rowan, Vet Seafarer, Dies At 57

Seafarer James Rowan Sr., a member of the Union since 1942 and the father of two SIU men, died on June 14 aboard the SS Longview Victory in Antwerp, Belgium. He was 57 years old.

A Chief Steward, Brother Rowan sailed throughout World War II. He was aboard the Waterman freighter Pan Royal when it was torpedoed and sunk in 1943.

### IN AFRICA LANDING

Rowan participated in the Allied landings in Africa as a crewmember of an SIU ship in the invasion group. He also served on the Blenheim, a captured German ship that was operated by the Waterman Steamship Company.

The late Seafarer saw service in the first World War as a soldier in the US Army. He was wounded in that conflict.

Because the US Army cemetery in Belgium is filled, Rowan was buried in the American Legion cemetery in Paris.

Brother Rowan was born in Pennsylvania on March 18, 1894. He held SIU Book No. 23562.

### PROMPT PAYMENT

His widow, Marie, received the \$1,000 death benefit paid to beneficiaries of deceased members by the Seafarers Welfare Plan.

In a letter to the Union, Mrs. Rowan expressed her "sincere thanks and appreciation for all



JAMES ROWAN, SR.

the assistance rendered by the Union," and said that she appreciated the "prompt action of the Welfare Plan" in paying the death benefit.

Also surviving are eight children. The two sons who are members of the SIU are James Jr., who joined the Union in 1944 and sails as Fireman-Wartender, and Lawrence, a Fireman, who became a Seafarer in 1943.

Rowan resided with his wife and children at 2528 Gilmore Street, East Elmhurst, Long Island, N. Y.

## First List Of SIU Ships Reporting To March Of Dimes

Ann Marie	40.00	Chiwawa	24.00	Fairhope	19.35
Chickasaw	14.80	Angelina	21.00	Del Norte	168.00
Petrolite	47.00	Cape Mohican	21.00	Alcoa Roamer	20.00
Bienville	14.50	Arlyn	58.50	Del Valle	48.00
Steel Fabricator	23.30	Hilton	12.00	Del Sud	107.00
Seatrain New York	42.00	Wacosta	101.00	Carrabulle	44.00
Seatrain Texas	64.95	Robin Wentley	41.00	Del Rio	25.00
Julesburg	30.00	Robin Gray	83.00	Del Aires	15.00
Fort Hoskins	50.00	Santore	56.00	Del Santos	50.00
Government Camp	9.23	Chilore	40.00	Del Alba	20.00
Sand Captain	46.00	Salem Maritime	34.00	Battle Creek Victory	24.00
Seatrain New Jersey	31.00	Feltore	18.00	Wm. S. Carruth	108.00
Andrew Jackson	32.00	Yerkmar	49.00	Cedar Rapids Victory	47.50
Algonquin Victory	45.00	Oremar	71.00	Harry T.	59.00
Lone Jack	42.00	Marore	91.00	Southern Isles	10.75
Massmar	39.00	Cubore	26.00	Seastar	55.00
Fairport	37.00	Venore	27.00	Seacloud	97.00
Archers Hope	29.05	Bents Fort	61.00	Western Farmer	73.00
Robin Tuxford	19.25	Steel Scientist	35.00	Clarksburg Victory	42.00
Kyska	48.00	Carolyn	15.50	Citrus Packer	54.00
Gateway City	28.00	Robin Kirk	19.85	Steel Admiral	32.00
Heywood Broun	10.25	Mae	26.00	Bessemer Victory	38.00
Golden City	37.00	Abiqua	36.00	Sea Comet	72.50
Francis	36.75	Quartette	290.00	Topa Topa	36.00
Hurricane	36.50	La Salle	9.00	Mankato Victory	45.50
Trinity	21.00	William H. Aspenwall	28.00	Greenstar	60.90
Steel Age	24.15	Louis Emery, Jr.	74.00	St. Augustine Victory	56.00
Sand Mate	21.00	Iberville	32.75	Monroe	47.00
Council Grove	20.00	Alcoa Pilgrim	20.00	Hurricane	36.50
Alawai	56.00	Alcoa Runner	25.00	William Burden	100.00
Winter Hill	50.00	Morning Light	36.00	Steel Rover	17.50
Marina	18.00	De Soto	33.00		
Bradford Island	54.00	Alcoa Corsair	11.60		

4,269.44



# Digested Minutes Of SIU Ship Meetings

**JOHN EVANS (Mississippi),** May 28—Chairman, E. Nooney; Secretary, Ben Blackmon. Delegates reported all okay on the first trip of ship since leaving the boneyard. Donations to be collected toward purchase of a washing machine.

**DEL VALLE (Mississippi),** May 6 — Chairman, George Bauers; Secretary, Lew Meyers. Delegates reported all okay. Motion carried to have no foreign stores put aboard; instead have 30 days' extra stores put aboard in the States. Discussion on proposed change in working rules on working cargo after 5 PM. Report made that arrival pool netted \$75 for polio fund. Educational program held on personal responsibilities of SIU members to guard their benefits through personal savings.

**AZALEA CITY (Waterman),** May 30—Chairman, Jim Connors; Secretary, Jim Pate. Delegates reported number of books and permits in their departments. Ship's Delegate instructed to see Captain about size of draws. Motion carried to check on questionable members of crew. Ship's Delegate warned all men to be alert and sober at payoff.

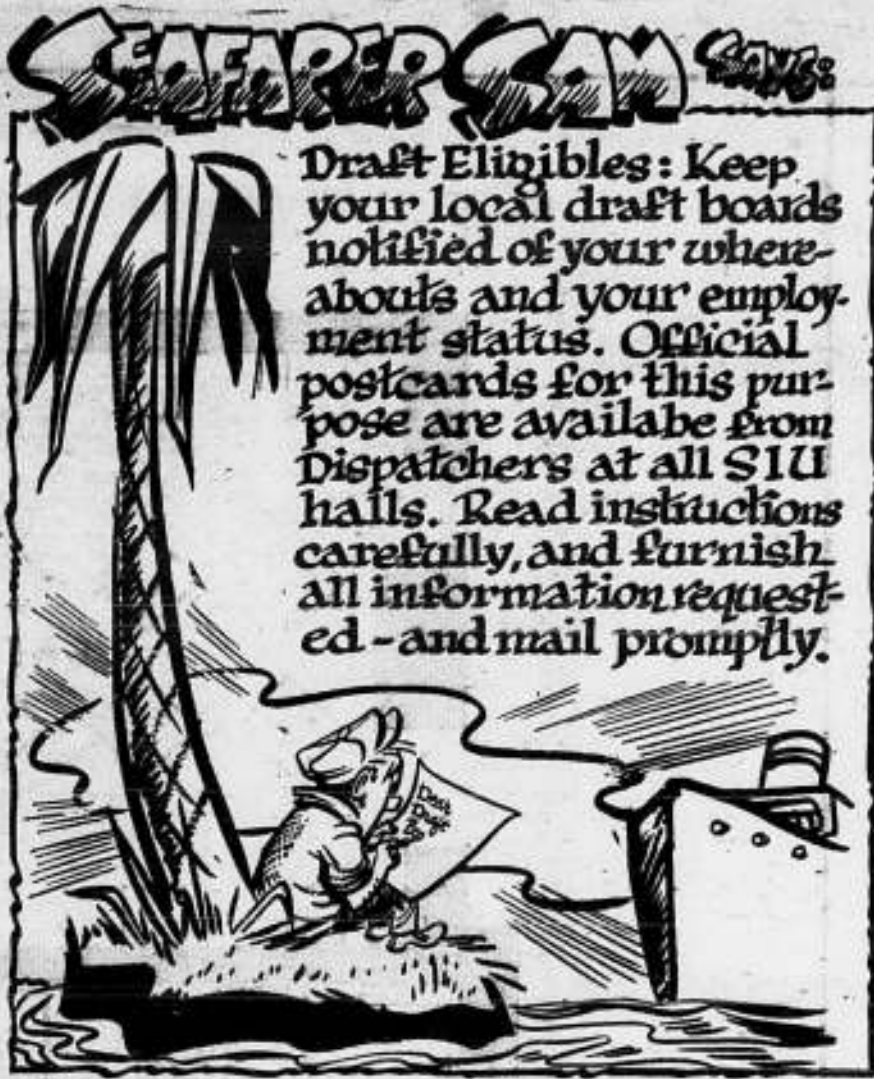
**DEL NORTE (Mississippi),** May 13—Chairman, Bob High; Secretary, Max Fabricant. Ship's Delegate reported that subscriptions have been taken for seven magazines. Report made that crew had donated \$168 to March of Dimes. Delegates reported no beefs. Ship's treasurer reported expenditures in connection with outfitting of baseball team. Discussion on the amount of money to be spent on athletic equipment. All members urged to attend educational and seamanship classes.



**ALCOA PLANTER (Alcoa),** May 22—Chairman, J. Shaughnessy; Secretary, W. Feill. Ship's Delegate reported beef on extended time of voyage with stores running short. Engine Delegate reported one member of department is not satisfied with Union. Crewmember explained that he was drunk when he made the remarks. Ship's Delegate to write a letter to Headquarters on short stores and bad shape of ship.

**FRANCIS E. WARREN (Mississippi),** April 22 — Chairman, Red Simmons; Secretary, Alex Gall. Delegates reported no beefs. Report made that no library was obtainable in Galveston through usual channels, so a doctor was found who gave the ship a lot of recently published books. Motion carried to give the doctor a small donation toward paying for the books. Vote of thanks given stewards department for fine food.

May 13—Chairman, P. Blanchard; Secretary, Alex Gall. Delegates reported a total of 45 hours' disputed overtime. Motion carried to contact Headquarters and protest Coast Guard wearing side arms while screening and signing on crew. Steward thanked 4-8 watch for swell job in keeping the messhall and pantry clean on their watch. Discussion on men using heads of



**Draft Eligibles: Keep your local draft boards notified of your whereabouts and your employment status. Official postcards for this purpose are available from Dispatchers at all SIU halls. Read instructions carefully, and furnish all information requested - and mail promptly.**

other departments. Discussion on disputed overtime put in by engine department men when ship broke down at sea; Captain has claimed safety of ship.

**GATEWAY CITY (Waterman),** May 26 — Chairman, John Hunt; Secretary, George Hubner. Ship's Delegate advised men to get their validated papers by August 1. Dispute raised on delayed sailing. Vote of thanks extended to Negotiating Committee for fine work in successfully winning Vacation Plan. Discussion on Captain allowing radio antennas anywhere for ship's officers, but making crew remove antennas from back aft.

**FRANCES (Bull),** May 20 — Chairman, J. Hernandez; Secretary, Don Herlihy. Delegates reported no beefs. Repair list made up and approved.

**BINGHAMTON VICTORY (Bull),** May 5—Chairman, Young; Secretary, Brumfield. Delegates reported no beefs. Motion carried that no one sign-on until repairs have been made. Motion carried that Captain redeem all Japanese yens before signing off. Stewards department thanked for good service. Request made that ship be stored with meat sufficient for five months. Discussion on equalization of overtime.



**MAE (Bull),** May 6—Chairman, Charles Starling; Secretary, Richard Brown. Delegates reported all okay. Discussion on amount crewmembers should donate toward washing machine. March of Dimes literature read and posted. Brother Geiling asked crew for blood donors to make up for blood used for his wife.

**ROBIN KIRK (Robin),** May 6 — Chairman, W. Janisch; Secretary, J. DiOrto. Engine Delegates reported 208 hours of disputed overtime; other departments okay. Collection to be taken at payoff for March of

Dimes. Question raised on man believed to be consular passenger who had been convicted as slopchest thief. Complaint made that slopchest prices are too high.

May 13—Chairman, W. Janisch; Secretary, K. Thomas. Electrician reported washing machine was beyond repair. Beef raised on prices of slopchest being higher than last trip. Motion carried to have foc'sles painted while ship is in yard. Cooks commended for their work.

**BETHORE (Ore),** May 5 — Chairman, L. Short; Secretary, O. Turner. Delegates reported

number of books and permits in their departments. Communication from "Food for Thought" read and accepted. Discussion on old and new work permits. Beef raised on poor cooperation by Coast Guard in removing crewmember stricken with appendicitis.

**TUSKEGEE VICTORY (Orion),** May 20 — Chairman, L. Barbour; Secretary, J. Riley. Ship's Delegate reported two men had jumped ship in San Pedro. Repair list to be made up before ship hits next port. Discussion on collecting of transportation after making two trips to Far East following East Coast sign-on.

**GREELEY VICTORY (South Atlantic),** May 6—Chairman, Pedro Erazo; Secretary, H. Westphal. Ship's Delegate to contact postal authorities to see if anyone has been tampering with crew mail. Discussion on question of Wipers refusing overtime. Crew voted to stand by Wipers.

**SOUTHWIND (South Atlantic),** May 13 — Chairman, Charles Thompson; Secretary, Walter Terry. Delegates reported all in order. Motion carried to have Steward order stores. Discussion on 2nd Engineer doing painting in engineering room.

**ARCHERS HOPE (Cities Service),** May 6—Chairman, Sidney Lipschitz; Secretary, R. Smith. Delegates reported number of books and permits in their departments. Motion carried to extend a vote of thanks to Union officials for their stand on National Shipping Authority and winning of Vacation Plan and upping death benefits in Welfare Plan. Motion carried that Brothers refuse to sign any papers

giving Coast Guard access to medical records of seamen. Majority of crew voted approval of political action by Union.

**ANDREW JACKSON (Waterman),** May 12—Chairman, Pete Gvozdoch; Secretary, L. Phillips. Motion carried to have Union contact company and find out if draws in Far East ports can be in US currency. Engineer to be seen about muddy wash water.

**MONROE (Bull),** May 10 — Chairman, H. Rountree; Secretary, Douglas Acker. Ship's Delegate reported \$47 had been donated to March of Dimes. Motion carried that Headquarters work on a plan to have the families of seamen admitted to marine hospitals. Discussion on poor laundry service in Savannah. Union booklet, "Charges," read and accepted. Men returning to ship after gangway had been raised were reminded that they violated the general rules of the Union.

**OREMAR (Ore),** May 13 — Chairman, M. Faircloth; Secretary, W. Pinkham. Delegates reported no beefs. Repair list to be made up. Stewards department given vote of thanks for fine work.



**SOUTHERN COUNTIES (Southern Trading),** May 13—Chairman, Al North; Secretary, Al Sevier. Delegates' reports accepted. Motion carried for men to make individual donations to March of Dimes. Ship's Delegate read article on overtime when paying off. Chairman stated that all men should educate themselves in the working and history of the SIU.

**SAN ANGELO VICTORY (Seatrade),** May 11—Chairman, E. Melone; Secretary, B. Goodrich. Delegates reported all okay. Captain to be asked to have galley and all foc'sles painted out. Suggestion made to appoint a crewmember to obtain a new library.

**STEEL FABRICATOR (Isthmian),** May 6 — Chairman, W. Whelan; Secretary, J. Merkel. Vote taken in opposition to Union becoming active in politics. Delegates reported all okay. Repair list made up and approved.

**CANTIGNY (Cities Service),** May 6—Chairman, Emanuel Escobio; Secretary, S. DiMaggio. Ship's Delegate reported excellent results on repair list submitted to Captain. Discussion on men returning late to ship in Lake Charles.

**QUARTETTE (Standard),** May 13—Chairman, D. Parker; Secretary, P. Cassidy. Beef raised on sailing from Philippines while short of food. Motion carried for Delegates to see Coast Guard as to number of men needed on watch at sea, and what to do in absence of a required man when another man is on day work to replace missing man. Ship's Delegate urged men to stick together in all beefs.

(More Ships Minutes on Page 15)

## Directory Of SIU Halls

### SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
- BOSTON.....276 State St. Ben Lawson, Agent Richmond 2-0140
- DISPATCHER Richmond 2-0141
- GALVESTON.....308 1/2 - 23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. HANover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rea, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
- SAN JUAN, PR.....252 Ponce de Leon Sal Colla, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Ray Oates, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1523
- WILMINGTON, Calif.....440 Avalon Blvd. Jeff Morrison, Agent Terminal 4-2874
- HEADQUARTERS.....51 Beaver St., N.Y.C.

SECRETARY-TREASURER Paul Hall  
ASST. SECRETARY-TREASURER Earl Sheppard  
HEADQUARTERS REPRESENTATIVES Joe Algina Robert Matthews Joseph Volplan

### S U P

- HONOLULU.....16 Merchant St. Phone 5-8777
- PORTLAND.....111 W. Burnside St. Beacon 4336
- RICHMOND, Calif.....257 5th St. Phone 2599

- SAN FRANCISCO.....450 Harrison St. Douglas 2-8563
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....105 Broad St. Bowling Green 9-3438

### Great Lakes District

- ASHTABULA.....1036 W. 5th St. Phone 4-8831
- BUFFALO, N.Y.....10 Exchange St. Phone Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone Main 0147
- DETROIT.....1038 3rd St. Headquarters Phone Cadillac 6857
- DULUTH.....531 W. Michigan St. Phone Melrose 4110
- MILWAUKEE.....683 S. 2nd St. Phone Broadway 2-5017
- SOUTH CHICAGO.....3261 E. 92nd St. Phone Essex 5-2410

### Canadian District

- MONTREAL.....463 McGill St. MARquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- PORT COLBORNE.....103 Durham St. Ontario Phone 5591
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B.C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B.C.....565 Hamilton St. Pacific 7824
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone 545
- THOROLD, Ontario.....37 Ormont St. Phone 3-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone 2-7078
- SAINT JOHN, N.B.....177 P... William St. Phone 2-3049

# New Hall Emphasizes Membership's Comfort

# Layout Of First

The Hall is rapidly approaching completion. We should be ready to move in, bag and baggage, in about six weeks. We could get in before that, but Headquarters feels it's advisable to wait for the completion of the exterior, as well as the interior, before moving in.

Nothing remains of the seventy-odd-year old building that the Union purchased a year ago, save the massive walls and reinforced roof.

The contractor estimates that at today's prices it would cost about three times as much as we are spending, if we had razed the old building and erected something comparable to what we have now—and we still wouldn't have anything approaching the solidity of our present rig.

Emphasis has been on membership comfort and convenience, with an eye to eventual expansion over the years ahead. The assembly hall will seat almost a thousand men with recreation rooms across the corridor that will handle an overflow of hundreds more.

Loudspeakers are built into every nook and cranny of the ceilings, with microphone jacks sprinkled throughout in order that a member may speak from any part of the floor, as well as hear whatever is going on, no matter where he is seated.

## LAUNDRY SERVICE

The baggage room will feature a laundry drop so that a member can remove his soiled gear from his baggage when he registers, and have everything shipshape when he grabs a scow.

There will be an automatic camera for passport and Coast Guard photos, thereby eliminating the Broadway clip artists as far as our membership is concerned.

The slopchest will stock quality gear at reasonable prices, which should help eliminate those West side spiders who have fattened on "live" seamen by peddling them shoddy merchandise at fancy prices for years.

In addition to a library, game room, television, theater and writing room, the second floor will boast a tiled shower with accommodations for five men at a clip.

A modern bar, with a nautical motif, is located directly opposite the slopchest on the first floor.

The bar, like all other enterprises in the building, will be operated by the Union. The cafeteria has seating accommodations for 225 people.

The galley gear is the last word in modern equipment—hamburger-making machines, electric meat saws, automatic doughnut-making machines, icecube-makers, grinders, mixers, automatic bake ovens and proofers and sundry items too numerous to mention individually. All go to make a galley, bakery, butcher shop and cafeteria setup second to none for its size.

The cafeteria counter and galley are so designed as to be used as a straight cafeteria, straight restaurant or a combination of both.

## STEWARDS UPGRADING SCHOOL

Now, about the school the Union proposes to operate in conjunction with the cafeteria:

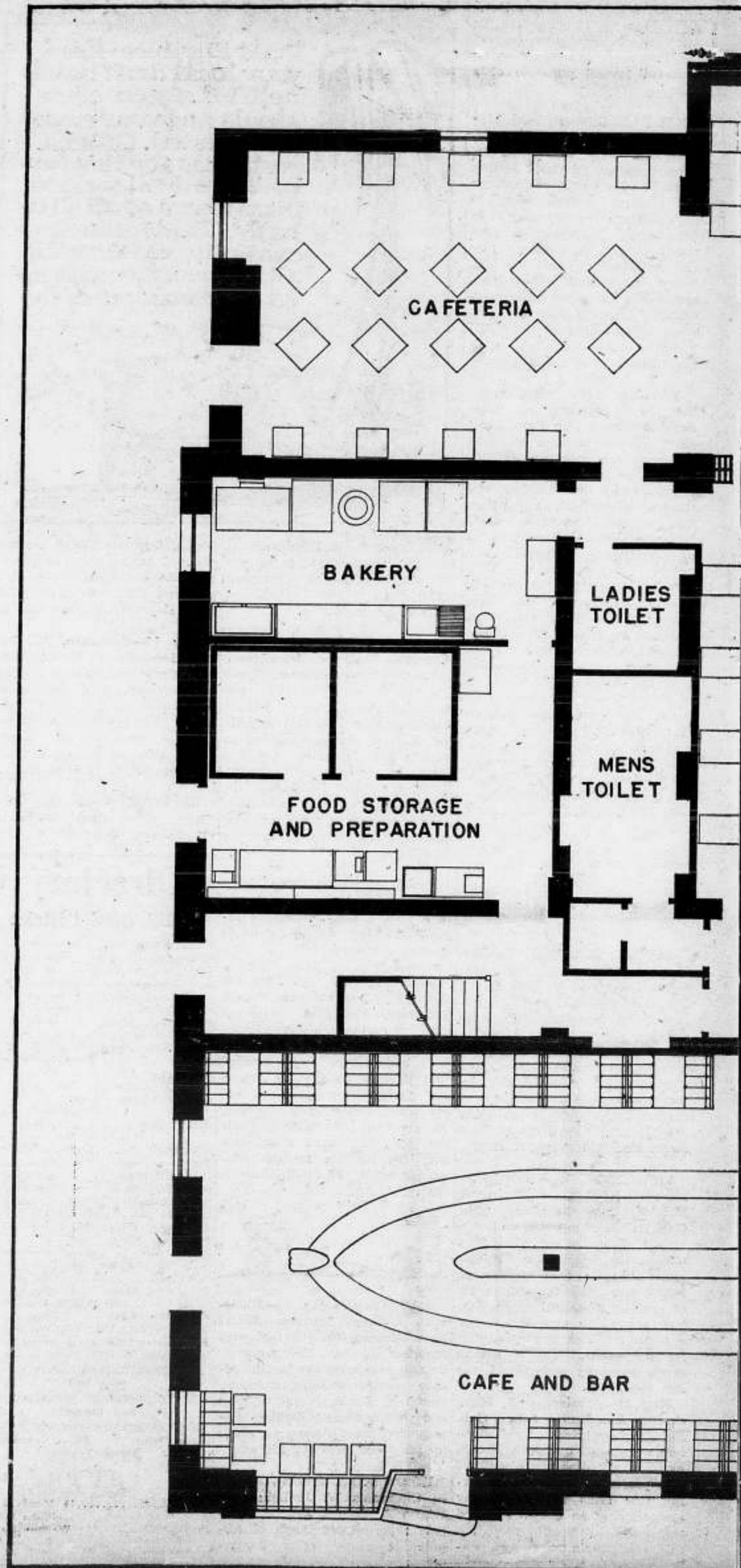
It will be primarily an upgrading school. That boon-doggling part of the old WSA setup, which operated the Sheepshead Bay fiasco, has conclusively demonstrated that it isn't practical to try to make Cooks of plough jockeys in a few weeks or months, no matter how much dough you're prepared to toss around in the process.

We propose to upgrade our Messmen to Third Cooks and so up the ladder, as well as help our Cooks and Waiters and the others master their present ratings.

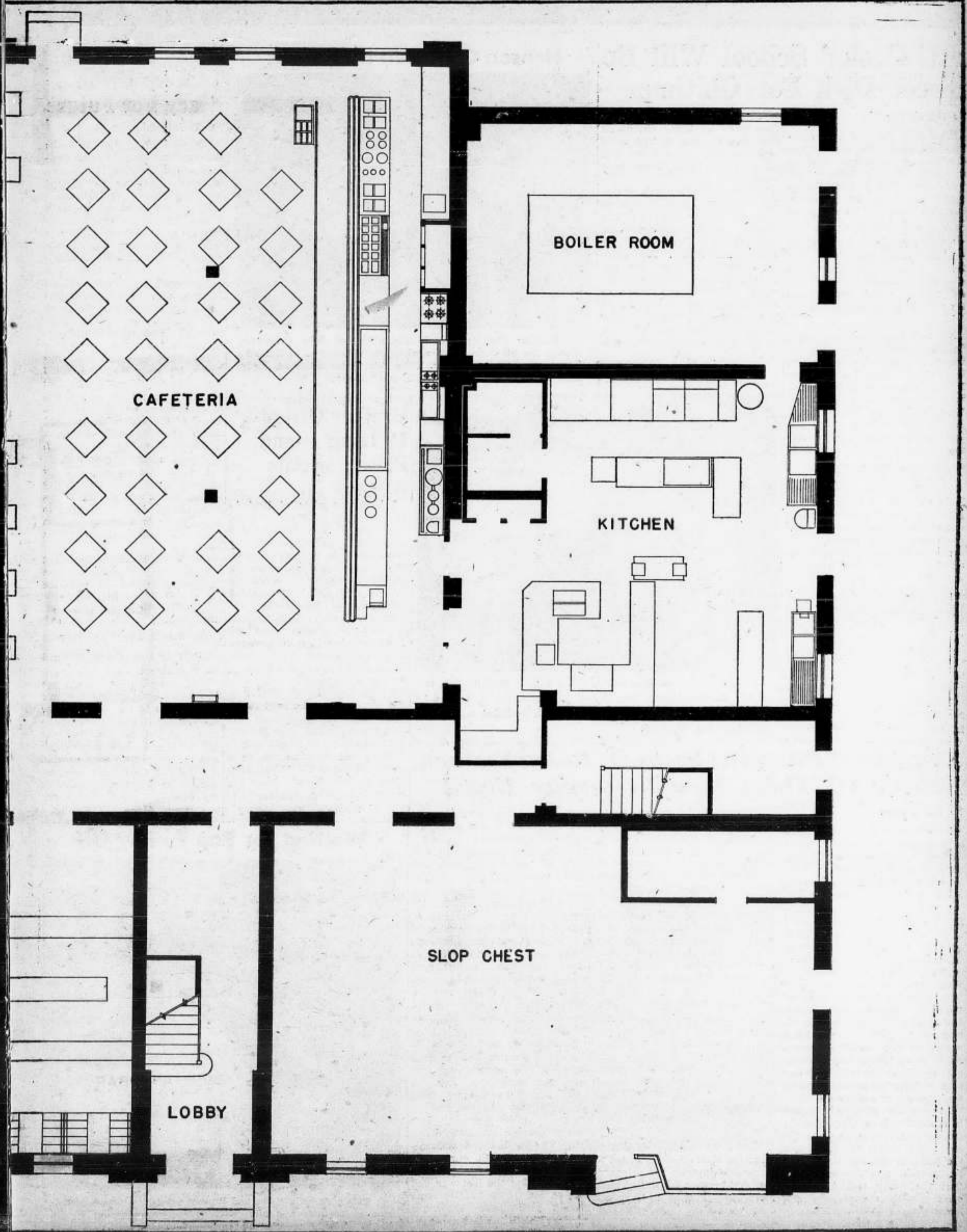
The Union realizes that teaching is an art in itself, and will consequently seek aid from the faculties of existing vocational schools, rather than try to do a makeshift job with one of our own Chefs.

Of course, whoever is finally selected to teach will have the technical help of the committee of stewards department personnel who are presently setting up the project.

In another issue we will examine other features of the building in greater detail. Meanwhile we invite all members to come over to 4th Avenue and 21st Street in Brooklyn, to watch the progress of one of the most modern Union Halls in the country.



# Floor Of New HQ Building



# THE MEMBERSHIP SPEAKS



## SIU Cooks' School Will Be Sweet Dish For Oldtimer

To the Editor:

Who says the SIU isn't cooking with gas? Take it from this oldtimer who learned cooking and baking by the slow method, that new Cooks and Bakers school which will be opened in the new Brooklyn Hall is going to be one sweet setup.

When I read the details about the equipment the school will have and about the instruction that will be given, I said to myself "Here's a dish that no galley man is going to find hard to take."

My only regret is that the SIU wasn't around in the early 30s when I was looking for my Cook's rating. But that isn't going to stop me from taking advantage of the good deal the Union is offering. I'm going to be right up in front of the line on registration day. It's never too late to learn, say I.

### SIU ON MOVE

I'll tell all you guys that the little old SIU is travelling and getting places. A man starting out at the seafaring game these days sure has a chance to go first class and it's getting better all the time, if our Union has anything to do about it.

If the SIU isn't bringing back wage increases, welfare plans and vacation plans, it's setting up schools and programs to help the guys improve their positions and make more dough—and I don't mean the Baker's variety, either.

Yep, things sure have changed for the seafaring man. If I had pulled a Rip Van Winkle and

fallen asleep 20 years ago, and then woke up today aboard an SIU ship, I'd sure as hell say I was dreaming when I saw the improvements that have been made.

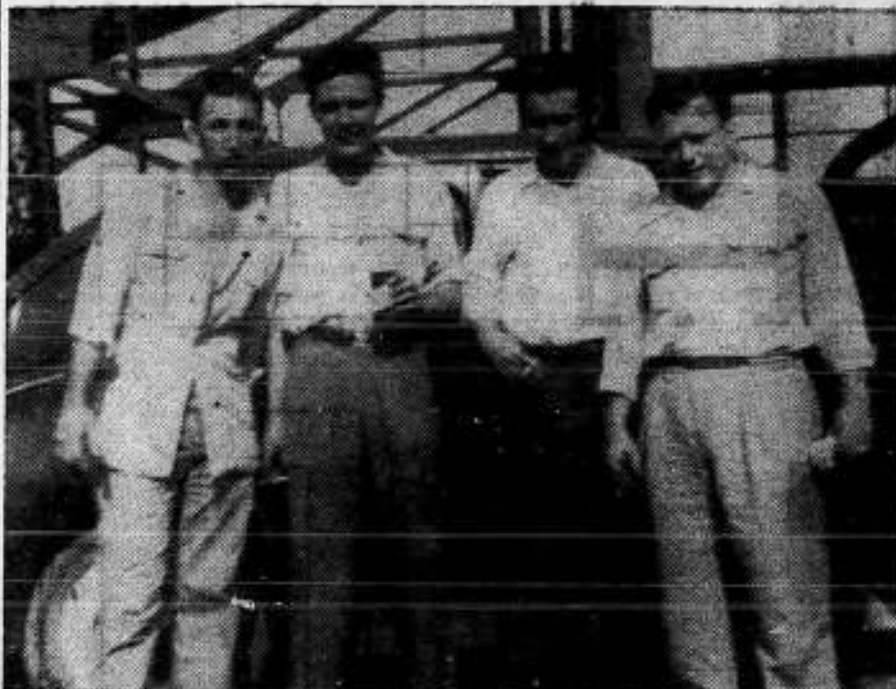
I'm going to be real serious for a minute though. I want to congratulate our Union and the officials who are responsible for this wonderful idea of a Cooks and Bakers school. The setup and instruction that was explained in the LOG will be worth hundreds of dollars to each man in the school. And all hands will profit sooner or later because the training will have its effect in every shipboard galley.

Jack T. Demarest

## Hanson Crewmen In Norfolk



Seafarer Pat Ryan took this photo of some shipmates aboard the SS John Hanson when the vessel was in Norfolk. In the group are John Roe, Billie Cox, Peter Pederson, Andy Lutey, Jerry Nance, Pete Walsh and "Scotty."



Ryan made this shot during the payoff in Norfolk. Left to right: Buddy Dodge, Ted Nance, Champ Clark and "Red." The lads made the European run, which included a call at Southampton, England.

## Backs Dues Rise To Keep Union Ready For Future

To the Editor:

Put me down as one who backs the ideas expressed by the Brother whose letter in last week's LOG said that we are getting the most for our dues-dollar.

When the balloting begins I intend to vote for the dues increase recommended by the Quarterly Finance Committees and the Constitutional Committee.

The reason I'm in favor of this increase is that I'm for strengthening our organization in every way possible and I'm satisfied that the Committees' recommendations will do that.

I'm sure most of the guys know by now that the NMU men had to hit the bricks last Friday midnight (June 16) and at the present time are still out, because the operators refused their demands which include a Vacation Plan like the one the SIU won several weeks ago.

I guess the operators know we're a tough outfit and plenty strong. That's why we win things in a breeze. And if we have to fight, we're in a strong position financially and otherwise, to hit hard.

So I'm for keeping things that way and any little way I can help to do so you can count me in.

Charlie Brandon

## Johnny Johnston Thanks Brothers For Helpfulness

To the Editor:

Will you please print a notice of appreciation and thanks to the membership in the Port of New Orleans, and especially to the crews of the SS Del Sud, SS Del Aires and SS Alcoa Cavalier and the others who were so kind and helpful during my bereavement over the recent death of my wife.

L. S. (Johnny) Johnston

## Brother Offers 10 Long Island Plots For Sale

To the Editor:

I have ten plots of land in South Haven, Suffolk County, Long Island, New York, which I am willing to sell at \$200 per plot either in part or in toto. This land is high, and cannot in any circumstances be flooded in bad weather, and is about three miles from the beach.

Anyone within reach wanting to see this property can get there by driving out on Montauk Highway to Camp Upton Road, turning right on Dawn Drive to Auburn Avenue. Lots number 153, 154 and 155 form part of the property. On the next street, West End Avenue, there are seven more, which join Number 155: Numbers 146 to 140.

For more information write me at 214 East 126 Street, New York 35, New York.

Donald S. Gardner  
Seatrains New Jersey

## Draft Seen Pumping Ships Of Rated Seamen; Release Of Those Now In Service Urged

To the Editor:

I see by the papers that there is a growing shortage of rated seamen, and that there is also some small talk about deferring by law the qualified key ratings, although so far it's still just talk.

I also see in the paper—the SEAFARERS LOG—why there is such a shortage. Not an issue goes by without several letters from members who have been drafted, some of them pulled off their ships as they dock after long voyages. The last issue of the LOG had two such letters, and most of the previous issues had more. (Editor's note: As a matter of fact, the LOG receives many more letters from Seafarers in service than it prints, since most of them are merely requests for changes of address.)

I notice that most of these are in student and training companies—in other words, they are being taught new skills, to take the place of the one thing they know well, and the one thing that the Army and Air Force can't use—their experience and know-how as skilled seamen in the merchant marine.

On the other hand, the gov-

ernment and the various state maritime schools are spending thousands of dollars teaching green hands the rudiments of seamanship, which is a waste of taxpayers' money because a man can't learn seamanship out of a book.

The Coast Guard recognizes this, by setting up minimum seaintimes before a man is eligible to apply for endorsements in the engine department (six months) or the deck department (1 year for a blue ticket AB, two years for a green ticket AB).

Two other items I saw in the papers recently comes to my mind. First I see that the Coast Guard changed the 25 percent ratio of blue ticket ABs to green tickets on one ship (one out of six, to 50 percent (three), and is permitting up to one-half of the ABs on non-subsidized ships to be aliens.

Then I see that the Wage Stabilization Board has permitted a 15 percent increase for shipyard workers, because the skilled men there were going to other industries where the base pay was higher.

What's the sense of building

more ships if there won't be any skilled men left to sail them? Or maybe they're going to waive all their manning requirements and send the ships out with sea scouts.

If I were a congressman or big brass in selective service, I'd defer from the draft experienced seamen who had one or more of the needed endorsements (one fellow writing to the LOG had darned near every endorsement in the engine department), instead of letting Wipers and Ordinaries play at being Firemen and ABs, or shipping Messmen out as Cooks.

But what is really needed is not only a positive, definite draft deferment for experienced seamen, but those men they did draft should be released from service so that they can go back to doing their necessary jobs aboard the merchant fleet, delivering the supplies and ammunition without which our Army would be helpless. They had to do this during the last war and sure as hell they'll have to come around to this policy again, but why wait until the last minute?

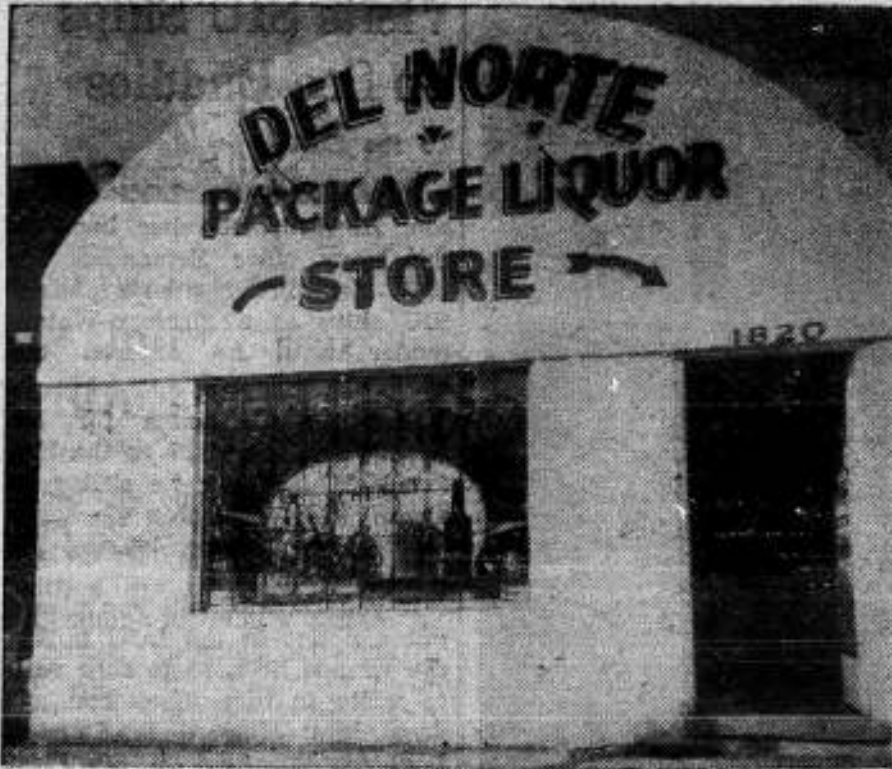
Dick Martinez

## Waiting For Pop To Pay Off



This cute little sister and brother act is the proud possession of Seafarer and Mrs. William P. Grabenauer of Joplin, Mo. Karlynn, 6 months old, rattles under protective arm of big brother William Karl, 20 months.

**True To His Ship**



When "Little Joe" Kotelik, former bellboy on the Del Norte and Puerto Rico, opened his package liquor store in New Orleans, he used the name of his favorite ship. Joe's place is located at 1820 Airline Highway, Kenner, La., just eight miles outside of New Orleans.

**High And Dry, He Finds SIU Hospital Benefits 'Godsend'**

To the Editor:

Until May 29, 1951, I was employed aboard the Isthmian Steamship Company's vessel SS Steel Flyer as Chief Electrician. Due to an accident which occurred on or about May 23, I had to remain in the Galveston Marine Hospital.

I was released yesterday (June 6) and went to the Isthmian agent here in Galveston. He told me my gear was in New Orleans and that he was not authorized to give me transportation and, because he did not have my pay voucher, I would have to wait until Thursday.

Destitute and with no gear I went to the SIU Hall and was told by the Union Patrolman there that the Welfare Plan hospitalization benefits had been upped to \$10, and he handed me a sawbuck.

Due to the fact that the company had left me stranded this money was really a godsend.

I still don't know when I am going to get paid or when I will get my gear, but thanks to the Seafarers Welfare Plan I'll be able to hang on while they make up their minds as to what they are going to do.

Ray Brault  
Galveston

**Blanchard Answers LOG Call For Shipboard Reporters**

To the Editor:

You said you wanted reporters. Well, I don't claim to be one, but I can make a stab at it. Therefore I've decided to say a little about voyage 14 on the MV Del Rio.

We had such characters as Percy (Boy) Boyer, AB; James (Heavy) Barthes, Oiler, and Harald Karlsen, Steward.

And in my book this ship is a good feeder. At least I'd say a good feeder due to the fact that Steward Karlsen knows just how to manage his stores. Especially when the ship sailed from New Orleans with 67 days' stores on board and he had to stretch them to last 94 days; that may be stretching it some even though we did pick up rubber.

**GOOD FEEDER**

Not to forget Bob Brown (the BR) and Chief Cook Lionel Antoine, better known as "Shadow." The A-1 Baker was Freddie Babbiste, and if you don't think this was a feeder you don't know these boys.

During the trip I decided to turn poet and scribble up a couple of items that perhaps you might like to print, therefore I'm enclosing them with this letter. I especially would like to see the one about too many Bosuns

on the ship in print. By the way the Bosun was John Allmon, who unfortunately became ill and had to be left behind in Abidjan, Ivory Coast, French West Africa.

Well, you can't say I didn't try, so I remain

Joe D. Blanchard  
MV Del Rio

**Groves Recalls 1920 Trip On 'Hoodoo Ship,' Hails Advances Made For Seamen By SIU**

To the Editor:

Any member remember the SS Minnesota of the Atlantic Transport Line? She was known as the "Hoodoo Ship" of the North Atlantic.

I made a trip on her in 1920—January 23, I believe the date was when we left New York for Tilbury Docks, London, England.

I signed on as a Messboy at \$65 per month. Ordinary Seamen got the same rate and ABs got \$85. The Minnesota was the largest freighter afloat at the time. It formerly carried passengers, for the staterooms were still there but evidently had not been used for years.

We left New York on a bitter cold day, with the ice on deck at least two feet thick. We took the southern route and after the third day the decks were free of all signs of winter. We were

free of winter all right but our troubles were about to begin.

First the steering gear went on the bum and we floated around out there for over a week. Then the fresh water tanks leaked and we were delayed further. With no fresh water, crewmen had to go below each night after dark with a pillow case and bring it back filled with oranges for the rest of the gang. Each night two men would go after this only fluid we had on board to drink.

This lasted for weeks because it was 23 days before we saw land at Plymouth. We layed in that harbor for five days and then tied up at Tilbury Docks, London. It was 28 days from New York to London.

We were seven weeks at Tilbury, where we got new boilers and then started for home. Three days out the boilers went on the

fritz again. We floundered about for nearly a week and then got under way again.

I think Captain Carlick was the Skipper at the time, and we had a Bosun known as "Pelican-nose Griff," and an AB Johnny Hardy. The rest I forgot. Wish I knew their names, as I'm sure some of them are still sailing. They were a great bunch of men and proved to be good seamen, too.

Before we hit New York we had three fires in one day. While fighting one on deck midships, another was discovered aft. We split up to take care of both when a third was reported below in an unused stateroom, unused that is, except for one passenger, whom we were bringing home. He had been released from an English hospital where he had been treated for pneumonia. He had been fished out of the water when a ship that he had been a Messboy on had caught fire.

We never suspected him at the time, but when another Messboy, Sylvvy Savery, caught him fleeing from a smoke-filled stateroom he grabbed him and turned him over to the Skipper. We had no more fires after that.

The final payoff came when we had to be towed in the last 150 miles by the SS Champion of the same company. Over three and a half months to London and back.

I cannot, in all fairness, close this story without mentioning the conditions then, as compared to now. The hours were long, there was NO OVERTIME, Sunday was just another day, the food was nothing to write home about, the bunks were very bad and the rats were all over the place.

There was no union to complain to—if you didn't like the ship you were told to get off and stay off.

Times have certainly changed since. Today seafaring is an honorable job and every SIU man should be proud of his profession. Think twice, men, before you do anything that might bring disgrace upon yourself, your shipmates and your Union.

Our membership and our representatives have worked long and hard over the years to get us the benefits we now enjoy. By our observance of our responsibilities both ashore and on ship we can best show our deep appreciation of the conditions we now have.

George Groves

**Now If 'Uncle Joe' Will Only Sit Still—**

To the Editor:

After six years of being an SIU member, they finally got me in the Army. I was in a line company for about a month, but now I am with a Headquarters company. I would sure appreciate it if you could send me the SEAFARERS LOG. I should be out of the Army in 13 months, unless Uncle Joe decides to start some more "police action." It will be fine to get back to sea.

Pvt. John (Red) Early,  
US 51062363  
HQ&HQ Co.,  
35th Inf. Regt.  
APO 25 c/o Postmaster  
San Francisco, Calif.

(Ed. note: You're on the list, Brother, and will be receiving the LOG in short order. Lots of luck to you.)

**Phonies Skinned Themselves In 'Book' Deal, He Asserts**

To the Editor:

How stupid can a guy be and still stay alive?

I'm talking about those dumb bunnies who thought they could buy a book in the Union, and actually laid out a couple of hundred bucks to some smooth talking operators.

Everybody on the waterfront knows that the SIU books are closed, and only those guys who go out on unorganized ships under Union direction can get their full books. And yet these jerks laid out their good money to these sharpies who had "contacts in the Union," when there wasn't a single chance in a million that the scheme would go undetected.

But the really stupid ones were the guys who pushed this racket, for thinking they could get away with it. In order to get away with a deal like that, the phonies would have to bribe every official and office worker in Headquarters and every elected weekly auditing committee and every quarterly finance committee, who would catch any deal like that, and would eventually take in the entire membership.

Maybe those guys did us a favor, at that. They proved very

conclusively that SIU books cannot be bought, and that our Union file system is set up so that phony counterfeiters can be spotted at once.

To the new permits I say, watch out for phonies and let the Union know if you are approached by smooth talkers. To the phonies in the can—one of these characters was on a ship with me, playing big shot to impress the permits—I hope you serve every day of your sentence.

Frank Rowland

**Late Member's Wife Gets Death Benefit Promptly**

To the Editor:

May I express my deepest appreciation for the Seafarers Welfare Plan check of \$1,000 which was sent to me after the sudden passing of my husband, Carroll L. Brown. The promptness and courtesy will long be remembered. May God bless the Seafarers Union forever.

I should like to receive the LOG as usual, if I may, in that I shall always believe that my dear one is just on another trip.

Thank you again.

Mrs. C. Brown  
Jersey City, N. J.

**Tense And Relaxing Moments On The Steel Age**



Seafarers going up the Saigon River to deliver cargoes to the Port of Saigon are exposed to the sniping of commie guerillas on both sides of the river, which is spotted with mines. Minesweepers lead the way and Vietnamese soldiers ride the ships through the danger zone. In photo left a member of the Vietnam patrol force sets his automatic rifle in position on deck of the Steel Age as the vessel prepares to run the gauntlet. Photo right shows four of the Steel Age crew during a quiet card game as they passed Gibraltar. Bob Cantor (right) looks over his cards as Finn, Alec and Charley wait on his move. Photos by Ed Larkin, Chief Electrician.

## Korolia Adds Some Punch To Moon's Fabulous Story

To the Editor:

I read an article in the SEAFARERS LOG a few months ago about Moon Koun's toughest fight. Well, I remember that fight just as plain as daylight. It was fought over the river from New Orleans in Algiers and Moon and his opponent KO Baer, received \$15.75 apiece after going 20 rounds.

I am pretty sure it was on July 4, 1932, and they gave the audience a lot of action. Both were sluggers and if my memory is correct, I believe Moon and this guy fought each other 10 or 15 times, as they always drew a good crowd.

### WASN'T THE TOUGHEST

Moon was tough but Baer was faster. I remember nearly all of their fights as I was throwing leather myself around that time. But the battle with Baer wasn't the toughest in Moon's career. I remember Moon's toughest. Remember when you and the two brothers, Claude and Clarence, fought in Washington Square about 24 years ago?

Moon fought one brother for about 2½ hours in the morning and then fought the other brother for about an hour that night until the police from the station house right across the street broke it up. That was Moon's toughest fight. He should tell Percy Boyer about it sometime.

### WHAT HAPPENED?

I wonder if Moon remembers all the fights we had when we were kids, hustling papers together. Talking about fights, I had some funny experiences in about five years of fighting. One bozo once knocked me down 11 times in two rounds and then passed out when the bell rang for the third round. They had to carry him out to the shower. We drew the biggest crowd that the 5th Ward Athletic Club ever had. People were sitting on tops of roofs all around the open air arena.

Then one time in Chicago they matched me with a ringer and he hit me so hard on the jaw he dislocated my shoulder blade. Then there was the time I was

caught with 12 pounds of weight in my pockets to try and fight a bird who outweighed me by 17 pounds. (I was suspended for six months that time.)

Well, Brothers, I am closing now. Just wanted to let you know about Moon Koun's toughest fight of his career and some of my funny experiences in the ring.

Spider Korolia  
SS Del Monte

## Beans 'n Bologna? — Not On The Nashua Victory

To the Editor:

This is the kind of report that is always good news to the boys in our Union, especially the "table-finishers," of which there are many I know.

One of our Brothers, Eddie Lamb, got his first Chief Cook's job on this packet. Luckily, he had a fine Steward, Danny Piccarelli, to help him over the rough spots and, as a result, the Nashua Victory became one of the best feeders any sailor ever rode.

Yesterday the Old Man, a real chow hound, came down into the galley and gave Eddie and the galley gang some real compliments.

The menus given the crew on here are something to see. None of the old beans and bologna routine but always something different—a pleasant surprise to the boys coming off a tough watch or who have been working out on deck in the wind and rain.

Only wish we had more Eddies, Dannys and guys like Smitty, the Baker, around on these seagoing scows.

George Miller,  
Ship's Delegate  
P. V. Millican,  
Engine Delegate  
Jean P. Cloukeau,  
Stewards Delegate  
Stanley Bojko,  
Deck Delegate

## Sign New Contract



After sailing SIU-contracted ships Paul Cardullo decided to make a contract of his own—a marriage contract, that is. He is shown here with his pretty bride, Ann, during the couple's recent visit to the New York Hall where they said hello to old friends.

## In Navy, Seafarer Visits SIU Ships To See Buddies

To the Editor:

Please send the LOG to my son, Howard, who has been in the Navy since September 25, 1950. He sailed regularly aboard SIU ships as a Fireman-Water-tender until he entered the service.

Howard still longs for his friends and the visits to the Union Hall. He says he still goes aboard every SIU ship whenever he gets the chance, looking for his buddies.

If you care to, will you please put a notice in the LOG telling the friends he used to ship with to write to him. They can address him: Howard L. Saucier, USS Abnaki, ATF 96, c/o Fleet Post Office, San Francisco, Calif.

He hasn't had a leave since he's been in the Navy and is now in the Pacific area.

Mrs. Hetti Saucier  
Purvis, Miss.

## Presto! And Whitmer Sails On The Texas

To the Editor:

Have been around quite a bit in the past five months. Left the Steel Advocate after she had a bout with the Army base pier in New Orleans. Didn't do much damage though—only ripped into the dock up to the second set of railroad tracks and then backed off and tore a huge floating crane loose, which skidded along on the side of the ship and tore up a few handrails. It's hard to say who won for the bow had a few "dents" in it also!

Stayed around New Orleans for a while shuttling between the Spanish sector of Decater street and the French Quarter. One day I ate Spanish food, rice and beans! The next day it was French food, wine! When I finally shipped on the Del Aires and the Mate asked if I was one of the new ABs. I said, "Oui, Oui, Senor."

On the Del Aires I had the good fortune to sail with some swell shipmates such as Baldy Ballanger, Bill Gross who was

Bosun and Slidel, Mississippi's gift to the sea. Pappy Rouse brought his little son-in-law, Red Hancock, with him on the trip. He took good care of Red so he wouldn't get in trouble. Pappy? He's too old to get in trouble.

John Linn and Ralph Piehet held down the 8-12 watch. They shipped on her so they could be with Captain Tuver Von Tupper who was formerly on the Del Valle. It must be nice for the Captain to know that his sailors think so much of him that they wait on the beach for months just so they can sail with him again.

Fred Ledingham and myself had the good fortune to be in the same cabin with "Sparks" Durney from Boston, the only man who could (and did) listen to music via dots and dashes. Whenever he spent the night imbibing he complained that his mouth tasted like the bottom of a bird cage. He also looked like the bottom of the bird cage on the morning after.

Had three fine Mates on the Del Aires: Knab, Beasley, and Ducas. The Chief Mate, "Jughead" Peyton, was there, too, in spirits. He used to wait by the gangway in the morning and if anyone was an hour late he would hit them on the head with an empty wine bottle. When he was late I guess he just knocked himself out.

Leaving the Del Aires and spending a few days on the beach (in the French Quarter) was fine, but one morning I awoke and found myself in the cardeckman's bunk on the Seatrains Texas. I was told that I was he, so that's where I am now. It's amazing, that's all I can say!

I'm happy though, for I am on the way to see my future wife, Eve Ettorre in Philadelphia. She probably wonders what I do in the French Quarter in New Orleans. I will tell her again—"I drink French wine, baby, that's all, honest!"

The guys on the Seatrains Texas are a fine gang, the food's good, and I am happy but I regret that I can't stay too long on her as I have my eye set for one of the Delta Line "Queens." I like the airconditioning, also I want to get back to the Open Sea's grill on Decater Street because Gladys, the boss, promised

to buy me a drink, also Frank up in Lee's Lounge on Chartres street. Can't pass up an offer like that, can I?

Had an unfortunate thing happen to one of our Brothers on the Seatrains Texas. His mind snapped under some unknown strain and caused him to jump over the side at sea. He was speedily rescued. Someone gave him a glass of water. He used the glass to slash his wrist se-



AL WHITMER

verely. He was given medical attention and the Coast Guard was finally called to come and get the man, as he was in danger of dying if left aboard the ship. They wouldn't come and so we had to bring him into Wilmington, North Carolina, sea-buoy where he was taken off that night.

Had it not been for the constant attention of Fred Bibber, the unfortunate guy might have died. He sat with this man constantly from early morning, until he was taken off. Giving him medicine, talking to him, feeding him and seeing to his every comfort. I think that "Doc" Fred Bibber should be given a vote of thanks for doing what was far beyond his call of duty and probably saving the life of a Brother in need. Incidentally, Bibber holds a book in the AFL Butchers Union.

Well, I guess I had better close this idle talk for now, and say so long for a while, reminding you to support the LOG, your Union paper. Hi, Mom.

Honest Al Whitmer

## Oremar's Chief Engineer Puts On The Dog But Her Crewmembers Are Getting Along

To the Editor:

Here's a little news from the SS Oremar:

When we were raising hatches one day, the Chief Engineer said to the Mate, "My dog will be able to sign-on as AB before long."

In answering the Chief, we want it to be known that we're not casting any reflections on any of the other Engineers — just the so-called Chief.

### WOULD BE KINDER

This so-called dog of his, which is a very smart animal, would make a much better Engineer than the one sailing the Oremar at present. For one thing, she would be kinder and just a little bit more friendly with other people. Another thing, there wouldn't be a washing machine aboard for which the Engineers pay a buck a trip for use of same. Coming from the man in question, you couldn't expect anything else, however.

The deck department had a very cooperative trip so far. They have shown they have



Bosun Carl (Red) Gibbs shows shipmates aboard the SS Oremar how to splice a sling.

what it takes to make a happy ship and a good Union ship that a man can be proud to ride. More news from this ship will follow. The stewards department, by the way, is a very good one.

C. E. (Red) Gibbs  
SS Oremar

# Digested Minutes Of SIU Ship Meetings

**BRADFORD ISLAND** (Cities Service), May 6 — Chairman, William Datzko; Secretary, Wallace Frank. Discussion on changing of sailing board. Question of bookmen participating as chairmen and secretaries in meetings. Discussion on the article "The Union Hiring Hall." Thanks given Messman for doing a good job.



**TADDEI** (Shipenter), May 6 — Chairman, S. Marinello; Secretary, Barletta. Delegates reported all working smoothly. Crew recommends DuPont Bar in Rotterdam. Discussion on Shipping Rule 35.



**COUNCIL GROVE** (Cities Service), May 10 — Chairman, Peter Jomides; Secretary, C. Sullivan. Delegates reported no beefs. Motion carried that a punching bag be purchased from ship's fund. Suggestion made that a collection be made for March of Dimes and rental of films. Communication from Headquarters on "Beefs and Beefers" read and accepted. Communication on Political Action read and endorsed by entire crew, following talk by Bosun on importance of labor having a voice in government.



**CHILORE** (Ore), May 6 — Chairman, John Taurin; Secretary (not given). Delegates reported all okay. Suggestion made that Captain have aerial repaired for private radios. Collection of \$40 raised for March of Dimes. Discussion on white-card men aboard ship and their work.

**FRENCH CREEK** (Cities Service), May 5 — Chairman, J. Collins; Secretary, W. Wendland. Discussion on shortage of Utilityman. New library to be put aboard before ship leaves on foreign voyage. Discussion on Messman who has been in hospital for two days. Vote of thanks given stewards department for fine food and speedy service.

**ROBIN TUXFORD** (Robin), May 3 — Chairman, John Logan; Secretary, D. McKeel. Delegates had nothing to report. Fireman asked Ship's Delegate to have Patrolman make a ruling on Engineers tending water while ship is maneuvering. Motion carried for the Saloon Mess not to sign for another trip. Crew donation of \$19.25 raised for the March of Dimes.

**THE CABINS** (Mathiasen), May 9 — Chairman, William Carey; Secretary, J. Duffey. Ship's Delegate reported Captain had told him not to let one crewmember work overtime. Delegates reported all okay.

**FORT HOSKINS** (Cities Service), May 1 — Chairman, John Kennedy; Secretary, J. Stanton. Delegates reported number of men in their departments. Crew was asked to cooperate with Messman. Ship's Delegate notified work-permitmen that they are to stay on the ship as long as they are able. Educational Bulletin "Our Obligation" read and accepted.

## A&G Shipping From June 6 To June 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	32	20	23	75	49	42	97	188
New York.....	163	141	102	406	270	249	190	709
Philadelphia.....	39	33	32	104	40	30	32	102
Baltimore.....	151	124	96	371	115	108	81	304
Norfolk.....	20	17	11	48	76	59	39	174
Savannah.....	37	20	24	81	31	20	20	71
Tampa.....	11	10	5	26	14	17	13	44
Mobile.....	56	59	57	172	57	68	60	185
New Orleans.....	85	55	97	237	139	117	133	389
Galveston.....	50	44	28	122	63	30	32	125
West Coast.....	57	41	19	117	43	43	32	118
GRAND TOTAL.....	701	564	494	1,759	897	783	729	2,409

**WACOSTA** (Waterman), May 12 — Chairman, R. Whitley; Secretary, W. Neilson. Ship's Delegate read communications from Headquarters. Chairman spoke on the work being done by the March of Dimes and asked men to donate whatever they wished. Report made that two men missed ship; their names were turned into Headquarters for action.

**INES** (Bull), May 27 — Chairman, E. Bonafant; Secretary, F. Loriz. Delegates reported no beefs. Discussion on the poor condition of the messroom.

**LOGAN'S FORT** (Cities Service), May 20 — Chairman, F. Parson; Secretary, R. Leahy. Delegates reported no beefs. Twenty minutes spent on discussion of Union policies.

**DEL RIO** (Mississippi), May 20 — Chairman, Percy Boyer; Secretary, H. Karlson. Deck and engine departments reported total of 42 hours of disputed overtime. Discussion on Night Cook-Baker's work during trip.

**STEEL FLYER** (Isthmian), May 23 — Chairman, Cecil Wallick; Secretary, Orlando Lopez. Delegates reported a few minor beefs. Crew asked to respect the painting done by deck department and try to keep ship clean.

**PHILIP P. BARBOUR** (Waterman), May 13 — Chairman, J. Ryan; Secretary, E. Buzalewski. Delegates reported all okay. Suggestion to see Captain about who takes care of the passageways.

**LONGVIEW VICTORY** (Victory Carriers), May 19 — Chairman, K. Roberts; Secretary, J. Gellanly. Vote of thanks given stewards department for a job well done. Ship's Delegate discussed problem of men missing ship in foreign ports, especially new men.

**WINFIELD S. STRATTON** (Bull), — Chairman, M. Bachel; Secretary, M. Cruz. Delegates elected. General check of entire ship's stores and equipment voted. Suggestion made that Delegate find out why no lumber was put aboard for Carpenter's use.

**TRINITY** (Carras), May 20 — Chairman, L. Gallagher; Secretary, Pete Piasick. Delegates reported all in order. Motion carried to send letters to Agents of ports where men missed ship. Steward reported \$61 collected for March of Dimes. Communications from Headquarters discussed and action taken.

**EILEEN** (Mar Trade), May 13 — Chairman, M. Pappadakis; Secretary, N. Kirk. Delegates reported deck and engine doing crew work for which department men should put in overtime.

**PONCE DE LEON** (Waterman), May 13 — Chairman, E. Hansen; Secretary, A. Clendenning. Delegates reported all in order. Repair list for all three departments made up and approved. Vote of thanks given to stewards department for fine work.

**SALEM MARITIME** (Cities Service), May 20 — Chairman, L. Smith; Secretary, Bob Sweet. Delegates reported no beefs. Ship's Delegate to attempt to get awning. Reading and discussion on communication "Why We Help Other Unions." Also discussion on "Fortune" article, "Cities Service's Big Mistake."

**STEEL FLYER** (Isthmian), May 14 — Chairman, Cecil Wallick; Secretary, Ray Brault. Motion carried to make up a ship's fund at the payoff. Motion carried to write Headquarters a letter about the Isthmian pass system. Beef raised about company leaving mail accumulate instead of forwarding it. Discussion on the Engineer's threats that, if men do not complete their work within a specified number of hours, they will not receive any overtime.

**ROBIN MOWBRAY** (Robin), May 6 — Chairman, R. Herbst; Secretary, George Whale. Delegates reported no beefs. Ship's Delegate reported ship's fund as standing at \$60. Officers to pay \$2 for use of crew's washing machine.

**FORT HOSKINS** (Cities Service), May 20 — Chairman, William Giteau; Secretary, D. Meyers. Crew asked to take better care of cots. Ship's Delegate to check with Steward and Patrolman on serving milk twice a day. Discussion on past activity of Union in getting the benefits men enjoy today. General talk given new permitmen on importance of knowing Union rules.



**CUBORE** (Ore), May 19 — Chairman, W. Hare; Secretary, L. Heaton. Discussion on man hospitalized in Cruz Grande for over three months. Delegates reported no beefs. Crew suggested that Union work toward getting more fresh milk and fruit juices on the ship.

**CHIWAHA** (Cities Service), May 19 — Chairman, Ray Arnold; Secretary, John Connolly. Motion carried to post a statement on the ship's fund. Pumpman warned men against smoking on the bridge and in the shelter deck. Educational literature read to crew.

May 30 — Chairman (not given); Secretary, E. Barnett. Ship's Delegate reported that efforts to improve slopchest were thwarted by Port Engineer. Educational bulletin on "Our Obligation" read and discussed.

**ALCOA CLIPPER** (Alcoa), May 6 — Chairman, Frenchie Riviere; Secretary, Sam McDonald. Delegates reported all okay. Suggestion made that all beefs be brought to attention of Patrolman early.

**ALCOA PILGRIM** (Alcoa), May 13 — Chairman, John Christopher; Secretary, Oliver Crews. Motion carried that the Union publish a financial report yearly in the LOG. Discussion on Union and shipping rules for the benefit of new men aboard. Ship's Delegate to confer with Patrolman when ship hits the States on possibilities of getting inner-spring mattresses.

**FORT BRIDGER** (US Petroleum), May 8 — Chairman, Lee deParlier; Secretary, A. Tarquinic. Communication from Headquarters on political action read and accepted unanimously. Recommendation made that men failing to stand watches in port be straightened out.

**ABIQUA** (Cities Service), May 13 — Chairman, M. Oliver; Secretary, J. Hancock. Motion carried to have a meeting every Sunday at sea. Delegates to ask Steward if brand of coffee can't be changed.

**HILTON** (Bull), June 3 — Chairman, G. Nutting; Secretary, W. Yant. Delegates reported no beefs. Motion carried that anyone failing to observe the Union rule on being aboard one hour before sailings is to be turned over to the Patrolman for action.

**YORKMAN** (Calmar), May 5 — Chairman, R. McDonald; Secretary, C. Hostetter. Only criticism offered by Ship's Delegate of ship is fact that food is very poor. Crew to donate \$5 apiece toward purchase of washing machine.

**KATHRYN** (Bull), May 6 — Chairman, W. Lachance; Secretary, G. Nielson. Ship's Delegate reported that men on gangway watch must stop strangers coming aboard until they are identified. Complaints raised on water.



**COUNCIL GROVE** (Cities Service), May 17 — Chairman, Joseph Heckl; Secretary, Peter Jomides. Delegates reported all in order. Work-permitmen in the crew were urged to stay on the ship instead of flitting from one ship to another.

**HURRICANE** (Waterman), May 13 — Chairman, A. LaPlante; Secretary, P. Whitlow. Ship's Delegate asked, when in foreign ports, all Brothers to sign the guild list (money list) before going to bed. Motion carried that incident where the Jr. 3rd Engineer struck the Oiler be referred to a Patrolman for action. Bulletin on "The Union Hiring Hall" read and discussed.

**ALAWAI** (Waterman), May 13 — Chairman, Dutch Keeffer; Secretary, Joe Weber. Ship's Delegate reported that all logs will be lifted by Captain if okayed by department heads. Suggestion made that the company appoint another doctor for examination at sign-on in Baltimore. Beef about mail not being forwarded to ports. (More Ships Minutes on Page 16)

## Go After Your Rating

With the nation tightening its defense preparations, the role of the merchant marine is daily becoming more vital. For this reason it is imperative that every Seafarer stand ready to ship in the rating for which he is qualified and in which he can be of the greatest service.

In this connection, Headquarters continues to point out that many men qualified by experience and skill have not applied for endorsements for high ratings.

Men who do not seek higher ratings for which they are qualified are, in effect, causing a waste of needed skill.

The Maritime Administrator is seeking draft-deferment for rated men only. Consequently, men, who are drafted because they have not obtained the ratings for which they are qualified, will not be serving in jobs in which they can be of greatest service to our nation.

If you have the qualifications, apply for upgrading. Do it today!

# Digested Minutes Of SIU Ship Meetings

**SOUTHERN CITIES** (Southern Trading), May 13—Chairman, C. Mehl; Secretary, L. White. Fans and cots ordered to be delivered in Houston.

§ § §  
**ALCOA ROAMER** (Alcoa), May 3—Chairman, William Heater; Secretary, L. Franklin. Communication from Headquarters read and accepted. Unanimous approval given on article on Political Action.

§ § §  
**SOUTHLAND** (South Atlantic), May 6—Chairman, Herbert Drodgy; Secretary, G. Gapac. Suggestion made that some of the crew visit the family of a late crewmember to extend condolences. Delegates reported no beefs.

§ § §  
**STEEL SURVEYOR** (Isthmian), May 16 — Chairman, J. Dussel; Secretary, H. Lunta. Ship's Delegate reported that Captain had been okay on draws. Beef raised about two cakes of soap per week.

§ § §  
**FRENCH CREEK** (Cities Service), May 20—Chairman, John McLaughlin; Secretary, W. Wendland. Clarification asked on hoisting buckets out of tanks while tank cleaning. Suggestion made that Union devise some system of changing ships' libraries every six months. Captain thanked for opening the slopchest whenever crew needed anything. Stewards department thanked for job they are doing in behalf of the crew.

§ § §  
**GREECE VICTORY** (South Atlantic), (date not given)—Chairman, V. O'Brien; Secretary, C. Walsh. Delegates reported no beefs. Repair lists to be made up and referred to Patrolman. Discussion on donation for Polio Fund. Discussion on actions of Skipper during trip.



§ § §  
**CATHERINE** (Trans-Fuel), May 6—Chairman, John Nash; Secretary, J. Sukenier. Delegates reported all in order. Discussion on cleanliness of the various departments on ship. Vote of confidence given men in the stewards department.

§ § §  
**MONTEBELLO HILLS** (US Petroleum), May 20—Chairman, E. Harris; Secretary, Andre Bouboleix. Delegates reported all in order, except stewards delegate who reported laxness in keeping heads clean. Discussion held on "Why We Help Other Unions."

§ § §  
**ST. AUGUSTINE VICTORY** (Mississippi), April 29 — Chairman, R. Abbey; Secretary, George Frank. Delegates reported no beefs. Suggestion made that the Messman be allowed to clean the messhall before starting card games. Discussion on the date pay began aboard ship. SIU literature read; vote to be taken at next meeting.

§ § §  
May 20 — Chairman, John Harty; Secretary, George Frank. Ship's Delegate reported sign-on beef had been squared away. Captain reported he is not authorized to okay painting unless approved by the company. Suggestion made that every man be sober at the payoff.

## Report Of Welfare Plan

(Continued from Page 5)

King, Peter	20.00
Koslusky, J.	20.00
Thompson, H.	30.00
Motus, F.	10.00
Bozalewski, S.	20.00
Marinelli, P.	20.00
Johnson, V.	17.00
Eklund, E.	10.00
Blomgren, J.	20.00
Craig, Frank	20.00
See, Alvin S.	20.00
Ames, Omar	20.00
Parks, Julius	10.00
Dacey, C.	20.00
Mino, A.	40.00
Jastrzebski, O.	20.00
Golden, J.	23.00
McGuigan, Arch	20.00
Lawlor, James	20.00
Katransky, M.	20.00
Callisto, J.	20.00
Feliciano, A.	20.00

Cuelles, J.	30.00
Pilutis, J.	20.00
Lopez, A.	10.00
Dixon, Earl	20.00
Sanchez, C.	20.00
Rios, A.	20.00
Grant, Henry	10.00
Gardner, William	20.00
Downey, C.	30.00
Isaac, E.	20.00
Cardoza, F.	17.00
Radzvila, F.	10.00
Einsburgh, N.	10.00
La Rosa, C.	10.00
Deval, B.	20.00
Johnston, Wm.	27.00
Roy, Joseph	10.00
Perez, P.	10.00
	922.00

### Death Benefits Paid

Smith, William C.	1,000.00
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**CARROLL VICTORY** (South Atlantic), March 31—Chairman, Red Carolan; Secretary, Fred Hicks. Delegates reported all okay. Motion carried to write Wilmington Agent concerning new fans, mattresses and adequate slopchest supplies. Steward and his department commended for fine food.

§ § §  
April 15—Chairman, Paradeau; Secretary, Fred Hicks. Discussion on Chief Engineer giving men in his department a bad time, especially the Electrician. Discussion on the specific duties of the Engineers; matter to be referred to New Orleans Agent.

§ § §  
May 20—Chairman, Red Varolan; Secretary, Fred Hicks. Delegates reported disputed overtime in all departments. Motion carried for all to stay aboard until all beefs are settled. Charges to be drawn up against the Chief Engineer. Steward told to bring his beefs to the Delegates before taking them topside.

§ § §  
**BARBARA FRIETCHIE** (Liberty Navigation), May 23—Chairman, H. Shepets; Secretary, Robert French. Delegates reported no beefs. Messman told to refuse service to any men not properly attired. Cooks were complimented on the quality of their work.

§ § §  
**HEYWOOD BROUN** (Victory Carriers), June 3—Chairman, Roland Hampshire; Secretary, T. Dawes. Delegates reported number books and permits in their departments. Discussion on purchasing of washing machine and the machine to be bought in the name of the SIU.

§ § §  
**LIBERTY BELL** (Tramp Cargo), June 6—Chairman, Ed. Kunchist; Secretary, W. Williams. Delegates reported no beefs. Discussion on accident which befell a crewmember when he slipped on a piece of coal.

§ § §  
**PORTRERO HILLS** (Mar-Trade), May 27—Chairman, T. Freeman; Secretary, William Kenny. Delegates reported no disputed overtime. Motion carried that any crewmember leaving ship be replaced by citizen if possible. Report made that some company agents in foreign ports have charged replacements a fee to put them on a ship. Voted to not tolerate this situation. Chairman asked the men present to help the newer members learn the rules and policies of the SIU.

**MASSMAR** (Calmar), May 20 —Chairman, S. Holden; Secretary, C. Severinsen. Delegates reported number of books and permits in their departments. Discussion on the lack of a gangway watch in port. Discussion on donation to March of Dimes. Crew voted to reimburse Captain for money spent to repair radio.

§ § §  
**MARYMAR** (Calmar), June 3 —Chairman, Al McCabe; Secretary, James McLinden. Delegates reported no beefs. Repair list to be made up and approved.

§ § §  
**PETROLITE** (Mathiasen), June 5 — Chairman, Walter Hoffner; Secretary, Clarence Smith. Delegates reported all in order. Each crewmember to donate \$1 at payoff toward washing machine. Stewards Department given a vote of thanks for a fine job done.

§ § §  
**SOUTHERN DISTRICTS** (Southern Trading), May 27—Chairman, H. Chancey; Secretary, R. Ericson. Ship's Delegate reported disputed overtime when heaving anchor or raising hatches while short one man. Suggestion made that each Delegate make out repair list. Vote made to extend greetings to those who were active organizers during the campaign.

**SEATIGER** (Colonial), June 3 —Chairman, Jack Savant; Secretary, Al DeForest. Each man in the departments to be checked for repairs he thinks are necessary. Discussion on sea watches being broken at the port of arrival.

§ § §  
**SEACORAL** (Coral), May 13—Chairman, George Midgett; Secretary, H. Brandies. Delegates reported no beefs. Discussion on keeping ship clean in all departments.



§ § §  
**TRINITY** (Carras), June 3 — Chairman, Hullum; Secretary, Pete Plascik. Delegates reported number of books and permits in their departments. Ship's Delegate reported a letter had been sent Headquarters concerning the men who missed the ship. Crew was asked to take better care of the cots. Vote of thanks given the Steward for his fine work.

§ § §  
**CEDAR RAPIDS VICTORY** (Eastern), May 20 — Chairman, E. Parsons; Secretary, W. Walker. Delegates reported no disputed overtime or beefs. All work-permitmen are to see their Delegate when in doubt as to their jobs or working rules. Cooperation asked in keeping laundry and washing machine clean.

§ § §  
**ALCOA PILGRIM** (Alcoa), April 22—Chairman, James Russell; Secretary, Floyd Mitchell. Delegates reported all in order. Discussion on standing of gangway watches. Discussion on repairs that were to be made aboard ship.

§ § §  
May 23—Chairman, James Russell; Secretary, Thomas Dancy. Delegates reported number of books and permits in their departments. Discussion on Messman who was unable to do his work. Discussion on Captain's abusive language to crew and having men pull in lines by hand and not using winch. Discussion on night lunch.

**SOUTHERN ISLES** (Southern Trading), June 8—Chairman, E. DeMoss; Secretary, Harold Wiseman. Ship's Delegate reported all disputed overtime had been squared away by New Orleans Patrolman. Delegates reported no beefs. Ship's Delegate spoke to Captain about shortage of fresh milk and was promised more milk in the future. Discussion on contract, with all agreeing that conditions are 100 percent better since contract went into effect.

§ § §  
**LAWRENCE VICTORY** (Mississippi), April 14 — Chairman, Herbert Knowles; Secretary, Joseph Adams. Ship's Delegate reported that Captain had asked him to speak to the crew about the conduct of some of the crew while ashore. Motion carried that any one who causes the crew to be restricted or brings the SIU into ill repute be placed on charges. Discussion on man who missed ship in Moji. Report made that man is subject to standard Union fine. Some crewmembers contested this, saying that the fine pertained only when a man missed a ship in a US port. Union to be consulted on this. (Ed. Note: Man is subject to fine no matter where the ship is missed.)

§ § §  
May 26 — Chairman, Herb Knowles; Secretary, C. Bohm. Delegate reported everything okay. Vote of confidence given stewards department for the fine menus and meals served during trip. Vote of thanks also given officers of deck and engine for their fine attitude and fair treatment.



§ § §  
**MICHAEL** (Carras), April 29—Chairman, N. Gilligan; Secretary, J. Mercado. Deck Delegate reported a beef concerning Mate working on bridge. Other delegates reported no beefs. Discussion on keeping the messroom clean.

§ § §  
May 20—Chairman, N. Gilligan; Secretary, J. Mercado. Two letters received from Headquarters read to the crew. Discussion on transfer of Wiper to Stewards department to replace a man taken from the ship in Puerto La Cruz. It was agreed to let a Patrolman settle the issue.

§ § §  
**IRENESTAR** (Triton), May 27 —Chairman, W. Elliott; Secretary, Ross Rodriguez. Delegates reported number of books and permits in their departments. Crew voted to put in for money for having no linen for a week. Crew decided to reject Andrew coffee.

§ § §  
**OREMAR** (Ore), June 12 — Chairman, M. Faircloth; Secretary, R. Porter. Delegates reported no beefs. Five current issues read and discussed and vote taken.

§ § §  
May 23—Chairman, C. Gibbs; Secretary, William Pinkham. Reports of Delegates accepted. Discussion on doing jobs aboard ship in SIU style so as to give Union-Negotiating Committee a strong hand when future meetings come up.

### Notice To All SIU Members

The SEAFARERS LOG as the official publication of the Seafarers International Union is available to all members who wish to have it sent to their home free of charge for the enjoyment of their families and themselves when ashore. If you desire to have the LOG sent to you each week address cards are on hand at every SIU branch for this purpose.

However, for those who are at sea or at a distance from a SIU hall, the LOG reproduces below the form used to request the LOG, which you can fill out, detach and send to: SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

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Signed \_\_\_\_\_

Book No. \_\_\_\_\_



# Order Makes Electricians' Work Easier

By FRANK BOSE

Recently the old question of the duties and the working rules of Electricians and 2nd Electricians has come up a number of times. It seems that just when everyone is sure that everything has been squared away, and that all hands are clear on this question, it pops up again, causing all kinds of confusion.

First let's dispose of the 2nd Electrician problem, which is no problem at all. The bulb-changing, errand-boy Electrician went out with the Assistant Electrician a couple of years ago—and let's keep him out.

A 2nd Electrician is supposed to be a qualified Electrician, holding the same papers and endorsements as the Chief Electrician. Therefore, he should and must be able to do any type of electrical work required of him by the Chief Electrician.

That's it, Brothers. It's as easy as that—a 2nd Electrician is supposed to be an Electrician. The 2nd Electrician works for the Chief Electrician, and not for the Chief Engineer or the 1st Assistant Engineer. Have that understood when you first board the ship and it will save you lots of trouble later on.

A Chief Electrician should keep a daily log, with a complete record of what motors he has cleaned, greased or repaired—what and when.

The question of greasing the motors—when, how often, how, type of grease to use—is the cause of much discussion. These points have been argued many times, and I for one prefer the following method: Once every four or five months remove the end bells, wash out the bearing-race, and repack the motor by hand with a good grease, preferably BRB 3 or BRB 4.

When greasing motors by this method it is a good time to clean the motors by blowing out with air, checking brushes, springs, commutator wear, armature clearance, etc.

If possible, a megger card system should be kept, showing readings at three-month periods.

A file system of index cards, giving information on motors, such as complete motor data from name plate—HP, RPM, type, volts, amperes, model, serial number, etc.—order numbers of bearings, size and numbers of brushes, coils, etc., is a tremendous help when ordering parts for equipment.

Requisitions should always be made out in duplicate, the Electrician keeping one copy, making sure to keep a record of whether or not the part was received.

When a motor has been taken out of service due to part failure, it should be tagged, with the small parts in a bag securely tied to the motor. The name and number of the part ordered—with the date of the requisition—should also be tagged on the machine.

When leaving a ship, the Electrician should always wait for his relief and spend a couple of hours showing him around and acquainting him with the tool crib or work shop—and, last but not least, leave him some ship's tools. He may need them to work with.

# How To Fill Out An Overtime Sheet

OVERTIME SHEET Seafarers International Union Of North America — Atlantic And Gulf District

Name: **JOE SEAFARER** Deck No. **12345** Rating: **AB** Watch: **4-B**  
Company: **ATAX SS CO** Vessel: **SS NEVERSAIL** Voyage No. **12**

Date	Port	From	To	No. of Hrs.	Name of Work Performed	Signature
6-6-51	AT SEA	3 PM	4 PM	1	SECURING FOR SEA	HJC
6-7-51	AT SEA	9 AM	12:30 PM	3 1/2	CHIPPING ON MAIN DECK—OFF WATCH	HJC
6-10-51	AT SEA	4 AM	8 AM	4	SUNDAY SEA WATCH	HJC
6-10-51	AT SEA	4 PM	8 PM	4	TOPPING BOOMS ON SUNDAY—ON WATCH	HJC
6-11-51	SAN JUAN	9 PM	10 PM	1	DOCKING SHIP	HJC
6-12-51	SAN JUAN	8:30 PM	11:30 PM	3	SECURING FOR SEA	(8:30-9PM) (Disputed—HJC)

HERE THE MAN SPELLED OUT THE WORK HE DID—“WAS ON DECK” IS NOT A PROPER NOTATION.	HERE THE MAN RECEIVED DOUBLE OY- ERTIME BECAUSE HE DID OTHER THAN ROUTINE WORK WHILE ALREADY ON SUNDAY OVERTIME.	THIS IS OVERTIME BECAUSE IT CAME AFTER 8 AM AND BEFORE 8 AM. WHET- HER THE MAN WAS ON WATCH OR NOT.	HERE DEPARTMENT HEAD, WHO HAS DIS- PUTED SOME CLAIMED OVERTIME, HAS PROP- ERLY NOTED HIS OBJ- ECTION AND INITIALED THE SHEET.
--	--	--	---

Dept. Delegate's Signature: \_\_\_\_\_ Total Hours: \_\_\_\_\_ Dept. Head's Signature: \_\_\_\_\_ Captain's Signature: \_\_\_\_\_

This sheet is a brief outline of the proper way to fill out an overtime sheet. All men who are new aboard SIU ships should study it closely.

It is important that all overtime sheets be properly filled out, both to insure the collecting of money for the overtime worked and to speed the settlement of your claim by the Patrolman. When in doubt, consult your delegate!

1. When computing overtime, the minimum put in for is one hour, even if the work done took only ten minutes. After working one hour of overtime, the time is figured in blocks of one-half hour; for example: One hour, ten minutes is figured at one hour and one-half.
2. All overtime worked must be written down and submitted to the department head within 72 hours after the work is performed. Two copies of the overtime sheet should be made and both okayed—one copy to be kept by the man doing the work, the other by the department head.
3. The department head is supposed to okay the overtime submitted to him or mark on the sheet “disputed”—if department head does not sign the sheet or refuses to accept the sheet, the man performing the work should keep a record of the date the overtime was submitted and have his department delegate sign as a witness.

# Beer For One Cent A Glass (A Large One), Champagne Four Bits A Bottle—Ah, Paradise!

By LOUIS GOFFIN

At one time or another in our imaginations we have dreamed of what we would do if we were only rich. A sailor never has enough money to realize all his ambitions, but still he dreams of that golden paradise, somewhere in this world, where he can live like a king on his small earnings.

His dream is very seldom realized, yet I can remember when such a dream was realized by many seamen. This was back in the early 1920s, when quite a few ships were running to Germany, after the First World War.

Due to the heavy inflation, the German money kept dropping in value daily, and it was nothing unusual to get 200 marks to the dollar on one day, and 300 on the next. The prices were high according to the marks, but very reasonable according to the dollar. Although the seamen's wages were very low at that time, the dollar went a long way in Germany and certainly made it a paradise for the American seaman.

It was in the month of May, 1922, that I joined the SS Mongolia of the American Lines as an Assistant Cook in the first class galley. This passenger ship operated between New York and Hamburg, Germany, and way stops in England and France. However, Hamburg was the port of discharge, and we spent four days in that port.

When I first joined the ship on a close pier head jump, just ten minutes before she sailed, I had no idea how cheap it was

in Germany. However, I was soon wised up to this by the oldtimers, who had been running to that country pretty often.

They told me to hang on to every cent that I had or could get, as I would get plenty for my dollar. Well, with the wages only 60 bucks a month for an Assistant Cook, there wasn't too much to hang on to. But I was to find out that even a small amount went a long way, if properly handled.

We arrived in Hamburg very late at night, and it was almost twelve o'clock before we had discharged our passengers and mail and, regardless of the time, most of the crew was in a hurry



to get ashore. Many of them who had been on this run before had already made commitments with certain females.

I, being a stranger, decided to go along, and find out why they rushed ashore so late at night. When I got ashore, it didn't take long for me to find the reasons for this late rush, as practically every gin mill and cabaret was wide open. Prices were so cheap

that it was really unbelievable. Here, at last, a sailor could do what he was never able to do in the States on his pitiful wages, and you can be sure that he took advantage of this situation.

When one figures that beer was about a cent in American money for a large glass, and that champagne sold for as low as fifty cents a bottle—well, draw your own picture.

It was nothing unusual to see seamen in cabarets, sitting at the best tables, drinking champagne, and all manner of class drinks, with a real good looking blonde hanging on to his every word, just as if he were an American millionaire instead of a pot-walloper in the galley of some crummy scow.

Sailors will always dream of that paradise where they can shine in a big way. But, as for me, I can always dream of that paradise that was Germany, back in good, old 1922.

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Readers notifying the SEAFARERS LOG of a change in mailing address are requested to include their old address along with the new. In addition to making easier the switch-over it will also guarantee uninterrupted mailing service.

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# Be Sure That You Collect All Seetime

By BILL CHAMPLIN

Always collect ALL your seetime!

What is seetime? It is all the time that you serve on articles, plus all of your porttime.

Thus, let us suppose that you have been on a Del Norte-type ship for seven trips, the time formerly necessary to rate vacation pay. (This amounted to seven times eight weeks, or approximately thirteen months, for which only one year's vacation pay was given—under the old system.) On arrival in New Orleans, these ships signed-off their crews, not signing them back on again till five days later.

Therefore, in the six intervals between the seven voyages, there accrued a total of six times five days, or just one month of time that a man's discharges did not show—a loss of one month's seetime out of thirteen months of actual employment. This is an example of loss of time on a scheduled ship.

Let us take another example. The writer recently took a crippled ship to the shipyard, and remained with her till she returned to her run, when articles were signed. Discharges at pay-off covered 28 days, an additional ten days being unaccounted for.

Why ought you to worry about this lost time? Because it is, and always has been, valuable to you.

In what way, or ways is it valuable? All seetime, even foreign-flag, can be applied to upgrading. All American-flag time in tonnages in excess of 500-tons gross displacement may be applied to upgrading for a license. This has always been so.

Now, every day that you are employed on a Union ship, on porttime, or on articles, is applicable to your vacation pay. This includes relief jobs, and stand-by.

This porttime has not actually been lost. You can recover it! How?

In the case of old porttime, write to the operators of your ship, and request a statement of service, covering such time.

Naturally, by being a bit helpful, and supplying the company with as much data as possible—sending in your full name, J-number, rating, name of ship, dates, etc.—you also help yourself.

In the future, take advantage of that old law, which requires that the Master must, upon your demand, supply you with a discharge covering every single day that you have been employed on his ship.

Your Union is taking steps to see to it that you are so supplied, without argument. Cooperate with your officials in this matter, by getting that discharge at the time you are paid. Don't let a lazy Master talk you out of it.

This cooperation will greatly decrease the clerical work involved in procuring your vacation pay for you, promptly.

Just remember, if you have to wait a long time because a flock of letters must be written, you have only yourself to blame.

Don't foul up one of the greatest benefits that any Union has ever succeeded in obtaining for you. Get those discharges!

# SIU, ITF Get \$27,600 For Panama Crew

(Continued from Page 1)

of which was distributed on September 20.

In that mail was the even more disheartening news that allotments had never been paid out in New York.

For one of the crew, a DP from behind the Iron Curtain, that meant tragedy. His family was still there, utterly dependent on the money sent to them through a New York contact.

On September 25, 1949, in Rio de Janeiro, the three Engineers, in behalf of the crew, wrote a letter to the Panamanian Consul, reiterating their complaints on food, quarters and wages.

The Consul inspected, but nothing was done.

When the ship hit Montevideo on November 13, there was neither money awaiting the crew nor allotments paid out, as they had been promised in a telegram from the owner in their last port of call. So they refused to unload their valuable cargo of alcohol. Finally, the owner of the cargo dug in his own pocket for the cash.

## TOWED TO HALIFAX

The Oiltransporter stayed in Montevideo from then until this spring, when she was towed to Halifax to her prospective new owners. And the crew stayed with her almost to the end. Days passed into weeks and weeks into months as promise after promise was made that they would be paid off and repatriated. They were months of torture.

On June 9, the crew wrote to someone they thought could help: "During these seven months none of the officers and the crew have received their wages and the last months have been so terrible that it is becoming unbearable. What those of the crew do who have families to support do, I don't know. Most of the crew are bumming money for cigarettes and also for postage for their letters to their families. During the last couple of months, they have gotten food in the Salvation Army, as nobody will give more credit to the ship."

The crew retained an attorney early in February, 1950, to try to have an embargo placed on the ship, in order that she be sold at auction and their claims met. This, too, proved a dead end.

## SEEK AID

On October 25, 1950, the crew tried to reach the International Court in the Hague.

Their letter read: "... the ship still is not sold; we should like to know if you can help us or give us some advice what to do. We have now been in this port for almost a year and the owners of the ship have not by any means paid one cent to anybody of the crew; neither have they sent any money to whoever has anything to do with the ship's expenses... nobody is interested in buying it. What is going to happen now we don't know. The Salvation Army has taken care of the crew during the last six months and as they have no more funds before they get paid, they simply can't give more food to so many people.

"The officers are buying and making their own food, but

everybody is now so exhausted of their money that all our belongings and things are either sold or pawned in order to make a living. The Panamanian authorities down here seem to have no responsibility and are absolutely doing nothing for us. The Uruguayan Government is the same way and the situation is getting very grave... are we entitled to any kind of international law or at least human law or are we, after a year in this port, facing starvation and misery with no chance even to get out of here?"

Three weeks before the letter was written, the Master suddenly disappeared from Montevideo. To the crew's horror, a Rumanian beggar, an alleged Communist agent—who had been cadging cigarettes and food from the crew—was put on as the new Master, obtaining his license from the Panamanian Consulate.

## SITUATION WORSENS

An already unbearable situation became completely intolerable. This poseur proceeded rapidly to try disorganizing the crew—threatened them with his gun, had them arrested on false charges and provoked intra-crew squabbles.

In December, 1950, news of the crew's plight and one of their letters finally reached the ITF Headquarters in London.

General Secretary Omer Becu immediately established contact with the crew, advised them to consult the ITF New York of-

fice and informed the latter of the story.

All available material was collected in order to be ready for action the instant an opportunity presented itself.

A letter was written by the attorney for the New York office to the crew's attorney in Montevideo, asking him for a complete picture of the case and for copies of any documents in his possession. No answer was received until May, 1951.

On January 17, the first crew-member able to borrow sufficient cash to leave Montevideo walked into the ITF New York office.

## LONG STORY

It was a long, sad story he had to tell. Most of the crew had signed off and those able to make loans would be coming to New York. Some had managed to ship out but all of them, when it became apparent that the Montevidean misadventure was ending, had, with great misgivings, signed over a power of attorney to their lawyer.

They had ample reason to doubt his good faith—his refusal to have papers drawn up in their native languages, his curt dismissal of their inquiries and the suddenly hostile attitude of the judge before whom their claims had been heard.

However, since they had requested that he insert a clause in the power, forbidding him to release the ship unless the crew received 75 percent of their

claims, they felt they had some protection.

One by one the crew worked its way to the ITF New York office, establishing personal contact with the organization and filling in the details.

The Oiltransporter was contracted for in Montevideo by Canadian shipowners who were ready to buy if she were delivered free of claims in Halifax.

A deal was made and money was sent down to pay off creditors. The amount, however, was not even half of the agreed purchase price, and not much more than the crew's total claims.

With other creditors paid off first—one with interest—only the paltry sum of \$9,736 was allotted the crew, from which \$736 was withdrawn as their attorney's fee.

The ship was now to be towed to Halifax, "free of claims," with the Rumanian as Master. A few of the crew had stayed aboard, in order to be able to give first-hand reports of this last trek.

## RIGGED

Much later it was learned that the old owner had paid \$2,000.00 to the crew's attorney "to take care of things." He certainly took care of things!

With the ship's destination known, the ITF New York office set up liaison with the SIU's Canadian District which assured them full cooperation in any

action the ITF might contemplate.

Meanwhile, the Oiltransporter put out on March 2. Seven days later, the ship was in such bad shape that she was yanked into Rio for repairs.

While there, the Master tried to choke the Cook and ended by firing her and her husband, the First Mate.

On March 12, the only officer aboard who had been with the old crew, went to the Panamanian Consulate and demanded his overtime, which had not been paid him.

The Master was called in, and claimed the man should be fined for going to the Consulate—seven days' pay—and refused the demand for overtime.

In the course of the agreement, the crew insisted the Master show not only his license, which he had obtained in Montevideo, but also any papers to prove he had ever shipped out even as First or Second Mate. This he was unable to do—and out of a job he was.

## DISAPPEARS

The original Master was sent to Rio from New York by the old owner and the Rumanian was kept on as a work-away, with orders not to leave the ship, but one-half hour before sailing, by pulling a quick one, he was able to skip and disappeared.

No trace of him has been found, which, in the light of subsequent events, is really too bad. He had been deported once from Brazil as an undesirable alien, is understood to be wanted in Belgium, and the Canadian immigration authorities were awaiting his arrival in Halifax with eager, hostile, arms.

On May 17, the Oiltransporter put into Halifax. The SIU slapped a hold on her and the battle was on.

Within five days the SIU had reached the prospective owners, who were not only surprised but appalled by what had transpired for over two years.

On May 23, attorneys for both the old and prospective owners started their barrage against the ITF New York office, which culminated in a meeting on May 28.

By this time, the ITF had been appointed as official representative of the crew, who also had joined the ITF Special Seafarers' Section.

## NEGOTIATIONS

Days and days of negotiation followed. Representatives of other ITF affiliates were called in for consultation.

No matter what legal maneuvers were tried, no matter what pleas of poverty from the old owner—the ITF was adamant in its demands for the fullest possible justice for these much-abused seamen.

On June 6, an agreement was signed. It secures for the crew \$27,600.00 in addition to the \$9,736.00 they were awarded in Montevideo, and the ITF and the attorney for the new owner are joint escrowees—to apportion the money the fairest way they can.

The crew has expressed its gratitude in writing, saying they hope that their case will be of benefit in the ITF's great drive to wipe out sub-standard conditions on ships registered under the Panamanian and like flags.

# Personals



## S. FRANK BRUNSON

Get in touch with your draft board in Miami at once. Anyone knowing his whereabouts is urged to contact Brunson's mother, Mrs. Charles Disher, Fairfax, South Carolina.

## TOM CRANE

Your personal belongings are in the baggage room at 51 Beaver Street. Your papers and book were left with the Patrolmen on the sixth floor.

## L. E. TOSKEY

Contact L. C. Pugh, 606 Monroe Street, Mobile, for information about your gear.

## RIP RIPLEY

SHORTY SCHMITT  
"Am Deck Maintenance on Fairisle bound for Far East: Russell D. Roberts."

## ROLAND PARODY

"Please forward my coat by mail or express: Frank Teti, 258 East 148 Street, Bronx 51, New York."

## JAMES E. WILLIFORD

Please write to Benjamin B. Sterling, 42 Broadway, New York 4, New York.

## WILFRED (Red) SHEA

Contact your mother at once.

## RALPH B. GROSECLOSE

You are asked to write to your mother, Mrs. E. B. Groseclose, Route 3, Box 255, Wytheville, Va., as soon as possible.

## ARTHUR WEST

Contact Benjamin Glickman, 306 Broadway, New York City. He has effected a settlement of your case.

## JOHN WUNDERLICH GEORGE FARGO JAMES E. BREWER

Get in touch with Benjamin Glickman, 306 Broadway, concerning a settlement in your cases.

## HENRY HICKS

Get in touch with the Ship's Delegate of the Del Norte, or Lindsey Williams or Buck Stephens in the New Orleans Hall.

## GEORGE MASTORAS

Drytrans, 25 Broadway, New York City, has a refund on your Old Age Benefit taxes for 1950.

## STEN BIRKELAND

Communicate with Thomas B. Breen, 220 Broadway, New York 38, New York.

## SS LIBERTY BELL (Voyage No. 2)

The following men have money due them in the amounts indicated. They can collect by contacting B. H. Sobelman & Co., Bourse Building, Philadelphia: William F. Hall, \$4.25; Raymond E. Keller, \$7.50; Robert L. Booker, \$3.60, and William C. Sanders, \$17.42.

## PETE DE HAHN

Get in touch with Mr. at Mrs. Bernard Sheppard, Apt. 15,

350 West 58th Street, New York City.

## GERALD GILBERTSON

Get in touch with Rene Bujia, 7203 10th Avenue, Brooklyn, New York, regarding the death of his brother, Hector.

## ARCHIBALD VOLKERTS

Contact Mrs. Emily Volkerts, 835 Stebbins Avenue, Bronx, New York. Telephone: LU 9-1835.

## CARLOS GOMEZ

## CARL WOOD

## CARROLL KENNY

## SAMUEL BRUNSON

## CLAUDE BOSHER

## JOHN TURKINGTON

The above named men are to get in touch with their local draft boards immediately.

## KENNETH E. BALDWIN

Your mother is very ill. Please write, or visit here as soon as possible.

## STEVE CAREY

Get in touch with Pfc. James E. McNamara, RA-19395235, HQ Btry. 94th AAA AW Bn (Sp), APO 42, c/o Postmaster, New York, N. Y.

## PEDRO ELIOT (ELLIOTT)

Get in touch with Mr. Jacobo Dizon, 1043 Magdalena Street, Manila, PI.

## CHARLEY NANGLE

Get in touch with your sister, Mrs. Ruth Sholin, 336 East 90th Street, New York City.

# ROUND UP OF MARITIME NEWS

Shipowners and stevedoring companies are opposing a bill that would put teeth in Longshoremen's and Harbor Workers' Compensation Act. At the present time the safety regulations are purely advisory, with no legal penalties for infringement or any means of enforcement. The Bill is being strongly pushed by the AFL International Longshoremen's Association. Seamen, of course, are not covered by this Act. . . . The Antinous (Waterman), which was rammed amidships recently by the Transamerican, is undergoing repairs at the Sun Drydock in Chester, Pennsylvania, and is expected to return to service July 15.

On June 14, the NSA announced the allocation of 30 Liberty ships to 26 general agents to carry ECA cargoes, bringing the total number of ships in this program to 166, divided among 36 general agents. Of the 30 ships, 12 went to SIU-contracted companies. Eastern, Alcoa, Waterman and Isthmian got two each, while Bull, Seas, Mississippi and South Atlantic were allotted one each. . . . Esso has ordered six new 26,800 deadweight-ton supertankers from Newport News Shipbuilding and Drydock Company. These new vessels will increase Esso's fleet and those of its affiliates to 130 ocean-going vessels, aggregating 2,350,000 deadweight tons. Esso has ordered 18 new tankers in the last three years. . . . The 150,000th commercial vessel was cleared through the Panama Canal on April 26.

Immigration officers have been combing the port of Greater New York waterfront for illegal entrants, who have jumped ship. Thus far they have picked up more than 400. This stepping up of law enforcement has created a housing shortage on Ellis Island. . . . Contracts for five more Mariner Class dry cargo vessels have been awarded, bringing to 30 the number of this type already contracted for. This latest batch, however, will cost \$9,290,000 each, compared with an average of \$8,000,000 for the first 25 now under construction. The Mariner Class ships

will be 525 feet in length and will have a speed of 20 knots.

The Navy refused to scab on the ILA Ferry Workers Union, who are striking the Virginia Ferry Corporation. When the Navy refused to furnish a crew to transport 800 migrant farm workers across the Chesapeake Bay, company supervisors, who have no scruples, took the men across. . . . The American dredge Manhattan has ended a 14,000 mile trip from Philadelphia to Bangkok, Thailand, towed by the Dutch tug Zwartee Zee. The 4,200 horsepower tug averaged 200 miles a day.

Senator Warren Magnuson has introduced a bill to prevent the transfer of American ships to foreign flags and prevent their use in transporting goods to communist China. "On a recent trip I made to the Orient," said the Senator, "I found that much of the trade in Red China was being handled by ships flying the Panamanian flag. These ships never were in Panama. In 90 percent of the cases their crews do not even include a single Panamanian." Under his bill transfers could not be approved unless the company to which the ship is being transferred maintained the highest safety and crew accommodation standards. This, says, the Senator, will prevent transfers to Panama.

Seafarer-veterans of the Korean "incident" may possibly see themselves on television very shortly. A documentary film about the role played by the American merchant marine in the Korean conflict will be shown on the NBC television network at 3:30 PM (Eastern Daylight Saving Time) on July 5th. After this showing the film will be released to TV stations throughout the country. The picture, "Cargo to Korea," a 13½-minute long black and white film with narration and music, was filmed in Korea and the United States, and uses actual war scenes made available by the Department of Defense. Some of the striking scenes show the landings at

Inchon and Pusan and the miraculous evacuation at Hungnam.

The NSA has okayed the allotment of 8 or 9 ships to load iron ore at North African ports for discharge in Britain. Three or four ships will be put into service in June, and five in July. The use of the NSA ships had been recommended by ECA to help meet the urgent demands of the British iron and steel industry. Rates, terms and conditions for this operation have been tentatively agreed upon. . . . A million tons of outbound cargo have been carried by NSA ships since that agency was established three months ago. 166 ships, withdrawn from the reserve fleets, have been assigned to operators to carry cargoes to ECA countries and to meet military needs.

The Yarmouth (Eastern) started its annual summer service to Yarmouth, Nova Scotia, on June 20. Some 350 passengers made this first overnight trip. . . . The four companies which have been operating 57 tankers for the Navy will continue to do so. The new contracts, however, call for a \$5-a-day reduction on the fees now paid, \$60 a day over and above all operating costs. The four companies and the number of tankers allotted each are: American Pacific SS Co., 12; Pacific Tankers, 17; Marine Transport Lines, 13 and Tankers Co., 15. Six of the thirteen total losses reported for the month of May were Japanese. One was American, the Arizona Sword (Sword Line), which was beached and submerged in the Cape Cod Canal after a collision. Two ships were hit by mines, one a total loss.

Ore Lines has ordered two shallow-draft ore carriers for iron ore transportation on the Orinoco River in Venezuela. The vessels, 360 feet long, will carry the ore from the river port Palua to Puerto Hierro, where the cargo will be transferred to ocean-going carriers. . . . A US Department of Labor survey reveals that employment in the shipbuilding industry has increased 40 percent over last year, with 209,000 now working in private and government yards.

## Mobile Seafarers Back Teamsters Against 'Coke' Plant

By CAL TANNER

MOBILE, June 21—Shipping is very good here in this Gulf port and the prospects are that it will even surpass the present level, if there is even partial truth to the rumor floating about that Alcoa is going to take 12 Liberties out of the boneyard. That's a rumor, remember.

Speaking of Alcoa, five of that company's vessels paid off here in the past two weeks: the Pointer, Cavalier, Ranger, Clipper and Pioneer. Three Waterman payoffs made the total for the period nine. The Waterman jobs were the De Soto, Monarch of the Seas and the Morning Light.

Signing on were the David S. Jordan (Mississippi), Fairhope and W. S. Jennings (Waterman) and the Alcoa Pioneer and Alcoa Pointer. The Las Vegas Victory, Steel Advocate (Isthmian) and the Alcoa Polaris called in-transit.

The AFL Teamsters are still active here. They are currently conducting a strike against the local Coca-Cola Bottling Company and the SIU is aiding with full support. The Teamsters, as LOG readers will recall, won a struggle for recognition against the Dixie Dairies a few weeks ago. The SIU backed them in that beef, also.

Now for a little incidental information on some of the ves-



ERIC GRONBERG

sels that were active in this port. The David S. Jordan and the W. S. Jennings, referred to above as sign-ons, were only recently taken from the boneyard and full crews were dispatched from the Union Hall to both vessels.

The following ships are to take full crews within the next two weeks: Clearwater Victory (Isthmian), Ben Grieson (Waterman) and Allison W. Houghton (Alcoa). The Houghton is one of the first Alcoa ships to take a crew in this port, and we're hoping it won't be the last.

The new Vacation Plan has a lot of guys hepped up and Eric

Gronberg is no exception. Eric has been a member of the SIU for the past eight years. He always believed in changing ships and scenery, and never did he stay aboard one ship long enough to collect a vacation.

"Now, with this new plan that Headquarters negotiated, I will be assured of at least part of my vacation money after I have been aboard a ship only three months."

Eric has definite views on the Welfare Plan, too: "For the first

time SIU men can be comfortable in the knowledge that in the event of their death, the Union has seen to it that their beneficiaries will get enough money to give a decent burial and have money left over."

All of which led Eric to conclude that "I would more than like to approve the dues increase. Without an organization strong financially, all of the tremendous improvements and benefits that have been made in the past few years could not

have been possible. We ought to go 100 percent for the increase."

Those of you Seafarers who have been on the Mobile beach recently probably ran into some of these Brothers, who also were around: H. Curry, E. D. Moyd, E. Bailey, J. Crawford, J. Moore, D. L. Parker and G. Scott.

Brothers T. Burke, D. Sullivan and B. Sheppard are in the Mobile Marine Hospital at this time. Drop them a line.

## Philadelphia Cracking Down On Foul-Ups

By STEVE CARDULLO

PHILADELPHIA, June 21 — With 12 ships paying off in the past two weeks, shipping in this port maintained its steady pace. In addition, we had the usual run of in-transit callers operated by the Waterman and Isthmian outfits.

All beefs were settled at the point of production — on the ships.

The payoffs were the Winter Hill, Abiqua, Bradford Island and Government Camp (Cities Service); Carolyn, Evelyn, Arlyn, Jean, Hilton (Bull); Marymar (Calmar); The Cabins (Mathiason), and Robin Doncaster (Seas).

A few gashounds cropped up lately, but they have been dealt with. We've also had to crack down on guys who have been failing to show up on time aboard ship. In this connection, we've instituted a new program of having a Patrolman aboard a ship when it is about to sail.

On one ship last Sunday, three men were lacking when sailing time began to draw near. The Patrolman present was able to get the crew replacements in time and the vessel sailed on schedule.

At the regularly scheduled membership meeting of June 20, the membership voted to concur in the Headquarters report to the membership and the Secre-

tary-Treasurer's financial report. The meeting was chaired by Steve Cardullo. George Everett was recording secretary and B. Hirsh was reading clerk.

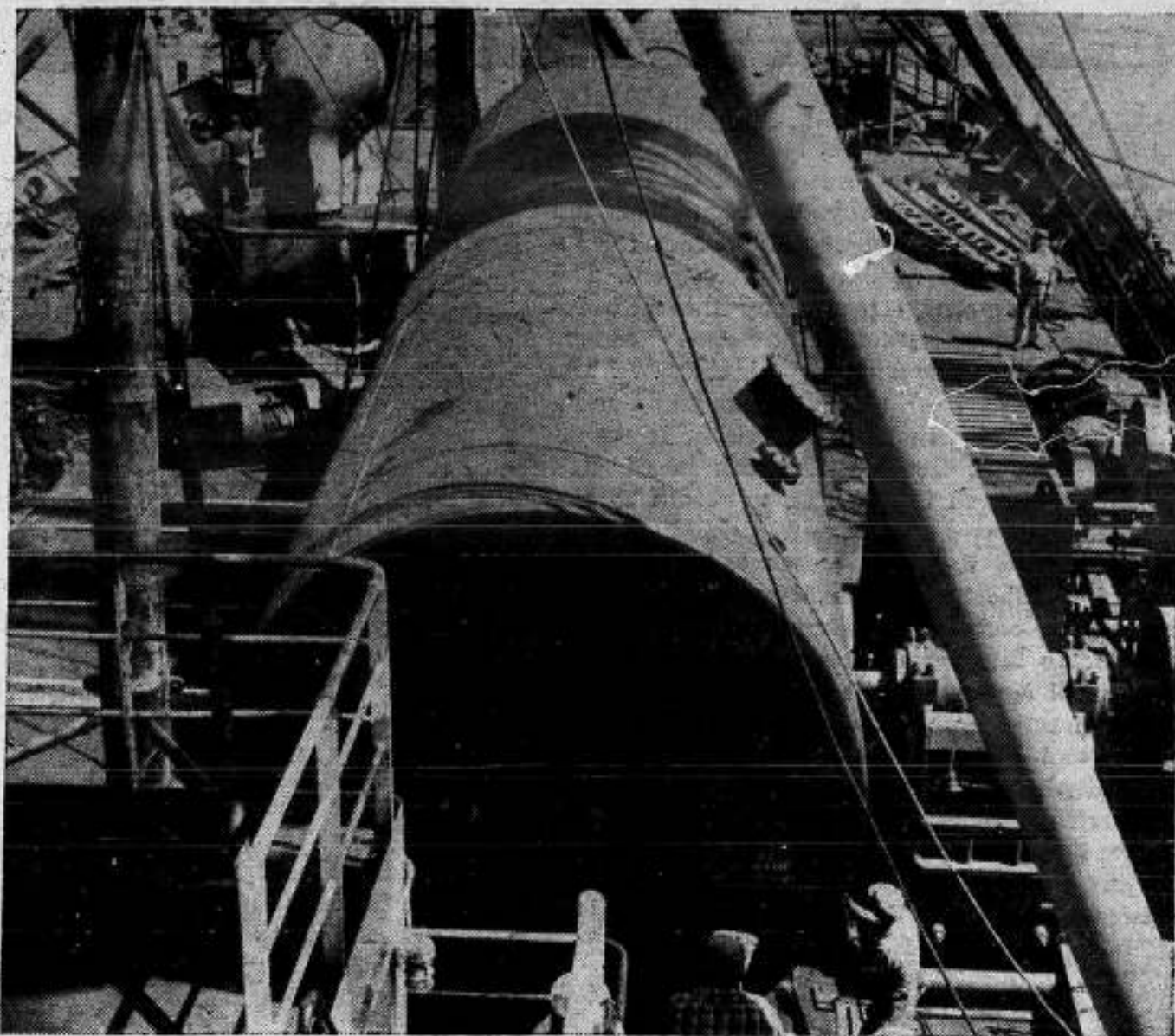
We see where a stowaway who was on the Dorothy has now decided to give the Philly beach a break. They tell me that he did such a fine job on the ship that they even paid him his wages. Leo Allen, Steward on the ship, swears he was the best Saloon Messman he ever had.

Who, in the Port of Philadelphia, is now a student of Arthur Murray's dancing school? He is now dancing the conga, tango and rumba. My, my, Twinkle-toes.

# Photo Glimpses Of SIU Men At Sea



"Bargain-hunters" is the way B. F. Rhodabarger captioned this photo of Steward Louis Brown (left) and Electrician L. Henriquez of the SS Coe Victory, as the two Seafarers scanned newspaper ads.



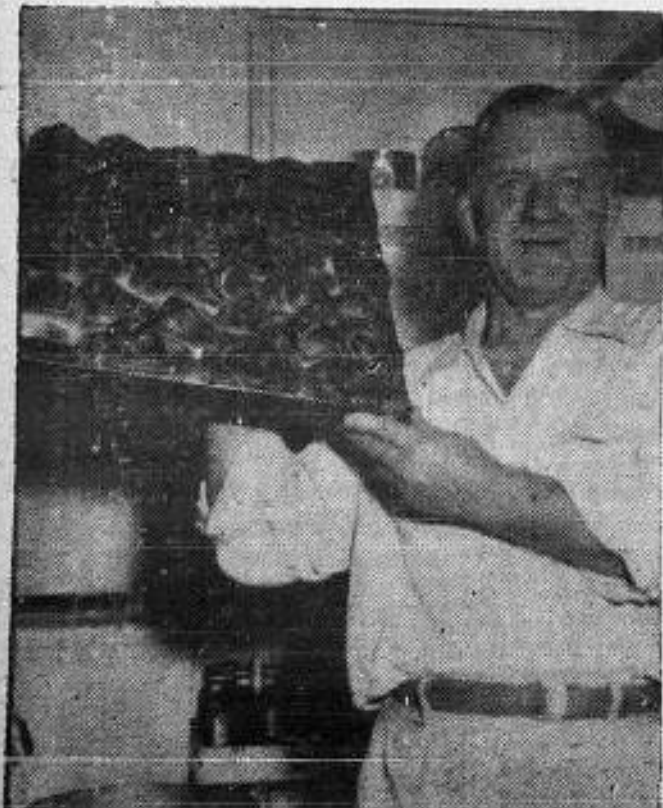
Brother Rhodabarger and his camera were stationed at a vantage point for this shot of cargo being secured on deck of the Coe Victory.



All went well on the Coe Victory, thanks to the efficiency of her SIU crew, some of whom are shown here. Rhodabarger prints and develops in his shipboard darkroom.



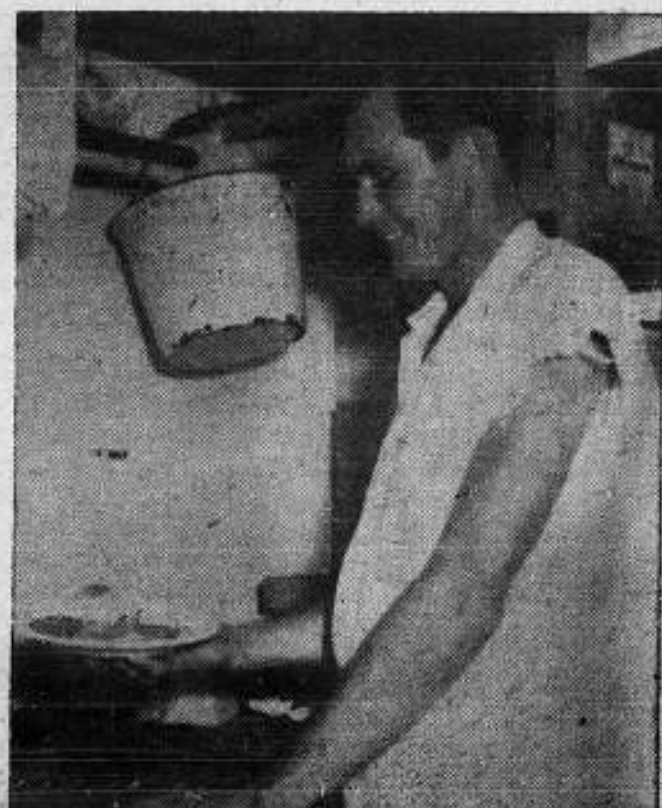
A skilled sailor knows that a stitch in time saves nine. Here is Taylor Baxter, AB, on the Coe Victory, as he repairs ship's gear.



The Seatrain Havana's Steward, Edward Cooley, is all smiles as he holds pan of hot buns just removed from the oven.



Bob Alvarado (left), OS, and Fred Holm, Messman, indicate that the smile is the thing on the Seatrain Havana. All photos on the railroad car-carrier were taken by Lester Moore.



Looking pleased with the tasty dish he has just lined up in the Seatrain ship's galley is Third Cook R. E. Grant.