

SEAFARERS LOG



Official Organ of the Atlantic and Gulf District, Seafarers International Union of North America

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No. 2

Ex-Permits Slapped Down By NY Court

The 29 former permitmen who had filed suit against the Union suffered another defeat in their attempt to collect damages for allegedly having been illegally expelled.

In effect reaffirming their earlier decision last November 14, the Appellate Division of the New York Supreme Court unanimously turned down, without bothering to write an opinion, a motion by the former permitmen to appeal their case to the highest court of the state.

In their earlier decision, the court upheld a decision by Supreme Court Referee Isidor Wasservogel, in 1949, which dismissed the original suit for an injunction and \$250,000 in damages.

In effect, the decision of the Appellate Division held that the plaintiffs are not, and never were, members of the Union, and consequently do not possess the rights of members. Accordingly, they cannot insist on the same procedures that members can.

SIXTH SETBACK

The Appellate Division's decision marked the sixth time that the 29 plaintiffs were denied action against the SIU. In addition to Referee Wasservogel's dismissal of the damage suit, three applications for temporary injunctions were refused by the courts.

In affirming Referee Wasservogel's decision last year, the Appellate Division justices also awarded to the Union court costs involved in the litigation.

The Union's case was prepared and presented by Seymour Miller of the law firm of Benjamin

Miller of New York City.

Referee Wasservogel's decision, said in part:
"The evidence clearly indicates that plaintiffs were merely permit-holders in the Union and as such were granted the privilege

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Canadian Convention

The Canadian District of the Seafarers International Union, which has completely eliminated the commie CSU from maritime and represents all organized Canadian seamen, has just concluded its first annual convention. The next issue of the SEAFARERS LOG will carry a special supplement covering the convention and some of the recent activities of the Canadian District.

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 pointed out this week 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!

SIU Manpower Pool Answers Recruiting, Manning Problems

By JOHN ARABASZ

Alertness, know-how, and skillful planning by the Seafarers International Union may prove to be the stumbling-block to the professional bureaucrats who are yearning to put their noses back into the trough.

As the national emergency becomes more serious, all through the country the former redtape artists who "won" the last war by large-scale masterminding for the War Shipping Administration are packing their sea bags — Washington version — in preparation to leaving their clerks' jobs for a fast hop into their old well-worn (upholstered) chairs, and their good old paycheck and power.

LONE OPPONENT

Though any old experienced bird dog should have been able to get the scent (the editor frowns on stronger words), the SIU, apparently, was the only maritime union to have sensed the intentions of these power-hungry characters, and to have done anything about it—or that wanted to do anything about it.

Several months ago, when it became obvious that the Chinese reds would continue to carry out their part of Joe Stalin's plan for world conquest, and that the United Nations (the non-communist countries) was going to oppose them, it was a sure thing that aid to Korea and the European and Asian democracies would be continued — and increased — which meant more and more shipping.

It also was obvious that the bureaucrats would once again try to step back into their former cushy jobs and try to control

the training and hiring of manpower, as they did before through the WSA, particularly the Recruiting and Manning Office of that agency.

Now the only excuse these babies could have is that the maritime unions are unable to supply enough men, especially those with ratings, to man their contracted ships.

PREPARED

From this start, the SIU went ahead to forestall these characters. In every port where the Union has a Hall, a manpower committee was set up, and quietly went into operation building up a reserve of seamen, so that every ship under contract to us could be crewed without delay.

By PAUL HALL and MORRIS WEISBERGER

During the past week we attended a joint meeting of representatives of the various seafaring unions, shipowners and government in Washington, DC, along with the other representatives of our organization.

The purpose of the meeting was to review the statement of policy drafted by the unions at a meeting earlier this month, which they considered as the minimum requirements essential to successful mobilization of the nation's merchant marine in the event of war.

In addition to providing a program for maximum efficiency in the operation of the merchant fleet under wartime conditions, the policy of the unions was

NMU Eyes West Coast, Woos Operators With Cut-Rate Contracts

By RAY OATES

SEATTLE — The Sailors Union of the Pacific has launched an organizing drive among the rank and file of the Marine Cooks and Stewards union to ward off the danger of bargain-basement agreements with which Joe Curran is seeking to gain a foothold on the West Coast.

That a large section of the MCS rank and file is opposed to the NMU president's attempt to set them up to further his own personal dreams, is evident from the success of the SUP's appeal in the short time it has been in the field.

Despite the intense activity of NMU organizers in

all major ports, pledges of support have been coming into SUP offices from various groups in the MCS, and a hot fight appears to be in the making.

The SUP's decision to organize members of the MCS came as an aftermath to Curran's self-appointment as heir to the leadership of the sea cooks union, which is falling apart as a result of its adherence to the communist party line.

Curran began his drive by planting stooges aboard MCS ships, urging the men to come into the NMU. He then came out to the West Coast last week to officially announce his plans to absorb the MCS members.

The difference in the attitude of Curran and the SUP toward the Marine Cooks is apparent in the plans of both. Curran simply wants to absorb the Cooks Union, lock, stock and barrel.

The SUP, however, would grant an AFL charter to the

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Contacts were made with retired and former bookmen above draft age, particularly the rated men, telling them that within a short time jobs would be open, and were they interested. Other sources were tapped, and the response was amazing.

Some men came down in person, and most of these were placed almost immediately — since the first of the year we have crewed about 40 new vessels on all coasts, in addition to our old contracted ships.

Others wrote in, giving the pertinent information: experience, endorsements, etc., and said that they were available—and anxious to ship.

At the recent conference in

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Unions Veto Operator Plan For New RMO

drawn up to protect their existence, should government seizure of all shipping result from a total emergency or an all-out war effort in defense of the country.

After several days of meeting, the unions decided to reject some of the shipowners' views on the statement of policy made by the unions.

DISAGREEMENT

Although the shipowners were in agreement with several of the union proposals, the two groups were widely separated on the question of manpower and training, which the unions felt were basic issues, and on which they could not compromise.

The unions' position on the manpower and training question was that the Union Hiring Halls

should be the only source to be used by the shipowners in obtaining their manpower needs.

The unions also felt strongly that entry ratings should not be required to go through any government training schools, as was the case in the last war. Furthermore, the unions felt, should any training be necessary, it should be done by utilizing the union apparatus.

As was expected, the shipowners wanted to perpetuate the government training schools and, in addition, to set up manpower pools in all major ports, such as those established in the last war by the government's Recruiting and Manning Office.

Under such a setup, the unions contend, all elements of riff-raff

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No Room For Them

There are very few groups of working men anywhere who have done as an effective and thorough job of cleansing their ranks of foul-ups as have the members of the SIU. Time and again over the years, Seafarers have shown clearly that the common objective cannot be reached if irresponsible elements are allowed to pull in the opposite direction.

Whenever the menaces to the general welfare, whom we know as performers and gear-grabbers, have shown their hands, our membership has unhesitatingly taken firm action.

That's one of the big reasons why the Seafarers has been able to score such startling success in advancing the position of the men who sail its contracted ships.

The top wage and working conditions enjoyed by Seafarers—and those of other seafaring men who have benefited by their lead—are the result of a sound collective bargaining position. This ability to make demands of the shipowners in the periodic cross-the-table talks is the mark of a responsible organization, representing a body of equally responsible, conscientious seamen.

Union negotiators with nothing behind them but characters having no understanding of their own contractual obligations, or respect for themselves, are always a pushover for bargaining opponents. Their requests for improvements in wages and conditions can always be picked full of holes.

If anyone has ever thought that the question of performers, gear-grabbers and other irresponsible elements has been stressed here too frequently, let him look at the conditions prevailing in maritime today. Let him appraise the advances since the days before the membership set out to eliminate chronic foul-ups from their ranks.

The interests of a union membership is to steadily improve its wages and conditions of labor. The aim of true trade union is to represent the best interests of its membership. Neither objective can be realized if obstacles are placed in the way by characters lacking the desire to improve themselves and their way of living.

That's why performers and gear-grabbers must heed the membership's reminder that their antics don't go—not on our ships.

Keep Your Eyes Open

Besides attending to the duties of their shipboard jobs, Seafarers carry an added responsibility in time of national emergency. Maritime stands high on the list of industries whose efficient and uninterrupted functioning is vital to a successful defense effort.

The most likely targets for sabotage by persons seeking to hamper America's mobilization would be the strategic services—transportation, production, communications and power.

To prevent would-be saboteurs who entertain any ideas of keeping our ships from carrying supplies and men to our allies and military installations abroad, crewmembers on all ships must keep a sharp lookout for strangers poking their noses where they don't belong.

All hands should immediately challenge strangers appearing anywhere on their vessels, particularly in quarters and in the engine rooms.

Seafarers have demonstrated over the years that they are capable of thwarting the disruptive tactics of would-be wreckers of America's maritime industry. All we have to do in the present situation is sharpen our weather eye for characters who might think there's still a chance for some successful sneak activities.



Men in the Marine Hospital

FORT STANTON

SILVESTER WALKER
WILLIAM J. MEEHAN
A. McGUIGAN
HARRY THURMAN
GIDLOW WOODS
DONALD P. McDONALD

MANHATTAN BEACH

FRED W. GRIMES
JOSE DE JESUS
E. LOPEZ
H. TUTTLE
J. H. ASHURST
E. FERRER
JOHN T. EDWARDS
JOHN DRISCOLL
VIC MILAZZO
MATTHEW DRUNO
PETER VORKE
R. A. BLAKE
JOHN PADZIK
A. LOMAS

GALVESTON

V. SZYMANSKI
NORMAN A. POWER
C. WINSKEY
EDMOND S. SPENCER
ROBERT MC DONALD
A. MACIEL
NORMAN WEST

MOBILE

TIM BURKE
CHARLES L. KNIGHT

STATEN ISLAND

P. MANGUAL
P. PRON
FRANK KUBEK
R. GUZMAN
GEORGE RIDECK
EUGENE E. MILANESI
FRED OESTMAN
EARL R. DIXON
FRANK B. STRELITZ
S. C. CUNNINGTON
J. SLAMAN
E. McLIN
K. C. CROWE

T. CONNELL
J. FIGUERAU
L. BLIZZARD
F. CHRISTNED
B. ZIELINSKI
C. HUNEYCUTT
S. GLYPTIE

BALTIMORE

CECIL E. TAYLOR
OLLIE I. ENGLISH
WILLIAM D. WARMACK
JOSEPH A. PILUTIS
FRANCIS O'BRIEN
LUDWIG KRISTIANSEN
H. W. SHERWIN
JOHN M. VITO
B. D. ELLIOTT
HARLEY MILLIRAN

SEATTLE

WALTER H. SIBLEY

SAN FRANCISCO

JAMES H. BRANDON
JAMES R. LEWIS
EDWARD L. PRITCHARD
C. L. MOATS
WILLIE WATSON
JAMES HODO

BOSTON

GEORGE H. WELDON
R. LUFLIN
A. D. LEVA

NEW ORLEANS

J. R. ALSOBROOK
C. A. BROWN
W. O. CARA
L. COHEN
R. CRUZ
E. A. GARDNER
A. W. GATEWOOD
H. GERDES
G. HARDING
L. A. HOLMES
E. P. JANOSKO
D. D. KELLY
G. KRETZER
H. F. LAGAN

L. LANG
E. O. MASSEY
J. T. POWERS
K. RAANA
C. RAY
D. O. RILEY
E. E. RITCHIE
C. R. SANDERSON
R. W. THOMPSON

Men In Hospitals

Seafarers who want to be eligible for the Welfare Plan's weekly hospital benefits should make sure they have their Union books, seaman's papers and copies of their last discharges with them upon entering the hospital.

Union Patrolmen will pay the seven-dollar benefits to the eligible members for each full week of hospitalization during their weekly visits. Failure of a hospitalized Seafarer to have the above-mentioned papers with him will prevent the Patrolman from making the benefit payments.

Hospitalized members who have not yet filled out beneficiary cards for the Welfare Plan can obtain them from the Hospital Patrolmen.

Cities Service Back Pay

The men listed below, who are due back pay from Cities Service Oil Company, should get in touch with William O'Loughlin, National Labor Relations Board, 2 Park Avenue, New York 16, New York, at once.

By not having reported before, these men have been holding up the payments to all the other men involved, since the money awarded them by the NLRB is to be shared on a pro-rata basis.

Failure to report will have the effect of depriving the others of money that they can well use.

- | | |
|--------------------|-----------------|
| Jose Abreu | Ralph Knowles |
| George W. Eberdino | James Monroe |
| Charles R. Garner | George Murphy |
| Howard Hammons | Frank Schmiedel |
| Torolf Kismul | James F. Welch |

'Mariner' To Be Class Name Of The New Merchant Ships

"Mariner" has been selected as the class name for the new fast cargo ships to be built by the Maritime Administration of the US Department of Commerce, Vice Admiral E. L. Cochrane, head of the agency, announced.

The first group will bear the nicknames of the States along with the word "Mariner," such as the SS Lone Star Mariner, SS Keystone Mariner, SS Old Dominion Mariner, SS Pine Tree Mariner, SS Hoosier Mariner, etc.

This is the third time a class name has been selected for a type of merchant vessels constructed under a government program. During World War II, 2700 Liberty ships were built, and 415 Victory ships, but it can not be predicted at this time how many Mariner ships will ultimately be constructed.

All classes of merchant vessels bear Maritime Administration designations, such as "C-1," "C-2," "C-3," "P-2," and the like, with variations to indicate variations in design. According to this technical system of designation, the Mariner ship is a "C-4-S-la."

Invitations to shipyards to bid for the construction of the new Mariner fleet were issued January 10, 1951. Congress granted \$350,000,000 for the program,

and launchings are expected to begin in 1951.

The Mariner-class ships are to be 525 feet long. This is a measurement shipbuilders term "between perpendiculars." Actually, with the overhangs at the bow and stern, the new ships will be about 560 feet overall. They will have a speed of 20 knots, and capable of being armed with modern weapons against submarine, air and surface attack.

Construction plans call for a minimum use of critical materials, so that quantity production will not be hindered by bottlenecks in the supply of certain metals and other equipment.

The Mariner-class ships are planned for peacetime service as replacement vessels for commercial use by steamship companies, their higher speed matching the trend in world shipbuilding and operation.

Coast Guard Procedures For Getting Endorsements

As the US merchant marine expands in the present program for national defense, many Seafarers are interested in obtaining higher ratings, while former Seafarers are returning to the Union Halls to do their bit in the need for skilled manpower.

The following information, obtained in an interview with a Coast Guard representative, is presented so that all hands will understand the present procedures for obtaining seamen's papers and endorsements for ratings in the three shipboard departments.

Due to the security screening, it takes 30 days or more before new seamen's papers are issued. As for validation papers, application forms are available at any Coast Guard office, in the event that they are not supplied on board ship at the time of signing on.

No pictures are necessary when the application is submitted. However, when the applicant has been screened and passed—which will take from 60 to 90 days—he must bring a passport photo with him when picking up his papers.

Under no circumstances is a seaman to relinquish his present papers, when he receives his validated papers. This is the ruling of the Coast Guard in Washington, and no matter what the local authorities say, hold on to your original papers, which are your personal property.

DUPLICATE PAPERS

To apply for duplicate seamen's papers, one must appear in person, supplying two pass-

port photos. The duplicates — which take from 30 to 90 days to be issued — will be the validated kind. That's tough, but you can't do anything about that.

DECK DEPARTMENT

Endorsements are issued for Ordinary Seaman, Able Seaman limited, Able Seaman unlimited, Carpenter and Boatswain.

Discharges for twelve months on deck are needed for the limited (blue) AB ticket endorsement.

For the unlimited (green) AB ticket, three years of deck time is required.

For a Bosun's endorsement, discharges must be presented, showing 18 months' seetime on deck.

For all deck department endorsements—excepting OS and Carpenter—examinations must be passed, including one for a lifeboat ticket.

For AB papers, in addition to passing a physical, which includes a color-blindness test, one must pass an examination which stresses rules of the road, compass, and lifeboat equipment.

A man holding a limited (blue) AB ticket, upon acquiring the necessary three years' seetime on deck, can have it changed to an unlimited (green) ticket without further examination, simply by producing his discharges.

Carpenter endorsement can be obtained on the strength of a letter from the Union, which must be convinced that the applicant has bona fide shoreside or

shipboard experience as a Carpenter.

As far as Deck Maintenance endorsements are concerned, there is no such rating. Although a few such endorsements have been issued occasionally in other ports, the Coast Guard has no regulations covering this rating, and will not issue this endorsement.

ENGINE DEPARTMENT

Once a man has six months' discharges as a Wiper, he can obtain any unlicensed endorsement in the engineroom for which he can pass an examination. Shoreside machinists, electricians, plumbers, no matter how long and varied their experience, still must put in six months aboard ship as a Wiper.

The Coast Guard issues a QMED endorsement (Qualified Member of the Engine Department) which is supposed to cover any rating in the engineroom below that of Third Assistant Engineer. This is a peculiar rating, inasmuch as a man may hold this endorsement, and still may not be able to handle such jobs as Pumpman, Machinist, Reefer Engineer or Electrician. Actually the QMED rating covers Fireman, Oiler, Watertender and Junior Engineer.

STEWARDS DEPARTMENT

Stewards Department ratings fall into four distinct categories: Steward, Cook, Baker and Messman.

A Cook's endorsement does not cover baking; nor does a Steward's endorsement cover cooking or baking.

To sign on as Baker, Second Cook and Baker, or Night Cook and Baker, a man must actually have a Baker's endorsement; and a man with a Cook's endorsement only can fill that job. It is possible for a man to have a Steward's endorsement, and to be able to ship only as Steward or Messman. He cannot ship Cook or Baker, unless he actually has the specific endorsement.

Endorsement for Cooks and Bakers are based on actual experience, either shoreside or shipboard. They are the only ratings that do not require previous seetime.

A Messman's endorsement covers all unrated Stewards Department job—galley utility, Stewards Utility, etc.

'Hats Off To SIU,' Says Philly ILA

MA 7-3067

INTERNATIONAL LONGSHOREMEN'S ASSOCIATION

LOCAL 1332 COASTWISE AND CARLOADING

524 SOUTH FRONT STREET • PHILADELPHIA 47, PA.

Affiliated with American Federation of Labor and Trades and Labor Congress of Canada

January 12th, 1951
Philadelphia, Pa.

Mr. Jos. Trainor
I.L.A. Local # 1332
524 S. Front St.
Philadelphia, Pa.

Mr. Paul Hall
S.I.U. Sec'y & Treasurer
51 Beaver St.
New York City, N.Y.

Dear Paul:

"HATS OFF TO THE S.I.U. As you know the Port of Philadelphia was tied-up recently due to strikes called by two I.L.A. Locals. The first strike which came on January 4th (I.L.A. Local #333-A--Tugboats) came as a complete surprise to our membership. On the very next day Local # 1566 (carpenters, shipcleaners and maintenance men) went on strike. The latter strike was anticipated for several months.

—, and the men whom I represent, are aware that at least one of the above mentioned Locals would have remained on strike for many more days (the strike did last for five days) had it not been for the untiring efforts of Steve (Blackie) Cardullo and Donald Hall. Along with several others, these two men spared nothing to bring about a successful conclusion of both strikes. Words nor phrases could fully express my gratitude, respect and admiration for their excellent co-operation and leadership. Therefore I say many thanks to you, your membership, and the men who represent your membership. Wishing you nothing but the best, I remain.

Sincerely Yours,
Joseph Trainor—Delegate
Local # 1332—I.L.A.

Joe Trainor

Ex-Permitmen's Appeal Motion Denied By Court

(Continued from Page 1)

of working on union-affiliated ships only in the event that no book members were available for employment. . . . In accepting the permits, plaintiffs voluntarily accepted their qualified employment of temporary Union sanction.

"In the absence of any allegations and proof of malice or conspiracy, the court may not concern itself with the motives of the Union or the propriety of the action taken, and will not interfere in the internal affairs of the Union on behalf of persons who admittedly never held membership books in the organization.

"...Nothing in the record warrants the conclusion that defendant's officers or members acted with fraudulent intent or in bad faith in withdrawing permit cards from plaintiffs. Under these circumstances plaintiff's claim for damages may not be sustained. Judgment is rendered for the defendant dismissing the complaint on its merits . . ."

Gangway Watch

For the protection of the crew's gear and the ship's equipment, and for the protection of the SIU agreement, men standing gangway watches should remain at their post, in the same manner as the Fireman below must stand his watch. Gangways cannot be covered from the messhall or foc'sle.

The gangway watch is as much a part of our agreement with the shipowners as the wage scale. The job is easy and the overtime earned on the weekends fattens the final payoff bundle. Stick by that gangway when on watch.

Getting A Ship Is No Problem For The Rated Men In New York

By JOE ALGINA

NEW YORK — Business and shipping in this port are moving along at a pretty fast clip. As a result of the upswing, rated men are getting out without any difficulty.

Approximately 30 ships were paid off here in the past two weeks, and eight were signed on—ranging from coastwise to 'round-the-world trips.

We were also fortunate enough to be able to crew three new ships that were activated recently by new companies signed by SIU.

As the membership probably knows, the Coast Guard is back in full strength, and I suggest that all hands be careful that they don't get into any unnecessary trouble.

As you also know, the American Legion is pushing as usual to have the merchant marine put under military rule, and it is doing everything it can to see such a wild dream realized.

The benefits of Union membership are more apparent than ever these days. With prices bouncing up as they have been for the past couple of years, the unorganized working men and women of this country, especially the white-collar workers, are really feeling the pinch.

As a group, only the people with union membership have been in a position to cope with this situation. The unions, including the Seafarers, have fought successfully, to keep pace with spiraling costs. While prices have shot ahead of wage levels, as they always do, we Union people have at least been able to protect our earning power to a large degree.

This has not been the case with the unorganized, whose wages have practically stood still over the years. These people now find themselves with a dollar so shrunken in size that they feel just about the way they would if their wages had been cut in half.

Once again, the advantages of union membership have been demonstrated. We hope that the vast number of unorganized people, the majority of whom are white-collar workers, will learn something from this situation.

If they would rid themselves of the feeling that they can do right by themselves by dealing on a personal level with their employers, they stand a chance of helping themselves. Collective bargaining is the only way to more security in our setup.

Machinists And Teamsters Win Their Strikes In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS—The end of the Machinists' and Teamsters' strikes points to a possible increase in shipping, as vessels coming out of the boneyard for repairs had been withheld from the port by the dispute.

The membership of both unions returned to work, after winning 15-cent hourly wage increases across the board. Affected by the strikes were 11 waterfront repair and industrial machine shops.

The SIU cooperated with both organizations in their strikes.

Since the last meeting, we had four payoffs and three sign-ons. All beefs were squared away on the vessels involved.

For the coming two weeks we have scheduled eight payoffs. The Wild Ranger, Waterman, is on her last scheduled run to Puerto Rico. Due back here on January 31, she will payoff and sign-on, and then will be fitted for the grain run to Europe.

Two of the ships we had in for payoffs were the Del Norte and the Del Campo. The delegates and crews of these ships should be commended for a job well done. Both of these vessels were exceptionally clean, and all reports and minor beefs were properly recorded by the delegates, which made it simple for them to be taken up by the shoreside officials.

As a result the payoffs on the two vessels went off without a hitch in record time.

The Seatrain New Orleans is still tied up down at Belle Chasse awaiting orders. She has been there since last May. It appears that she could be carrying a helluva lot of tanks to Korea. Let's hope she heads somewhere and real soon.

At the last membership meet-

ing here we reported that rumors were being circulated of some ships coming out, but that there was nothing definite. We told the membership that as soon as anything definite was available we'd pass it on to the men.

Now the rumor has started that there are two Liberties at the point, awaiting orders from New York to take full crews. The two Liberties about which there has been so much talk are in Mobile, and will be crewed up there, if this hasn't already been done.

When ships do come into this port for crews, we'll let the membership know by putting the notices on the board.



We have been receiving quite a bit of mail from American and foreign seamen who are riding Panamanian vessels. Naturally, the comment has not been complimentary to the conditions aboard these scows, nor to the laws of the Republic of Panama which allow this brutal and almost inhuman condition to exist aboard Panamanian flag vessels. Sick and injured seamen are pronounced fit for duty, or risk desertion charge. Wages are not standard for the same ratings. As an example, the Master of a vessel gets anywhere from \$200 to \$270 a month. Some wage, eh? The Ordinary Seaman makes about seventy bucks a month. Crews are switched, mixed and hard-timed. Panamanians, Germans, English and Indian crewmembers are all mixed. I'd hate to lower a boat in a hurry with a crew like that. Thought I'd print this bit—lest we forget that conditions weren't any better on American ships not too damn long ago.

Paul Schou, MFOW member who put in about thirteen months on the McKetrick Hills, showed his appreciation with a \$52 LOG donation. Thanks, Paul. Incidentally, the crew was flown back upon expiration of the articles, and ran into a thriller. One of the engines conked out and they were forced to land in Shannon, Ireland, for repairs—which took two days . . . Bill Lowe went up for a blood test preparatory to taking a Cook's examination, and was offered 60 dollars a case for it . . . Joe Buckley writes in from the Fairhope, reminding us that the 60 dollars a day that dock hands received in Frisco 100 years ago puts Harry Bridges to shame. Of course, 100 years ago was during the gold rush. For those 60 dollars you could buy one pair of men's bedroom slippers made of calf or goatskin.

Danny Piccirelli writes from Yokohama to say he is on a fine ship, and forgets to mention the name of it. This nameless and fine ship has run into Pusan where, Danny says, they gave the GIs a bellyfull of chow whenever they came aboard . . . The January, 1951, issue of that fine Del Norte ship's paper, "The Navigator," has an article by a character known to many as "Captain Bill."

The only thing wrong with your article, Brother Higgs, is that part where you say a permit member with three years' time should file an application for his book. It AIN'T so.

The Seafarers Welfare Fund is growing by leaps and bounds. The trustees' policy to let this Fund grow so that we will have a nice reserve will prove to be a wise move. It'll never go bankrupt, which has happened to a lot of funds which tried to give benefits larger than the expected income . . . Stolen from the "Subway News:" Salvation Army kettles are a carryover from the days when donations to feed hungry seamen were collected in ship's cauldrons. Yup, that's what they call that pot . . . "Little Abner" Barthes, who used to be Doorman at the New York Hall, recently retired from the dredges and is now working ashore in a nut factory. When he came into the Hall the other day without a straight-jacket, some member went around yelling that there was a loose nut in the building. How corny can one get?

If you are suffering from that strange malady known as tankeritis (and I don't care to hear any medical opinions about it) you can receive quick treatment for same in Lake Charles, Louisiana. Keith Terpe writes that shipping is good there and as a result he has to call New Orleans or Galveston for men . . . If you are draftable, and do not have ratings, you may help yourself to obtain a deferment by getting same. The more ratings, and the higher they are, the better your chance for deferment. Pumpman, Machinist and Electrician ratings are worth their weight in gold.

A Seafarer who couldn't have picked a better tag if he had christened himself has the middle name of Siu . . . Mickey McFaul, whom a lot of people are looking for (Wonder why?), stayed aboard the Coe Victory, which will take him to England's pubs. If you know Mickey, you know why I say that . . . If you have read all the way to the bottom, here's a break for you. I quit for today.

Curran Moves West With Cut-Rate Contracts

(Continued from Page 1)

Cooks Union and set it up as an autonomous affiliate which would elect its own officers and run its own affairs in the best interests of the membership.

Prevailing opinion on the West Coast is that Curran's attempt to swallow up the Marine Cooks is made to order for the shipowners.

They look to him as the instrument with which they can depress West Coast conditions, and get the "bargain-basement agreements" containing the lower manning scales that Curran now has in present NMU contracts.

Another reason for Curran's attraction to the shipowners—and which should turn the Marine Cooks against him—is his policy of allowing shipowners a free rein in the selection of men in several ratings.

In its appeals to the Marine Cooks, the Sailors Union is stressing three important aspects

of Curran's maneuver. They are:

1. Curran's NMU is overcrowded with men and he is now on the West Coast looking for jobs for his own members. (Late last year, the NMU announced it had 23,000 jobs for 45,000 members.)

2. Curran is a serious threat to the high West Coast manning scales. The shipowners would immediately huddle with him to bring them down to the level of the NMU scales.

3. The NMU's East Coast voting power would put a man from that coast in power on the West Coast. As a result the Marine Cooks would have "hardly more than a squeak within the NMU."

In contrast to the bleak prospects offered by Curran, the SUP is giving the Marine Cooks a set of solid advantages. By going into the SUP, these men will get all the financial support they need. They will have the backing of the entire mem-

bership of the Seafarers International Union, which is completely free of the communist and ex-communist way of thinking responsible for the present MCS deterioration.

Moreover, the SUP guarantees the Marine Cooks full local autonomy, and the right to continue sailing from the places and on the jobs they have had through the past many years.

Inasmuch as the present disintegration of the MCS is the result of leadership, who found it expedient one way or another to follow communist policy, the rank and file can only make a clean break from this kind of thinking by affiliating with the SUP.

In that way only can they make a sincere and honest job of cleaning out the commies from their ranks. Opinion here is that the communist elements will find a refuge within the NMU and for that reason they secret-

ly favor having Curran take over.

Although Curran may have the initial advantage of having stooges within the MCS leadership who see a chance to gain personally from an NMU swallow-up of the MCS, the rank and file, who are interested in a fair and square deal, the right to run their own union and preserve their autonomy, and the preservation of their superior working conditions, obviously find the SUP plan far more attractive than Curran's fronting for the shipowners.

Outside of pretty speeches and a fancy front, Curran can offer the Marine Cooks nothing.

From the standpoint of the industry itself, the feeling in marine circles on all coasts is that Curran's move may well inject marked instability in maritime, a prospect particularly unpleasant in view of the stability that has lately come about.

HERE'S WHAT I THINK...



QUESTION: What humorous incident you experienced at sea remains in your memory?



H. KELLY, Bosun:

About seven months ago, I was aboard a ship in Antwerp. One of the ABs was sleeping off a tough one, and several guys were discussing how best to wake him up to turn to. Finally, an OS volunteered, saying he could straighten him out. He took a bunch of raw onions, chopped them up and rubbed them all over the guy, then wrapped him in his blanket. The guy didn't budge or blink an eye. He slept through. Next day when he woke up, he wondered what guy thought he was so funny. Nobody told him, of course. The OS just couldn't figure out how his plan failed.



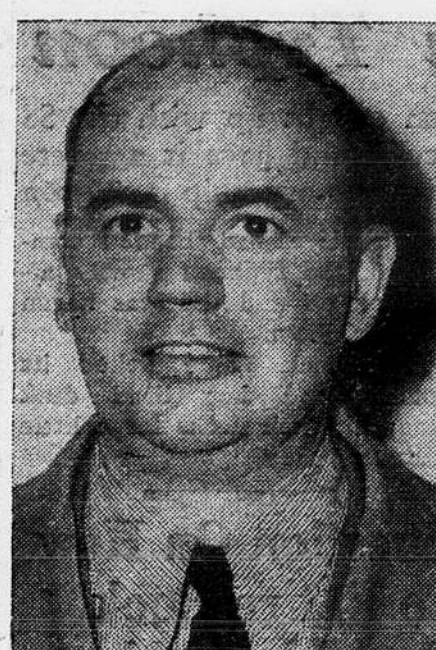
W. M. WALLACE, Bosun:

Sometime ago I was on a ship leaving Puerto La Cruz, Venezuela, for the States. An Ordinary who had been out the night before, and was pooped out, was slated for lookout. He took over his watch, saying he'd hold out okay, although his eyes looked half-closed. A few moments after he was relieved he was reported missing from his quarters. The ship was searched but he couldn't be found. Finally, the Old Man gave up the search and returned to his own quarters. There was the missing lookout, asleep in the Captain's settee. He didn't remember how he got there.



TONY ZALESKI, AB:

Last year I was aboard a ship carrying passengers from Europe. One of them, a woman, was among the oddest characters I've ever seen. In fact, she was more than slightly off her bean. Although the crewmembers told her repeatedly that it was not allowed, she used to like to go down below to talk to the men. Almost every night she would put on a bathing suit and promenade on the deck. Wherever there was a group of guys, she'd stop by and start dancing. She certainly did liven up the trip. It was just too bad that she wasn't young and good looking. It's always that way.



A. RUMMEL, Chief Cook:

This happened down in Lour-enco Marques. Our ship was laying in the stream. Several of us, including some passengers, were looking over the rail, when from ashore comes a crewmember—a big heavy guy. His pants pockets were loaded with gear, and you could see the strain on them as he climbed up the Jacob's ladder. Just as he neared the top of the ladder, his pants fell down. The passengers roared, and so did the crewmen who saw it. The guy finally made it though. He got himself, his pants and his cargo aboard the ship okay. I won't mention his name.



H. WISHNANT, AB:

Once in the Phillipines, a Fireman aboard the ship I was on went ashore. When he came back he was feeling no pain. He spied the Chief Cook, who was thawing out a turkey which was to serve as the next day's meal. This touched our Fireman friend, who went into a crying jag and bemoaned the fate of the bird. He picked up the turkey and kept caressing it, while he whimpered over and over again, "You poor little turkey. Tomorrow we gonna eat you." Despite the efforts made to quiet down our sentimental Fireman, he couldn't be consoled. But he ate the bird the next day.



V. FITZGERALD, MM:

Down in Cuba recently, I was riding down the street on a pony on my way back to the ship. As I passed a bar, I was hailed by a group of shipmates from the SS John Stagg. They proceeded to give me a hard time, telling me a big guy like me ought to be ashamed to burden a poor little pony. I got off, and the next thing I know the guys were flying down the street astride the same pony. Not so amusing to me was an experience back in 1923, when I shipped on deck. I was chipping over the side in Mobile. As I came alongside a scupper, I nearly was drowned — and not by water either.



BERNARD MACE, Cook:

This isn't exactly funny when you remember that it really happened, but it was the kind of thing you see in slapstick movies. The Chief Cook on a tanker I recently sailed on was preparing supper, and he was a little short on pork chops. About 5:30 the guys started yelling for more. The Chief Cook got all excited, ran down to the ice box and came up with a loin of pork. Between his excitement and his haste I thought he'd blow up. He swung a cleaver to chop off some chops from the loin. He missed the loin completely but chopped off his thumb at the knuckle. Didn't even feel it, either.



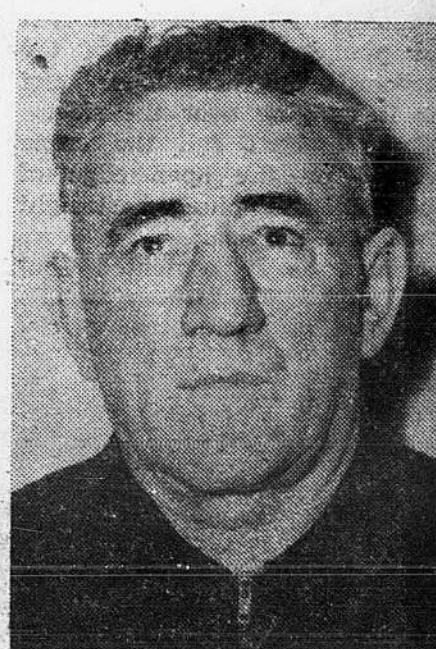
TONY FERRARA, Carpenter:

During the war, I was on the SS Fluorspar. We picked up a Messman in Scotland, and it was his first trip to sea. The First Assistant always gave him a hard time, so the Messman was afraid of him. One morning after breakfast was over, the First came in and said he wanted some ham and eggs. The boy hurried to the galley, but the Cook said "No more ham, we'll fry him some eggs." Afraid to tell the First, the boy grabbed a hunk of ham that he had thrown away from leftovers, washed it off and put it on with the eggs. The First said he never tasted such good ham and eggs.



JOHN MCGUINNESS, OS:

On my first trip to sea in 1947, I sailed as a Wiper. One of the first orders I got from the Chief Engineer was to sougee the reefer room. I did so, but in the process I blew out the plant. The Chief screamed, "Get out and never come back." Then he told the Old Man "Either McGuinness gets off or I get off." The Old Man told him to cool off. Then he wanted to put me to work chipping on deck. He found out that the agreement didn't permit that. So he broke me down from Wiper to work-away. I didn't have to do any work for several days, but I got paid anyway.



L. P. HOGAN, Deck Engineer:

Recently my ship tied up at Portland, Maine. On comes a relief Chief Engineer in full regalia. The first night he fired the First and Second Engineers. Next morning he calls for me. "You're fired," he says. I asked him why, and he replied that he was cleaning house. I called the Boston Hall and was told to stay aboard until the Patrolman got there. I told the Chief this, "I'll fire and hire who I want. If not I'll get off." At the oil docks three days later I saw him walk in the rain down the gangway and head for town. He had all of his baggage with him.



SHIPS' MINUTES AND NEWS

Black Eagle Loses 20-Ton Crane In Tussle With Typhoon

A not-to-be-denied typhoon caught up with the SS Black Eagle off the Okinawa coast and gave it a severe buffeting that cost the doughty Victory ship a 20-ton crane.

The Black Eagle, a National Bulk Cargo Carriers' vessel, had been ordered out of Okinawa harbor on November 8 because of warnings that a typhoon was approaching, according to a report submitted to the LOG by crewmember Bill Barth.

Three days later, as she was cruising off the coast, the Black Eagle ran head-on into the storm, Barth related. As the tempest increased in intensity, the securing cables of a 20-ton crane worked loose.

The Deck Gang quickly turned to and worked feverishly until the cables were again secure. No sooner had they finished that job, Barth continued, than a truck on the starboard side forward and another at starboard aft became loose. Again the deck hands secured the endangered cargo.

By 9 o'clock that night the typhoon was at peak fury. "All hell broke loose," Barth said. The heavy seas slapped and shook the Eagle severely. Finally, the crane broke loose again.

"Some of us came out on the wing of the boat deck and watched that crane do its damage," Barth continued.

As the Eagle rose and fell with the heavy seas, the unbridled crane swung about drunkenly. Within 10 minutes it had pounded a section of the starboard bulwark loose and left it hanging over the side.

On the next roll the crane teetered on the open edge of the deck and plunged straight down into the sea.

Almost as if contented that

its objective had been accomplished, the typhoon shortly after took off and the seas began to calm down.

The Black Eagle licked its wounds and her tired deck hands hit their sacks for a little shuteye.

Question On How To Retire Book Pops Up Again

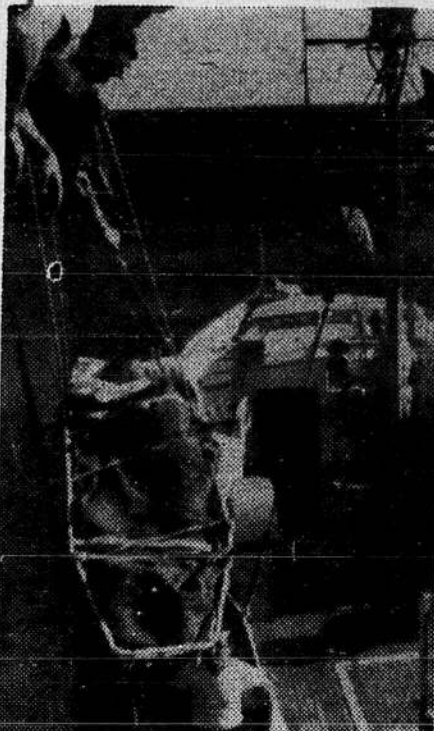
The oft-arising question of "how do I go about retiring my book" cropped up again this week. This time it came from a Seafarer now in the Army, who expressed concern over the status of his book.

Headquarters sent an answer to the inquirer, advising him of the procedure it has been stressing repeatedly in the columns of the LOG over the past several years. Since the Korean conflict the Union has particularly brought the matter of book retirement to the attention of members about to enter the Armed Forces.

In answering the army man's question, Headquarters urged again that all hands leaving the sea, either to enter the service or for any other reason, should forward their books to SIU Headquarters, 51 Beaver Street, New York 4, N. Y., with a request that they be placed in retirement.

In order to qualify for a retirement card, a member must be paid to date when seeking retirement.

Ship To Boat Transfer Of Ill Seafarer



Shipmates lower ailing Frank Formisano over side of Seairain Havana to Coast Guard boat, which responded to call off the Florida Coast. Formisano, a watertender, took ill suddenly, and Skipper speeded up the vessel for the rendezvous with the CG.



Coast Guardsmen unfasten lines on basket in which Formisano was transferred to the boat which took him to a shoreside hospital. Photos, taken by Lester Moore. Oiler, on the Havana, are part of photo record of the transfer.

Rotary Shipping System Tops Off Agenda At Abiqua's Union Educational Meeting

Crewmembers aboard the SS Abiqua, Cities Service tanker, are working on the well-established principle that Union men who know the score make the best shipmates.

That much is evident from the type of Union education meetings the Abiqua men have been holding. As a result of the effort to have each man fully understand the nature and function of his Union, there has been an increase in shipboard cooperation and smoother functioning all around.

The minutes of the latest educational session, held recently at

rights and privileges in the organization.

Article VII, Section 1 of the Constitution, dealing with reinstatement was read and discussed.

Before closing the meeting, Brother Crane stressed that the proper thing for a member to do in the event any Union procedure is not clear to him is to consult his shipboard delegate or a Patrolman in any port.

The Abiqua men are intent upon holding their education meetings regularly. If their beginning is any criterion, they're on the way to becoming some of the best-informed Seafarers on the seas.

sea, reveal that rotary shipping was thoroughly explained and discussed.

Brother Harold Crane, acting Ship's Delegate on the Abiqua, started off the rotary shipping discussion by asking how many aboard the vessel were not fully familiar with the procedure. Eight crewmen, who came into the Union as a result of the SIU's successful organizing drive in the CS fleet, said they were wanting on this score.

So Crane started at the bottom and told how the rotary system worked, from the time a man entered the Hall, until he was shipped out. Nothing was omitted. Crane even explained what questions the Dispatcher was likely to ask of the job registrant.

Following Crane's explanation, the Abiqua men went into a discussion of the system of classifying ratings into three groups within the various shipboard departments. T. Crawford then took the floor on the topic of "shipping from the board." His clear explanation brought a vote of thanks from his listeners.

Crane followed Crawford on the deck with a reading of the Quarterly Finance Committee's report of December 6. "Most of the men," says the minutes, "were astonished to learn of the obviously sound position of the Union as revealed in its assets."

Also stressed at the session was the advisability of keeping in good standing and of retiring a book in the proper manner in order to protect the members'

Reporters Wanted

What happens to Seafarers while taking the ships to the far flung ports of the world makes interesting reading to the rest of the membership.

You don't have to be a Jack London to knock out the details of the experience. Just give us the facts and we'll do the rest.

Pictures, too make a story more interesting. If you, or a fellow crewmember, are lucky enough to have a camera along — send your snapshots to the LOG. We'll take care of the developing and printing and the returning of the negatives and prints to you.

Send your bits of news and snaps to: SEAFARERS LOG, 51 Beaver Street, New York, N. Y.



Debris-strewn deck and torn starboard bulwark testify to havoc resulting from brief encounter between the SS Black Eagle and a typhoon off the Okinawa coast recently. Bulwark was ripped when 20-ton crane came loose and crashed into the sea. Photo was among those submitted by crewmember H. Kelly.

Digested Minutes Of SIU Ship Meetings

CHRISTINE, Dec. 17—Chairman, R. Ferreira; Secretary, J. Christian. Discussion on possibility of demoting 2nd Cook to 3rd Cook as he cannot bake. Entire crew voted in favor of the demotion. Suggestion made that each crewmember donate one dollar toward purchase of a new washing machine. Ship's Delegate reported everything is shipshape.

PENNMAR, Nov. 5—Chairman, John Marshall; Secretary, Charles T. Scott. Steward reported \$26 in ship's fund and moved that Department Delegates collect one dollar from each member in Long Beach for the fund. Deck Delegate suggested that each man on stand-by cooperate in keeping recreation room and messhall clean.

ROBIN SHERWOOD, Dec. 9—Chairman, Vincent Kuhl; Secretary, Walter Hayes. Delegates reported all okay. Request made for more juices, but they are not available. Crew complained of insufficient cold cuts for night lunch.

SOUTHERN CITIES, Dec. 27—Chairman, Frank Calmen; Secretary, A. Foster. Ship's Delegate reported of difficulty in securing a needed AB. Beef raised of Engineers using crew's mess as passageway during meal hours. New percolator ordered to replace one that burned out.

ALAWAL, Dec. 13—Chairman, E. Moyd; Secretary, A. Phillips. Delegates reported no beefs, except Engine Delegate who reported some disputed overtime. Discussion on Brother Eddie Westphal who was lost at sea. Motion carried to send flowers to services for Brother O. W. Tompkins who died aboard ship.

ALCOA PARTNER, Dec. 31—Chairman, Mike Selonka; Secretary, McInnis. Delegates reported all okay. Delegates drew up protest to company for not sending pump for cold water to ship. Steward criticised for putting out two second meats at supper-time. Ship's Delegate cautioned all hands to honor the SIU agreement. Suggestion made that Article II, Section 32 be modified so the rest period would apply on day of arrival and day of departure.



LONE JACK, Dec. 17—Chairman, Roy Lundquist; Secretary, Price Willoghby. Delegates' reports accepted. Wendland elected Treasurer for the ship's fund. Ship's Delegate reminded crew of the clause in the contract that calls for men to be aboard one hour before the posted sailing time. Crew also reminded of the clause calling for two days' pay if new man is ordered.

ANDREW JACKSON, Jan. 1—Chairman, Frank Albore; Secretary, Bud Cousins. Delegates reported on the number of books and permits in their departments. Motion carried to have double bottoms cleaned. Motion carried to have Patrolman check the rationing of cigarettes, now limited to two cartons every ten days. Black Gang Delegate to see Patrolman about beef 8-12

Seafarer Sam says

Hold on to them!

When you apply for your **SPECIALLY VALIDATED MERCHANT MARINERS DOCUMENT**

—and do it as soon as you can— do not turn in your seaman's papers. They are your personal property and you cannot be forced to surrender them.

Fireman has against the Chief Mate concerning the treatment he received while ill.

ALCOA CLIPPER, Dec. 31—Chairman, R. Roberts; Secretary, E. Hunter. Delegates reported dissatisfaction with food being given crew. Ship's Treasury reported at \$95.87. Motion carried that the Steward explain to a Patrolman why the menus haven't been changed. Motion to buy a new washing machine voted down.



BRADFORD ISLAND, Dec. 31—Chairman, Buddy Benson; Secretary, W. Guitenan. Delegates reported some disputed overtime in their departments. Motion carried that doors not be locked while at sea. Motion carried that Ship's Delegate go with Steward and check the contents of the store room. Chief Electrician to check on cost to have present washing machine repaired as compared to buying a new one.

GOVERNMENT CAMP, Dec. 27—Chairman, William Burke; Secretary, C. Wille. Delegates reported number of books and permits in their departments. Vote of thanks given Treasurer O'Brien for the swell job he has done. Motion carried to put in for overtime for delayed sailing. Stewards Department men to collect Saturday in port overtime for time anchored in Lake Charles, then other departments are to put in for it.

DEL SUD, Dec. 10—Chairman, Brown; Secretary, Clarke. Ship's Delegate reported on visit to New Orleans Marine Hospital, repairs that had been made and Captain's displeasure with fire and boat drill. Motion carried that the Captain be notified that the general alarm system had been out of order for two days and 1st Assistant would not allow Electrician to repair it, as it would invoke week end overtime. Beef about discrimination

in handing out slops; officers and cadets can draw for another man, but crewmembers must appear in person. Motion carried to airmail repair list northward from Rio on return trip. Crew agreed that ship is feeding 100 percent better than last trip and Stewards Department rated a vote of thanks for a job well done.

SEATRAN NEW YORK, (Date not given)—Chairman, R. Sweeney; Secretary, Charlie Goldstein. Ship's Delegate reported sending a telegram to Headquarters reporting a man missing the ship in New York. Other Departments reported no beefs. Motion carried that in the future Delegates report men missing the ship by writing a letter to Headquarters immediately and sending it ashore with the pilot. Steward given a vote of thanks for the swell dinner his department put out on Christmas day.

ALCOA PURITAN, Dec. 3—Chairman, S. LeLacheur; Secretary, William Frank. Delegates reported disputed overtime for delayed sailing. Motion carried for the Ship's Delegate to see the Captain about wiring for draw money in New York. Suggestion made that crewmembers leave Patrolman alone and let the Delegates settle all beefs.



IBERVILLE, Nov. 12—Chairman, F. O'Leary; Secretary, O. Badden. Delegates reported no beefs. Motion carried to hold a meeting every time around the loop. Discussion on amount of food needed for adequate meal.

RAPHAEL SEMMES, Dec. 3—Chairman, W. C. McCuiston; Secretary, Frank Van Dusen. Delegates reported number of books and permits in their departments. Discussion on man who piled off the ship in Jacksonville. Ship's Delegate to get beneficiary cards for men who haven't sent a card yet to the Welfare Plan

office. The dispute between the West Coast Longshoremen and the SUP was discussed, and the crew went on record to keep out of the battle as far as gin-mill and street arguments are concerned. If the Union needs us, then we'll act.

ALCOA PURITAN, Nov. 13—Chairman, F. Crumpler; Secretary, Michael Amato. Delegates reported all okay. Old minutes to be corrected before being accepted. Motion carried to post a repair list and to eliminate cold suppers. Suggestion made that storage boxes be cleaned more often.

DEL AIRES, Nov. 19—Chairman, Bannister; Secretary, Ray Casanova. Ship's Delegate reported on visit he and seven crewmembers made to Brother Jacob Levy, of the Del Santos, in the hospital. Discussion on penalty cargo from last voyage. Steward stated that present paint is no good and International paint should be ordered for next trip.

CHILORE, Dec. 31—Chairman, H. Collier; Secretary, J. Siniard. Delegates reported on number of books and permits in their departments. Beef raised on boiling clothes at night and keeping the Stewards Department awake. All departments to cooperate in keeping laundry clean.

CATAHOULA, Jan. 7—Chairman, Adolph Capote; Secretary, L. Stephenson. Chairman discussed letter sent to Headquarters asking for innerspring mattresses and a more liberal food supply. Delegates reported no disputes in their departments. Suggestion made that more fried chicken be served.



CHRISTINE, Dec. 4—Chairman, Vic Miorana; Secretary, Murry. Delegates reported everything shipshape with the crew doing a good job. Motion carried that messrooms and crew-foc'sles be painted out. Motion carried that a letter be sent to the Postmaster General suggesting a floating marine post-office in the Panama Canal, such as is operated on the Great Lakes. Men on gangway watch asked to stick close to gangway so the Mate doesn't have to look all over the ship for them.

GATEWAY CITY, Nov. 20—Chairman, E. Killigren; Secretary, R. Daniels. Delegates reported their departments in order. Question raised on dumping of garbage; to be referred to New York.

ROBIN LOCKSLEY, Dec. 24—Chairman, Steve Bergeria; Secretary, Vernon Porter. Motion carried that Deck Delegate speak to Mate about giving the Deck Department time to souge their foc'sles. Motion carried that all beefs be referred to Department Delegates to prevent men from running to head of department. Agreement made that Ship's Delegate appoint a laundryman upon ship's arrival in Africa. Motion carried that the LOG

received regularly in Capetown be posted on the bulletin board and no one is to remove it from the messroom.

SEATRADER, Dec. 3—Chairman, Walker; Secretary, N. Petersen. Ship's Delegate reported \$3.75 in the ship's fund. Delegates reported some disputed overtime, but said things are running smoothly. Members requested to keep their feet off the tables. Chief Cook asked all members, while in port, to eat as soon as possible.

PETROLITE, Jan. 9—Chairman, Louis Tilley; Secretary, Stephen Bogucki. Motion carried that crew will not payoff at sea until overtime beef with BR is straightened out and all repairs attended to. Motion carried that all crewmembers donate \$1 to the repairing of the washing machine. Suggestion made that Steward put in for more milk as supply is running low.



STEEL DIRECTOR, Dec. 24—Chairman, Oliver Fielding; Secretary, N. J. Wood. Delegates reported no major beefs. Motion carried to have Deck Department hold a special meeting to adjust differences or make out a written report of facts concerning refusal of Deck Department to accept the Deck Delegate's report. Deck Delegate had spoken to Mate to keep off deck; Mate was back on deck the following day.

ELLY, Jan. 5—Chairman, A. Giove; Secretary, Osetek. Delegates reported all okay. Steward's Delegate reported Steward refused to attend meeting. Motion carried that a \$25 fine be placed against anyone refusing to attend to a meeting. Motion carried to crack down on drinking; anyone who fouls up to be brought up on charges.

VENORE, Jan. 7—Chairman, D. Faircloth; Secretary, J. Easterling. Suggestion made that recreation room be kept clean. Delegates reported everything in order.

CARROLL VICTORY, Nov. 24—Chairman, G. Strocker; Secretary, J. Cantrell. Delegates reported all in order as most of disputed overtime had been cleared up. Discussion on ice and Captain's refusal to buy it. Recommendation that Steward put out a more balanced diet and crew cooperate more with Messman.

CHIWAHA (Cities Service), Jan. 7—Chairman, R. Pawlak; Secretary, David Barrett. Chairman read Union literature on charges and explained that this matter was a serious one and not to be abused. Request made that fruit juices be chilled.

COUNCIL GROVE (Cities Service), Jan. 1—Chairman, Sven Jansson; Secretary, Lawrence Reimer. Delegates reported number of books and permits in their departments and listed disputed overtime. Motion carried to have Ship's Delegate see Port Engin-

(Continued on Page 10)

THE MEMBERSHIP SPEAKS



SIU Book Prize Possession, Says Seafarer Now In Army

To the Editor:

I guess a lot of my friends and former shipmates will be surprised to learn that the worst Electrician in New Orleans is now a recruit in the Army. She's a feeder but hell on OT.

Basic training is like all the unorganized ships that ever sailed, all rolled into one—and every single month they hit me with 75 bucks, minus taxes and insurance.

A lot of my fellow victims are wondering what they are supposed to be fighting for, since officially there is no war on. But I'm not kicking. I know that when I get out I won't have to hit the 52-20 line, like a lot of these guys will.

JOB GUARANTEE

My SIU book is my guarantee of a job of my own choosing and a good living wage. I wouldn't swap it for all the medals in the Army.

I got a Christmas card from PFC Tom Williams, ex-Del Norte Engine Maintenance. Also a note from "Blackie" Bankston, the Del Norte's world-famous Bosun. I used to kid him about his gray hairs, but now I wish I had them.

I wonder if there is any way I could get a print of the picture printed in one of the August 1951 issues (I think) of the LOG, showing the Del Norte delegates, and in which I appeared as the Engine Delegate.

If whoever has the negative reads this I'd be glad to pay for the print and postage. I'm really anxious to have the picture as a reminder of the best ship and best damn crew I ever sailed with.

NEWS WANTED

I'd also like to hear news of the Del Norte Navigator. I sure enjoyed working on it with

LILICA CREWMEN CHARGE LAUNDRY WITH DIRTY DEAL

To the Editor:

I am writing in regard to a laundry in Portland, Ore., that caters to ships. It is called the Oregon Laundry.

While this ship was in port a few weeks back, one of the laundry's drivers came aboard soliciting laundry. At the time of picking it up, they tell you one price, then when it is delivered shortly before the ships sail they bring it aboard and charge a man three or four times the specified amount.

In one instance, a Brother member on this ship was charged \$4.25 for the laundering of four shirts, and two of them were not even ones he had sent out.

Please warn other SIU ships to be on the lookout for this Oregon laundry driver and see that he does not catch any more of our Brothers.

Pat Ryan
Engine Delegate
SS Lilica

Thurston Lewis, "Salty" Dick and the others who did such a good job of making it tops.

I'd like to extend the very best New Year's wishes to the LOG staff, all the guys in New Orleans, all fellow ex-Seafarers now in service, and, in fact, to all SIU members everywhere.

In closing, here's a promise to all friends that I will answer all letters if anyone wants to write to me.

Rct. Gordon Peck
U. S. 56082038
Trng. Btry C
746 AAA Gun B'n.
Fort Lewis, Wash.

(Ed. note: the picture referred to by Brother Peck appeared in the July 21 issue of the LOG.)

Galley Men Get Vitamin D



Relaxing on deck of the Archers Hope, Cities Service tanker, are two members of the Stewards Department, identified by photographer J. E. Bell, as "Mike, our Second Cook, and the Chief Cook."

Professional Loan-Seekers Out To Exploit Their Shipmates, Paddy Farrell Declares

To the Editor:

We have tried incessantly to encourage members of the SIU to be careful in the handling of their money at sea and in port. It is becoming a huge menace time and again to have fellows complain of being duped by loan pirates on board and ashore who borrow from shipmates a fin or two "until payoff."

This wise parasite is usually a gambler or an alcoholic and will stoop to anything for his selfish ends. In most cases he is a poor worker. His intention is to get by the easiest way. The only way this can be done is by exploiting his shipmates.

SMOOTHIE

He is an ideal promiser and an elegant talker. He will give you a smooth line and a hard luck story, like all confidence men. He usually is dressed up like a sheik and has a spiel of ship's talk that would make Columbus turn in his grave.

When this guy has used all his tricks to borrow all he can and realizes he is on the run, he usually packs his gear and quits the ship, maybe getting away with a \$200-\$300 take. He goes to the Hall and registers for another ship and so on goes the wheel of misery that this lousy parasite thinks is clever.

YOUR PROBLEM

The Union cannot retrieve your loss for you. Although the Union would like to help you, it is something over which it has no control. This is something between two guys. Therefore, take warning and watch out for these cheesy-mouthed renegades and keep your money. And I think if you lose their so-called friendship, you are a winner. The old adage says "A bird in the hand is worth two in the bush."

Now, lastly, the SIU as an organization works in the in-

terests of all seamen, whether they be bookmen, permitmen and will not condone crookedness and shall always try to stamp it out.

It would be wise to tip off your Brothers in the SIU as to the existence of this kind of character referred to above. I realize this might be tough to do, but the truth is best for all of us.

Paddy (Deep Six) Farrell

Hails SIU Spirit Of Brotherhood

To the Editor:

I wish to express my sincere gratitude to the membership of the SIU for their generous remembrance of me and my family during the holiday season.

This kindly gesture points up the true spirit of brotherhood which exists throughout the SIU and is so well known to all of its members.

I am extremely proud of my membership in the SIU—a real Brotherhood of the Sea, which at all times has the welfare and concern of its members at heart.

I want to take this opportunity to extend to all my Union Brothers a sincere wish for a happy and prosperous new year.

Paul Sanford

Recommends Brother For Car Repair Work

To the Editor:

My brother, Alton Roberts, owns and operates a garage at 10141½ Market Street, Houston 15, Texas.

I would like to recommend that all SIU Brothers in that area who need work done on their cars go to Alton Roberts who will give them a square deal in the repair of their cars.

He does good work at a fair price, and all of his work is guaranteed.

Charlie Roberts
Seairain Havana

Going To Korea? Kirkman Offers Valuable Tips

To the Editor:

Going to Korea? Then listen, Brother, cause I've got a few words of advice for Seafarers who find their ships nosing into Far Eastern lands. Our ship—the Robin Kirk—has been out here for over four months and has, of course, run into the usual difficulties of short stores, but that is to be expected.

Don't take any Army gear from a soldier unless you are given a receipt for it. The Army will shake down the ship and you'll land in hot water.

In Korea, deal in American money if you can or you'll take a beating on every turn in exchange. Don't drink Korean whiskey; it'll ruin you. Don't make heavy draws in Pusan unless you want script for Japan. You can get script in Korea but not in Japan. In other words, make your draw for Japan in Korea.

There is nothing to do in Pusan anyway. The army clubs are off limits to seamen and the seamen's club has nothing, it's alaws sold out.

GOOD CLUB

In Yokohama, however, there is a fine seamen's club run by two very nice people. Unfortunately, it is a shame the way it is being abused. It's disgusting to watch the performing of characters and gas hounds who punch on the tables, yell and whistle at everything. Their conduct is a disgrace to the country they represent, our union and the merchant marine. I was really ashamed when I walked out of the place.

These are critical times for the merchant marine and every seaman is judged to be typical. Every seaman should be on his best behavior at all times in the war zone, keep his eyes and ears open and his mouth shut unless he knows that he is right.

Fred Pettingill

Log-A-Rhythms

Mal-de-Mer

By C. B. WARD

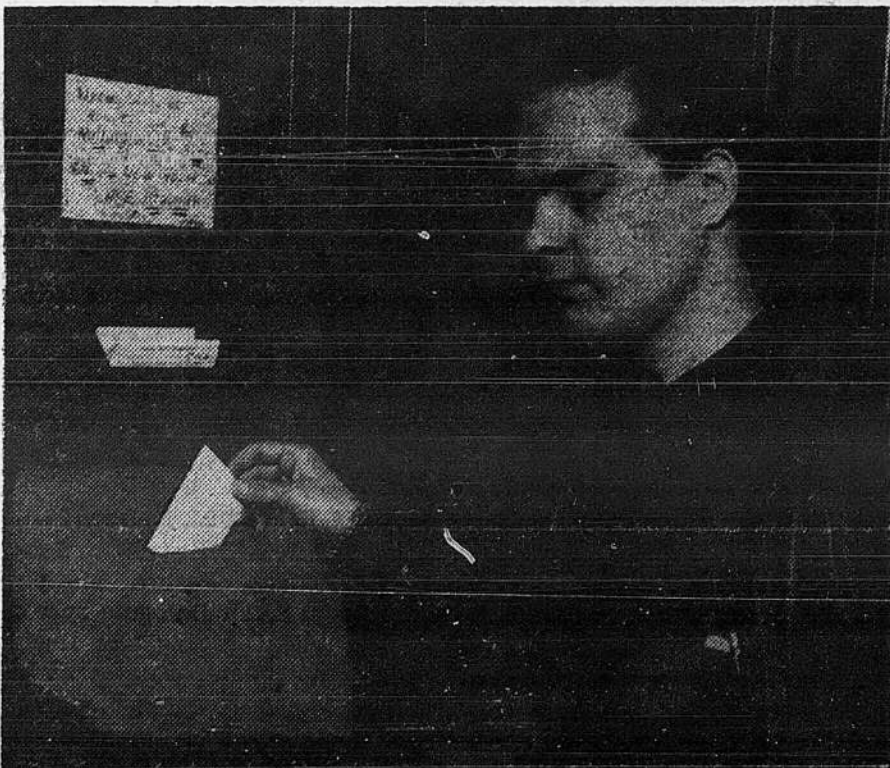
Woe be
unto we
Sorry souls,
who go to sea.

Rolling down
to Panama
Sans relief
of ha-ha-ha.

Hardly got
a stinking drop,
An empty shell
without a prop.

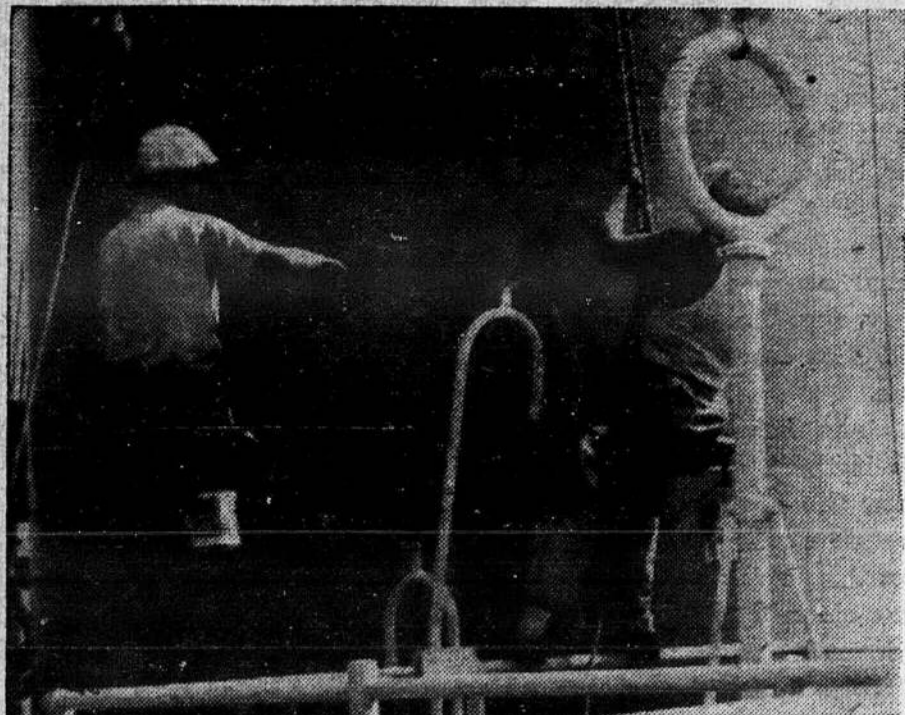
Thus the fate
of you and me,
And most of us
who go to sea.

'Keep The LOG Coming'



John Toledo, who entered the Army last week, wants to keep in touch with Union activities during his stint in the service. Here he drops LOG subscription card into box at Headquarters building to make sure he gets the Union paper regularly.

Bessemer Men On The Job



Deck hands on the Bessemer Victory give the stack a new coat of paint.

For The Records

Seafarers making payments to Union Patrolmen and other authorized SIU representatives should make certain the receipts they receive specify the account to which the money is to be credited.

For example, receipts made for LOG donations should have SEAFARERS LOG written clearly alongside the amount. The same applies to receipts for dues, assessments and other payments.

Careful attention to this detail will enable Headquarters to keep its records accurate in crediting income to the various accounts.

Vlodeck Proposes Campaign To Cut Down Ships' Noises

To the Editor:

Brothers, we have gone a long way to make the conditions under which we work as pleasant as possible. We went down the line to get good quarters and messrooms on every ship—someplace where a man could get some sleep, without being awakened 99 times by noises.

That's why we did something about the one big foc'sle on American ships, and fought for watch foc'sles so that men going and coming on watch would not disturb those sleeping.

But now we are faced with gigolos, who whistle and sing and yap out loud in the alleyways to keep those who wish to sleep awake almost all the time.

GET THEM, TOO

I now wish to recommend that we get after those gigolos as we did the gashounds and performers and other things that were a detriment to the good and welfare of our Union. Some people get the idea that when they are called down about the whistling and noise they are making, that the old SOBs who told them to knock off the whistle is superstitious.

It is not that, Brothers. To put it mildly, you are a pain in the neck. (My people read the LOG too, you know.)

I propose that we get the foc'sle card that we had a while back and print it up again and put copies in the messrooms.

The foc'sle card was used in our educational program a while back, but it has since disappeared. There is a paragraph on this card that says something like this: If you must sing or make unnecessary noises, go outside forward or aft—and let loose.

OFFERS CHANGE

At this writing I am on the 12-4 watch and if we get the foc'sle card back on the ships, I'd like to make an amendment for the just-mentioned paragraph to read: "If you must sing and whistle, go aft til your cap floats. The break out til your heart's content."

And another one. If you wish to play your radio, close your foc'sle door. Don't let your shipmates suffer from the heat because they have to close their doors to get some sleep because

Ready For Action



Presently aboard an SIU ship at sea, James K. Rocks, is a veteran of World War I and the Mexican border campaign. Like his son, who is a crewmember on the Alcoa Pilgrim, Rocks is anxious to do his bit in the present emergency. Both ship out of Boston.

you want to listen to cowboy and tear-jerker songs. If it's that bad, go home, son, and marry the gal.

This has been a long trip and I've gotten no rest or sleep on account of these gigolos. That's why I'm bitter about cracking down on them, like we did on the gashounds and performers.

Let's hear from you other Brothers on this thing.

E. Vlodeck

Brother Stamps Approval On Stewards Guide

To the Editor:

Hats off to Frenchy Michelet for his interesting article "Guide for SIU Stewards Department."

Without casting any reflections on any individuals, I think his article should be taken to heart, sincerely and seriously by a lot of so-called Stewards.

I heartily agree that a Steward should be able to run his department to the best of his ability, without interference from other departments. A Steward, to my way of looking at it, should be able to carry out any order that he relays to the Chief Cook.

A lot of the Steward's headaches lie in the galley, such as sometimes due to an incompetent Cook. There is nothing more disgusting than to pass by the galley and see a Cook preparing a meal with a cigarette in his mouth, and the ashes about ready to drop off into whatever delicacy he might be preparing.

HIT JACKPOT

I just completed a trip to France, aboard one of J. Carras' glorified Liberties, and we found steel wool, match sticks and even a cigarette butt in the bread pudding. I promptly told the Steward and the Chief Cook about these incidents. As we all know, steel wool is strictly prohibited from being used in the galley. But there are still plenty of Chief Cooks and Stewards who ignore this.

Another good point is that the Ship's Delegate and Steward should check all stores and provisions against the requisition that the Chief Steward starts the trip on. In this way there is very little possibility that the crew will run short of different items.

Let the Steward draw up his menus with the Chief Cook and also the Baker so that a variety of meals can be worked out. And last but not least, I believe that the Chief Steward should be around the galley, either at breakfast or supper to see that his menus are properly carried out.

Vic Miorana

Antinous Seafarers Thanked By Albinski

To the Editor:

My wife and I wish to express our appreciation and thanks to the former crewmembers of the SS Antinous for their gracious and timely Christmas offering to us.

It is a real pleasure to sail with such a fine Brotherhood that comes to your aid in time of need.

Edward J. Albinski

Beams Lights Up Over Juicy Note To Dry Outfit

To the Editor:

The following is an editorial from the New York Daily News which I think some of the members might find amusing:

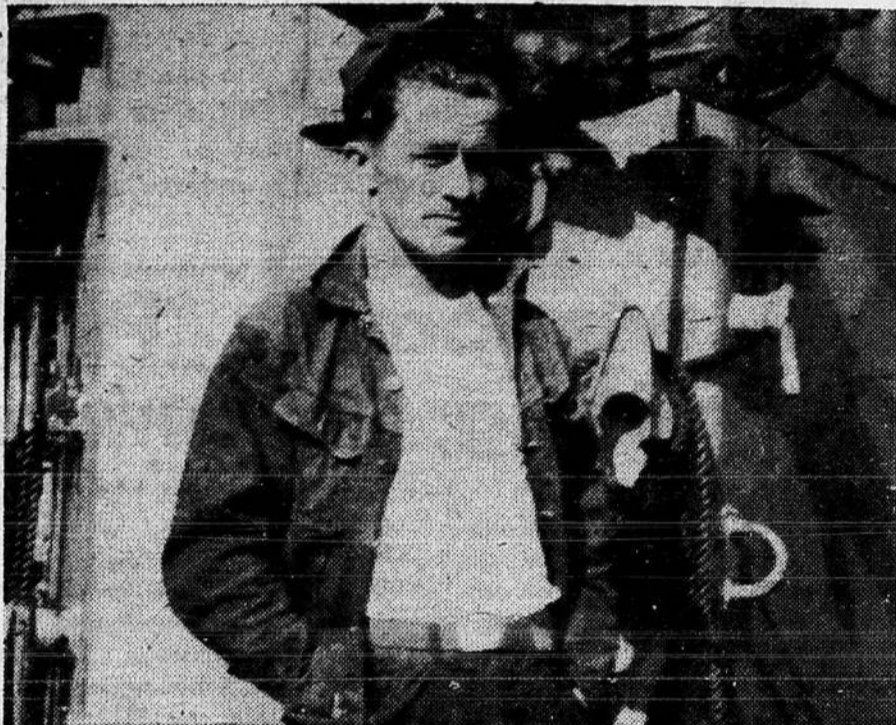
"The Womens Christian Temperance Union, veterans organization of bone-dry females has received the following letter from somewhere in Korea:

"Dear ladies of the W.T.C.U. We men of the Engineers Combat Battalion really do appreciate the fruit juices you are sending over here in place of the beer. It doesn't quite take the place of beer, but you can get quite a better buzz-on with it.

"We just add a little yeast and sugar to it, heat it on the stove and get some of the finest wine ever brewed. As yeast and sugar are scarce over here, we would appreciate it very much if you would send some with the next shipment. Thank you very much and keep the juices coming our way."

"If the dries would learn that you can't beat either nature or human nature as evidenced by this letter, they'd become a lot wiser than they've ever been yet."

Toke Beams



The Bessemer Vic's Bosun, John Nordstrom, strikes a serious pose for the shipboard photographer.

Tex Offers Doggone Theory On What Causes Headaches

To the Editor:

Did you ever have a headache? Do you know what it was caused by? Well, just pull off your shoes and settle back while I tell you why you have headaches and what causes them.

If you will cast an eye around you, you'll probably see several people. Now take a good look at each person individually and see if he or she reminds you of

a dog or some type. That's right, I said a dog.

You see everyone has a certain percentage of dog blood in his body. This blood does not circulate with the regular blood in a person's body, but it has its own small group, which circulate as a body.

This dog blood is exactly what causes a person to have a headache. It tries to circulate or mix with the regular blood in your body, which it cannot do under any condition. Therefore a friction is set up by these two types of blood trying to mix. This friction changes to a pressure, which slowly builds up and causes extremely severe headaches.

There is only one way in which a person can overcome these painful experiences and that is to close his eyes for a moment and try to relax. Now that your eyes are shut try to picture blood veins before your eyes—you have to try to picture this dog blood trying to force its way over the regular human blood in your body.

Now if you will picture the dog blood passing the regular human blood then you will find that your aches have disappeared after the dog blood passed the human blood.

Now Ed, don't go around telling everyone that this is the way to get rid of a headache because they might not believe you and they will think you are crazy.

Clyde (Tex) Still
SS Binghamton Victory
(Ed. note: We won't tell a soul.)

Question Box

CLIPPER CREW ASKS IF ATTENDANCE IS REQUIRED AT SHIPBOARD MEETINGS

Editor, Question Box:

1. The question has arisen as to whether men off watch are required to attend regular shipboard meetings. If these men are required to attend but do not do so, what action can be taken?
2. Are members on ships that pay off after the first of the



year required to pay the current year's assessments, or is there a 90-day period in which to do this? SS Alcoa Clipper

ANSWER: 1. All men off watch must attend meetings, unless, of course, they are confined to their bunks by illness. Failure to attend the meetings can result in charges.

2. A man who pays off after the first of the year must pay the current year's assessments at the first payoff in the new year. Otherwise he automatically goes into bad standing.

Digested Minutes Of Shipboard Meetings

(Continued from Page 7)
eer about fans for the crew. Motion carried to investigate delay in securing cots promised several trips ago.

§ § §
SOUTHERN CITIES (Southern Trading), Nov. 30 — Chairman, Johnny Bergeria; Secretary, Bob Brown. Crew voted thanks to Longshoremen in Chester who aided in successful strike. Patrolman in next port to be asked to look into mail situation.

Dec. 27—Chairman, Frank Calnan; Secretary, A. Foster. Delegates' reports accepted. Stewards Delegate recommended that pots and pans need replacing. Crew requested milk three times a day while in port.

Jan. 1—Chairman, Johnny Bergeria; Secretary, Bob Brown. Repair list discussed and approved. Deck Delegate reported dispute over lowering hatches. Motion carried to investigate mattresses.

Jan. 7—Chairman, Frank Calnan; Secretary, Bob Brown. Delegates reported no beefs, except matter of lowering hatches. Motion carried that a sanitary work schedule be worked out. New library to be brought aboard in next port.

Jan. 19 — Chairman, Robert Brown; Secretary, Joseph Lewis. Delegates reported no beefs. Crew voted to oppose any move made by Chief Engineer to fire Wiper in next port.



§ § §
ABIQUA (Cities Service)—Dec. 26—Chairman, S. Swienckoski; Secretary, D. Alt. Delegates reported number of books and permits in their departments. Stewards Delegate reported a little misunderstanding by the Steward as to the duties of a departmental delegate. Matter of Wipers working on stages to paint while ship is at sea to be referred to the Patrolman. Discussion on Transportation Rule. Motion carried to donate \$25 to the Hank Memorial Fund.

Jan. 1—Chairman, Roy Tallalsen; Secretary, H. Crane. Ship's Delegate reported ship's fund as standing at \$20.98. Motion carried to lower payments into the ship's fund from \$1 to 50 cents. Motion carried to ask that slop-chest carry sea stores cigarettes on foreign trips. Discussion on the shortage of fruit.

Jan. 7—Chairman, Crane; Secretary, Crane. Educational meet-

Draft Registrants

A&G District Headquarters this week reminded all draft registrants to keep in touch with their local draft boards, as a means of eliminating possible confusion or misunderstandings.

Before shipping out, the draft registrants should inform their local boards of the name of their ships and the companies by whom they are employed. If possible, registrants should also tell the boards the approximate duration of their voyages.

Attention to this procedure will avoid inconvenience later on.

ing called and all in attendance except men on watch and Chief Cook, who claims he knows all about Union affairs and doesn't need a refresher course. Discussion held on the clarification on part of agreement concerning handling of stores. Talk on the general agreement, with copies passed around for personnel to study. Talk on the stipulation clause of the Cities Service contract.

Jan. 8—Chairman, Frank Lambert; Secretary, M. Shockousky. Motion carried that no one is to sign the discharges on the payroll while the ship is at sea. Motion carried that meetings be held on Sunday evenings, with hours staggered so all watches would attend at least one meeting. Men asked to observe sailing board time. Vote of thanks given Brother Crane for the fine job he is doing as Ship's Delegate and Educational Director.

§ § §
FORT HOSKINS (Cities Service), Jan. 7—Chairman, G. E. Doty; Secretary, Frank Flanagan. Ship's Delegate reported that new mattresses had been distributed to the crewmembers who want them. All men cautioned on the importance of being sober at the payoff. Motion carried to check with the Organizers and see if 120 quarts of milk can be placed on this ship as is done on other SIU-contracted ships. Deck Delegate reported that the gang has been called out twice without the allotted stand-by time for coffee.

Unions Veto Idea Of New RMO

(Continued from Page 1)
may find a haven and the unions may be forced to accept these elements from the manpower pools.

The program offered by the unions is a sound one, and in no way injurious to the shipowners. Inasmuch as the responsibility for carrying out any program lies solely with the Maritime Administration and the proposed National Shipping Authority, and inasmuch as Maritime Administrator Admiral E. L. Cochrane had appraised and accepted in full the unions' Statement of Policy as a sound

program, the unions felt that they should not and could not alter their position as outlined in the jointly-drafted policy submitted to, and accepted by, the government representatives at the previous week's meetings.

Because of the fact that the two groups couldn't agree on the issues mentioned, the union representatives suggested that the shipowners draft their objections to the union proposals and present them to the Administrator, who could review them and call another meeting for further discussion.

Praises Mobile Catholic Maritime Club

To the Editor:

There is a Catholic Maritime Club here in Mobile which helps every one on the beach. I was just wondering if the seamen who hit this port, or any other port, don't think it would be proper for them to make some donations towards trying to help a place that gets no support of any kind.

The Community Chest, the Red Cross and a few other places the public supports by donations send almost every one to this Catholic club. It is a shame that they get no support from any regular donated funds. I think it would be a good idea if this was put in the LOG to let the members know this place does help a seaman who is down on his luck.

They donate cards, magazines, have free coffee twice a day for men on the beach, but it's hard to keep that up if there are no funds to help out. Coffee, sugar and cream must be bought, as are the stationery and stamps you get if you need them. They gave the guys on the beach a nice turkey dinner. I was there, as I have been on the beach 3 months myself.

It is a place the boys get clean beds for \$4.00 a week. It is the only place in Mobile you get a clean bed for that price, so if you can put this in the LOG perhaps they might get a little help from some of the men who have been helped by them.

M. F. MORRISON

Editor's note: The Catholic Maritime Club of Mobile has a very fine reputation with the Mobile Seafarers, as it has with anyone who has ever hit that port. Seafarers, incidentally, will probably get the same excellent treatment Brother Morrison speaks of, in any of the Catholic Maritime Clubs.

As to the question of donations, that, of course, is strictly up to the individual, as the SIU's policy is not to officially endorse any welfare organization, whether it be a religious one or secular.

SIU Manpower Pool Answers Recruiting, Manning Problems

(Continued from Page 1)

Washington between the country's maritime unions and the Maritime Administration, the unions made it clear that they were willing, ready and able to man the nation's merchant fleet and to train newcomers into the industry and those entry ratings

who wanted to get higher endorsements.

The unions stated in their program, at the insistence of the SIU:

"In the event there is a greatly increased need for maritime personnel which may call for more men than the Union Hiring Halls can furnish, the Unions, Management and Government should immediately devise a program for this purpose and they should be guided by the following basic points:

"(a) The Union Hiring Halls to recruit all entry ratings needed from personnel not eligible for the draft.

"(b) An upgrading and training program actually carried out through increased manning scales which will insure a supply of competent men for key ratings as they are needed."

UNION IS READY

The Union at present time can overnight crew any number of ships with capable, experienced men. We didn't expect the bu-

reaucrats to agree with us—and they didn't. (By bureaucrats we are definitely not referring to the Maritime Administration, which has not commented one way or the other. We mean the minor moguls, who want to get back in the saddle again.)

Nor did we expect the shipowners to agree with us. And they didn't. What they want, of course, is to create a tremendous pool of seamen, so that they might (they hope) smash the unions after the present shindig is over.

This is to let these gentlemen know that there is no need for another RMO—that if they succeed, through pressure, in putting their plan across, they are sacrificing the country's welfare for their own selfish interests.

We have enough men available, now and for any future contingency, to take care of the manning and training end—and if any of these gentlemen have any doubts, they can have them dispelled at any SIU Hall.

Carrying An Idea To Its Logical Conclusion

"The Machinist," organ of the AFL International Association of Machinists, turns the tables on those politicians who are always devising new schemes for taking money out of the working stiff's pocket.

Why is it when someone has a bright idea about how to stop inflation and stabilize the nation's economy, it generally begins—and ends—with the wage earners' pay envelope?

Our friend, Senator Paul Douglas (D., Ill.), is the latest to offer one of these bright ideas. If the Associated Press reports him accurately, Senator Douglas has proposed a program to "pay the Nation's workers for overtime in Government bonds instead of cash."

The Illinois Senator told a reporter that he has in mind a plan under which employees would be paid at overtime rates in Federal bonds which could not be cashed until the emergency has passed. "Taking that money out of circulation not only would reduce the danger of inflation but would provide workers with a comfortable financial cushion against possible unemployment after this crisis," he said.

Now, don't get us wrong. There is nothing wrong with buying Government Savings Bonds. We think everyone ought to put some of their earnings into bonds in times like these. And, that's just what seems wrong with

the Douglas idea. He doesn't apply it to everyone.

If it is just and reasonable to pay wage earners for overtime in war bonds, why isn't it just and reasonable to pay stockholders their dividends in war bonds? Certainly, stockholders don't need their dividends any more than wage earners need their overtime earnings.

That would take care of labor and capital. But, what about the farmers? Certainly they would want to share in this sacrifice. Why doesn't Senator Douglas suggest that farmers receive their Government subsidies in the form of war bonds instead of cash?

And, finally, there are the Senators and Congressmen. Certainly, they too would want to share in this sacrifice. We suggest that the Douglas plan be tried out on them first. Senators and Congressmen get a considerable allowance for travel expenses. That travel allowance could be paid in war bonds cashable after the emergency. This would not only keep some cash out of circulation, but also a number of Senators and Congressmen. It might also help to increase the attendance at both branches of Congress.

Minutes Of A&G Branch Meetings In Brief

BOSTON—Chairman, B. Lawson, 894; Recording Secretary, R. Lee, 47958; Reading Clerk, H. Cashman, 40363.

Boston minutes of January 3 accepted. Minutes of meetings held in other ports read and accepted. Secretary-Treasurer's weekly financial reports for December 23, 30 read and accepted. One minute of silence observed for members lost at sea.

GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, C. Tannehill, 25922.

Headquarters report to the membership read and accepted, as were the minutes of meetings



held in other ports. Tallying Committee's report accepted. Agent's report accepted. One minute of silence for members lost at sea.

SAN FRANCISCO—No meeting held because of a lack of a quorum.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. Masterson, 20297; Reading Clerk, A. Stansbury, 4683.

Anthony Pitura took the Union Oath of Obligation. Minutes of meetings held in other Branches read and accepted. Headquarters financial reports and report to the membership read and approved. Motion carried to refer all requests for excuses to the Dispatcher. Motion carried that Agent Rentz be instructed to have the inside of the Union Hall painted, and all furniture and chairs repaired and reupholstered. Meeting adjourned at 8:05 with 375 members present.

MOBILE—Chairman, D. Parker, 160; Recording Secretary, J. Carroll, 14; Reading Clerk, R. Jordan, 71.

Secretary-Treasurer's financial report and Headquarters report to the membership read and approved, as were the minutes of meetings held in other Branches. Agent Tanner's report accepted. Communication from Headquarters concerning the San Francisco Convention call read and accepted. Motion carried to accept Trial Committee and Tallying Committee reports. Meeting adjourned at 7:45 with 250 members present.

NEW ORLEANS—Chairman, Johnny Johnston, 53; Recording Secretary, Henry Gerdes, 23362; Reading Clerk, Buck Stephens, 76.

New Orleans previous minutes and financial reports read and approved. Headquarters report to the membership and the Secretary-Treasurer's financial reports read and accepted. Minutes of meetings held in other ports accepted. Agent Williams reported shipping as being in good shape and commended two ships, the Del Campo and Del Norte, for being in good shape. He commented on the rumors of more ships being put into operation in

A&G Shipping From Jan. 3 To Jan. 17

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	22	17	12	51	8	7	3	18
New York.....	124	112	76	312	119	123	85	327
Philadelphia.....	39	24	22	85	29	14	17	60
Baltimore.....	85	73	67	225	61	51	34	146
Norfolk.....	10	12	4	26	11	9	10	30
Savannah.....	4	0	1	5	2	5	1	8
Tampa.....	8	8	6	22	9	11	10	30
Mobile.....	38	26	43	107	13	16	20	49
New Orleans.....	41	37	61	139	39	37	45	121
Galveston.....	36	32	21	89	26	20	11	57
West Coast.....	69	64	50	183	97	85	76	258
GRAND TOTAL.....	476	405	363	1,244	414	378	312	1,104

New Orleans, and said that nothing was definite yet on any removals from the boneyard. He reported a strike in the ship repair docks which is getting 100 percent SIU support. He told the members that ships needing repairs would have to have the work done elsewhere or not at all, and to watch for promises in other ports of having the work done when in New Orleans. He reported eight payoffs scheduled for the two coming weeks. Brother Johnny Johnston, retiring Patrolman, spoke a few words to the members and thanked them for their cooperation during the years he has served the Union as an official. Under Good and Welfare, various subjects of con-

cern to the port were discussed. Adjourned at 8:25 with 285 members present.

SAVANNAH—Chairman, E. Tilley, 75; Recording Secretary, J. Parker, 20192; Reading Clerk, W. Morris, 21636.

Headquarters report and Secretary-Treasurer's report read and accepted. Minutes of meetings held in other Branches read and approved. Agent reported that shipping had been slow, but three payoffs were expected momentarily. He introduced Agent Ernest Tilley to the membership, and asked them to give him the same cooperation he had received during the past year. Under Good and Welfare there

was discussion on the SIU support being given the Retail Clerks Union in its strike against the Bargain Corner.

NEW YORK—Chairman, E. Mooney, 46671; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, J. Arabasz, 29836.

Branch Agent said that shipping and business in New York were moving at a fast clip, with rated men getting out without any trouble. Some 30 ships had paid off in the past two weeks, he said. He advised the men to be careful not to get involved with the Coast Guard, which is again back in full strength. He also advised aliens to get their visas as quickly as possible.

Minutes of all Branch meetings accepted as read. Motions carried to concur in the following committee's reports: Tallying, Headquarters Reinstatement, and Trial. Motion carried to donate sum sought by the Children's Town Foundations, Inc. Charges read and referred to Trial Committee. In Headquarters report, it was reported that the A&G Secretary-Treasurer, along with



other SIU officials, was in Washington to attend the conference discussing the establishment of an emergency set-up in maritime should a conflict develop. Report recommended that men elected to office, as announced in Tallying Committee's report, should be installed at once in accordance with precedent. In connection with validated document being issued to seamen, as a result of the presidential security order, members were cautioned to hold on to their present papers when applying for the emergency document. Report also discussed a work-permit system and recommended manner in which it should be operated. Headquarters said that as a result of membership's instructions at last meeting on architect's recommendations for new building, a request for additional plans and specifications had been issued. Motion carried to concur in Headquarters report. Meeting adjourned at 7:30 PM, with 756 members present.

TAMPA—No meeting held because of a lack of a quorum.

NORFOLK—Chairman, Ben Rees, 95; Recording Secretary, J. Bullock, 4747. No regular meeting held because of a lack of a quorum. Special meeting held to check shipping cards.

Personals



JACK (Sailor) DELANEY

Write, call or wire Mrs. Addie Richardson, 522 N. Mobile Street, Crichton Sta., Mobile, Alabama. Phone: 7-7083.

MELESKI VANDER VLIST (Ex-Coe Victory)

"Your laundry was left in the Baggage Room of New York Hall: Red Brady."

H. PEELER

Get in touch at once with Robert F. Doyle, 1 North La Salle Street, Chicago, Illinois, concerning an accident to a former shipmate.

EDWARD STURKEN

Pick up your teeth at office of J. M. Carras, Inc., 24 State Street, New York City.

LOUIS W. BOREN

Your wife wants to hear from you.

MAURICE BERNSTEIN

Contact Robert F. Reynolds in San Francisco. He is holding some money for you.

JORGEN JORGENSEN

Contact your wife, Emily, at 5011 Fourth Avenue, Brooklyn, New York.

WEAVER MANNING

Eugene Kohl, who was 3rd Engineer on the SS Angelina in 1948, is anxious to return the loan you made. Write him at 5320 Sixth Avenue, Brooklyn, New York, and send him your address.

ANTHONY MACULATIS

The receipts, medal and eye glasses, which you left aboard ship, have been brought to the New York Hall. Call for them at the baggage room, fourth floor.

JOHN GARBER

This Brother is now in the army and is anxious to hear from friends and former shipmates. His address is: Rct. John Garber, US 52-008-365, Co. A, 516th Airborne Inf. Rgt., Camp Breckinridge, Kentucky.

LLOYD E. WARDEN

Please get in touch with your father, 1901 Picher Avenue, Missouri.

LUCKY SANTO PENEBIANGO

Get in touch with Rct. John B. Di Stefano, US 56067001, B Battery, 63rd AAA Gun Bn, Fort Bliss, Texas.

NORLIN M. BERRY

Contact George E. Kearns, Jr., 106 County Building, Media, Pennsylvania. It is important.

NICK MUTIN

Contact Morrell Schwimer, 26 Court Street, Brooklyn, New York; phone: Triangle 5-6264.

CHESTER DELICOT

Get in touch with your draft board.

GEORGE JAMES BARON

Get in touch with your draft board.

THOMAS BACON GRINER

Please contact your mother.

WALTER MARCUS

Write to your wife: Mrs. Hermine Marcus, 176-39 120 Avenue, St. Albans, Long Island, New York.

JOHN C. OVERTON

Your sister, Mrs. Minnie Gumm, Mims Court, Huntsville, Alabama, wishes to hear from you.

HAROLD R. BONNE

Get in touch with Frederick R. Graves, 220 Broadway, New York 7, New York, concerning your case against Calmar SS Company.

FRANCIS P. CORCORAN

Get in touch with your mother.

EDWARD WAI LUKE

Frederick Travers, 305 Broadway, New York 7, New York, needs your testimony to help an injured shipmate.

FRANK RAKAS

Get in touch with Jerry Pierone, 36 1st St., Brooklyn.

WINSTON FLATTS

Please communicate with your mother at 44 Fourth Street, Albertain, British Guiana.

MANUEL SANCHEZ

Photos you submitted to the LOG were forwarded to you at the Baltimore Marine Hospital, but have been returned as unclaimed. You can pick them up at the LOG office.

RICHARD R. GAYESKA

Write to Charles V. Falls at State House, Boston, Mass.

Notices

SS ROBIN WENTLEY

The following men have their inoculation and vaccination slips at NY Hall. They can get them by writing or calling for them at 51 Beaver St., New York 4, New York:

W. J. Anderson, Frank Bressi, Henry R. Dombrowski, W. E. Harris, Albert Kamens, M. Kaminski, H. E. Laird, W. MacDonal, Geo. W. Manning.

N. F. F. Neilsen, Al Oromaner, Geo. Andrew Pease, Roy A. Poston, Thomas M. Reilly, T. Rezeveteb, C. Schartzter, John Stringer, E. Tresnick, John R. Webb.

Discharges for the following men are at Headquarters:

George Fiance, Manuel Vigo, Peter Patrick, John D. Walker.

Crew, SS ANNISTON CITY

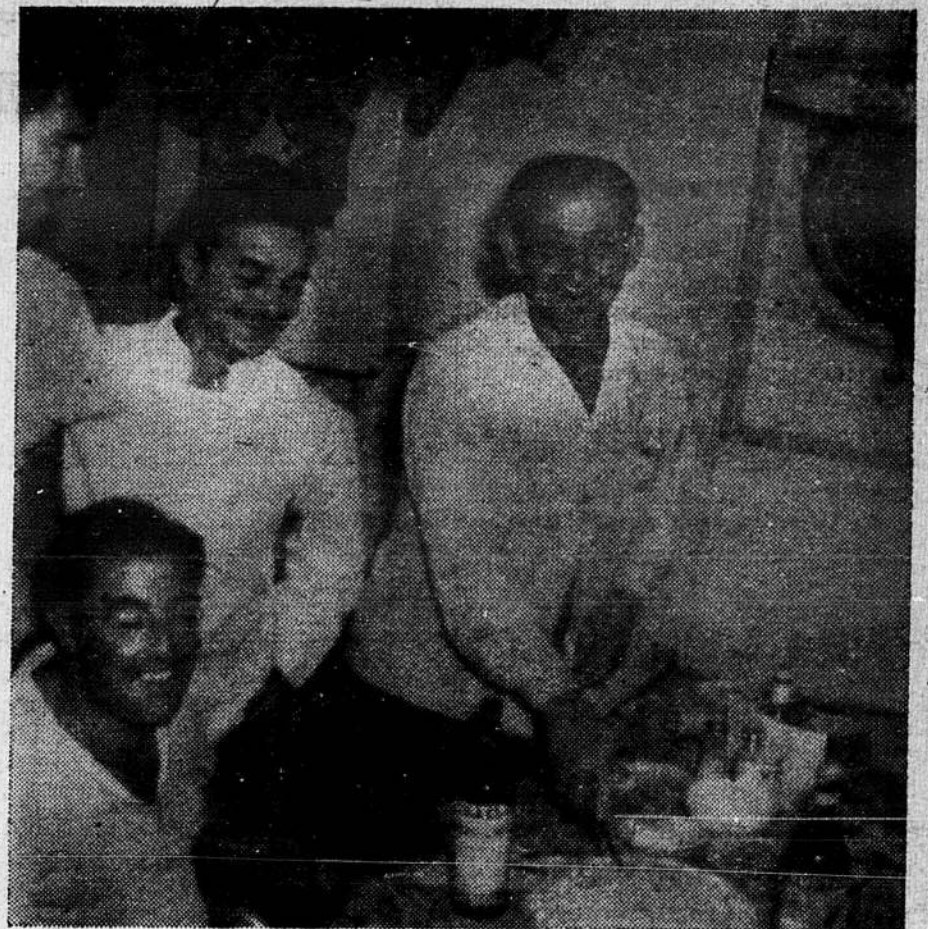
Anyone knowing anything about the injury sustained by Jesse C. Laseter on October 31, 1950, at Linton, Oregon, contact Robert F. Reynolds, 1303 Hobart Building, San Francisco, Calif.

Bienville, Sherwood Cameramen Turn To

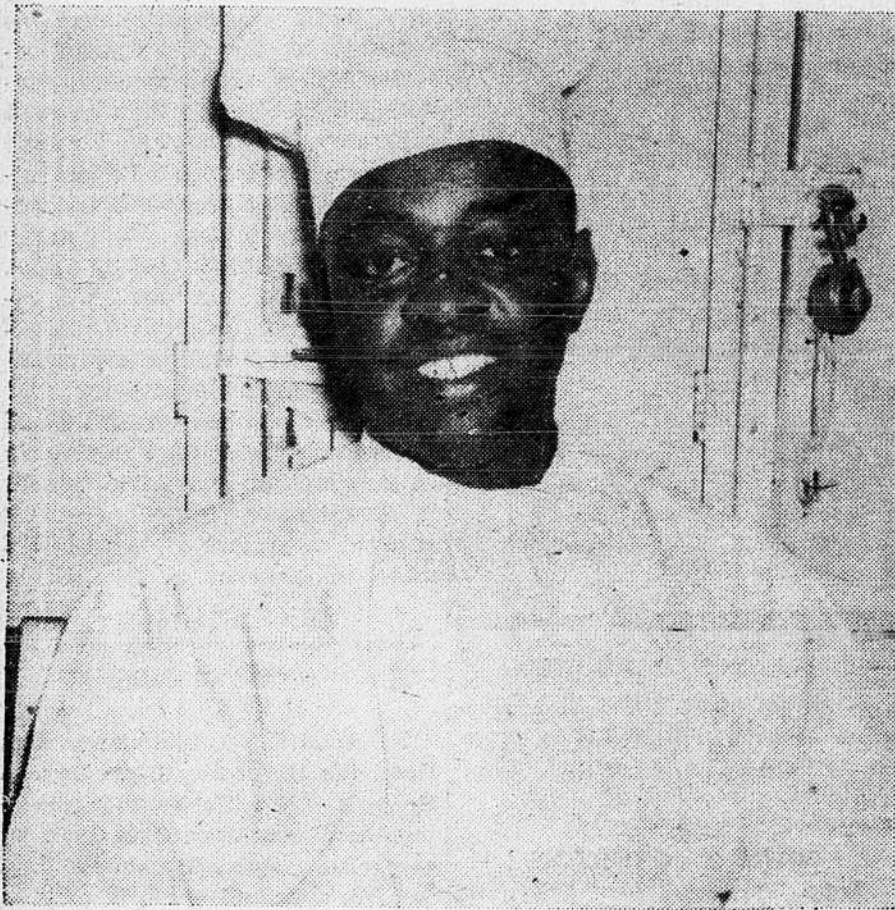


The birthday anniversary of the Robin Sherwood's Second Electrician was cause for celebration by his shipmates. The galley men came up with a cake and adorned it with candles, although Charlie, the Second Electrician, would have preferred to wire it for lights.

In photo left, Messman Herbert (Frenchy) DeBoissiere shields candles' flames as he sets out for messroom with the cake. Eric, the Chief Cook, smiles with satisfaction as the tasty dish goes down the ways.



At right, the honored guest begins to cut up. Looking on are Walter Hayes (left), OS, and DeBoissiere. George, Chief Electrician halts his eating for the ceremony.

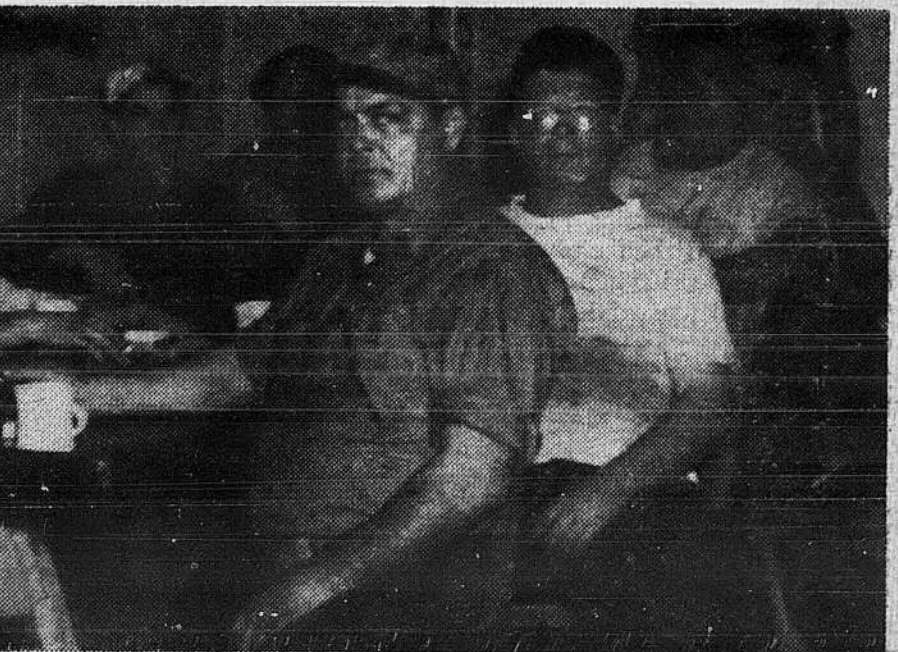


An old hand with the camera, W. R. Cameron, Second Cook aboard the SS Bienville, is just as much at ease in front of the lens as he is behind it. A shipmate took over the camera for this photo, but cameraman Cameron took over immediately after. His shots of other Bienville Seafarers appear at right and below. All pics were taken as the Waterman vessel made her intercoastal run.

‡ ‡ ‡



Cameron mustered a few of the Bienville's Steward Department men for this shot on deck. From left to right are P. W. Smith, Galley Utility; A. S. Parson, Saloon Messman; E. Henderson, Passenger Utility; L. Jordan, Chief Cook; E. Kitchen, Crew Pantryman; C. Jones, Crew's Messman, and A. Anderson, Night Cook and Baker. The Bienville, which sails out of the Port of Mobile, is a good ship, Cameron reports.



ABOVE—Coffee time is picture-taking time, Cameron says. Relaxing over their mugs of java at left side of table (front to rear) are Gus Key, "Frenchy" Martineau, B. Coyer and N. Newsome. At right are G. W. Harris, H. (Skeets) Lanier, L. Abbey and an unidentified crewmember.

‡ ‡ ‡

LEFT—"Men at work" is the way Cameron captioned this view of two Bienville Deck Gang members. Bosun L. Newsome (left) looks the camera square in the eye, as Deck Maintenance L. Abbey continues the job of splicing cable.