

SEAFARERS LOG



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WELFARE PLAN INVESTS 500 Gs IN GOV'T BONDS

Deferment Of Seamen On A National Scale Necessary For Defense

Matthew Dushane, Washington representative of the Seafarers International Union, this week again urged National Selective Service and Government representatives to immediately effect draft deferment of merchant seamen to insure continued skilled manning of the nation's rapidly expanding fleet.

In a plea for "realistic handling of the nation's defense needs," the SIU representative lashed out at the present procedure, which leaves deferment to the discretion of local boards, as "failing to meet the problem squarely."

Manning of the vessels that carry supplies and war materiel to the nation's armed forces and allies throughout the world is a national problem and cannot be dealt with at local levels, Dushane pointed out. Consequently, a national directive placing skilled seamen in deferred status is essential, he declared.

Dushane's demand for top-level action is the latest of repeated calls made by the SIU for a clear-cut, uniform policy of deferment for seamen.

URGED POLICY

Ever since the outbreak of hostilities in Korea, the SIU has been urging adoption of a policy that recognizes the needs of the maritime industry in carrying out its role in the defense setup.

In pushing for deferment of seamen, the Union has appealed to Selective Service officials on all levels, national, state and local. Throughout the campaign it has pointed up the fact that the absence of a deferment classification for seamen is not only taking skilled manpower from the ships but is cutting down the supply of potential officer material.

In this week's demand for action, Dushane said that the continued drafting of seamen showed that the local boards apparently do not understand the national importance of the maritime industry.

The Seafarers Welfare Plan put a half-million dollars of its reserve fund to work last week in solid, interest-bearing United States Government bonds. With the purchase of two series of Government issues of \$250,000 each, the fund began earning money which will go toward defraying the administrative costs of operating the Welfare Plan. One of the series pays 2¼ percent interest, and the other 2½ percent.

The transaction was arranged through the Chase National Bank of New York, which will hold the bonds in custody. John Heffernan, an official of the banking institution handled the details of the negotiation, which was consummated in the offices of the Seafarers Welfare Plan, 11 Broadway, New York City.

In the presence of members of the Board of Trustees, representing the Union and companies, Administrator Max Harrison turned a check for \$500,000 over to the Chase Bank officer.

The decision to purchase the Government bonds was made by the Plan's Trustees in view of the strong reserve accumulated in the first six-months of operation.

In addition to earning income, the bond investment represents a substantial and safe contingency reserve, further solidifying the status of the Welfare Fund.

The sound financial position of the Welfare Fund was revealed in a report on the first six months of operation, issued by the auditing firm of Arthur A. Andersen and Company of New York.

As a result of the bond purchase, the objective for which the Union representatives on the Board of Trustees have been shooting — to eventually make the Fund self-sustaining so that all company contributions will go for benefit payments — came closer to realization.

Interest on the bonds will cut down the administrative costs and, should the Fund be in a position to invest similarly in the future, the income could conceivably be sufficient to cover all administrative costs. At that point every penny paid into the Fund would be used solely

(Continued on Page 6)



Max Harrison (right), Seafarers Welfare Plan Administrator, presents check for \$500,000 bond purchase to John Heffernan, Custody Officer representing the Chase National Bank of New York in the transaction.

SIU Stewards Dep't School Taking Shape

Plans formulated several weeks ago for establishment of a Stewards Department upgrading school in the SIU's new Headquarters — New York Branch building are rapidly taking shape.

According to Frenchy Michelet, permanent chairman of the

committee of Stewards Department personnel, which met recently to discuss means of utilizing the building's modern galley facilities to increase departmental efficiency, and to train new men for shipboard duties, "real progress is being made."

"The upgrading school will be

ready to function when our new building is completed this spring."

The committee chairman revealed that efforts are being concentrated on achieving a uniform system of Stewards Department operation on all SIU contracted ships.

"Letters have been sent to each of our 74 contracted operators, requesting a complete set of literature used by them in their Stewards Department operations," Michelet said.

Files have been set up and the store books and other

(Continued on Page 3)

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What Manpower Problem?

"Leave nothing to chance" aptly describes the theory behind the SIU's planning for the multitude of problems that constantly arise in the maritime industry.

Maritime is unlike any shoreside industry. Its problems are different in almost every respect. Chief among these is the up-and-down nature of shipping which has prevailed since the late Thirties.

To a large degree the responsibility for this instability rests with those in our Government who failed to heed the repeated warnings issued by the Seafarers and other sections of the marine industry that there was a vital need for a long-range program to insure an adequate merchant fleet, both in peacetime and in emergency situations.

The prevailing emergency, deeply affecting our national security as it does, sharply points up the validity of those unheeded warnings.

Had a long-range shipping program been instituted by our Government immediately after the last war, when it became apparent that our fleet was rapidly shrinking, it is most probable that the hasty hauling of ships out of the lay-up fleets would not be necessary.

And just as important, there would not have been any loss of the vast amount of skilled manpower that was built up in the course of manning the wartime merchant fleet.

But lamentable as this situation was, simply shedding tears over it has no corrective value.

The SIU's experience in the maritime industry has taught it that unless clear, independent judgment is exercised in preparing for any situation, we could be caught with our pants down. And equally important as foreseeing a problem is being ready, able and willing to do something about it.

Thanks to that philosophy, the current manpower shortage, which has other maritime organizations in a dither, is no problem of the SIU, despite the increased manning needs of a constantly expanding fleet. The NMU, for example, this week announced that, in the past 30 days, 142 of its contracted ships has been delayed in sailing, and 125 more had sailed short because it lacked men.

True, the failure of the Government to set up a national policy of draft deferment has eaten into the ranks of skilled seamen. But the fact that the SIU is fully able to meet all demands for manpower made by its contracted operators and its ability to keep the ships sailing right on schedule is no accident.

The SIU was not caught with its pants down, because it saw what was coming and prepared itself for the situation. It goes back to early last fall, when it became obvious that the communists were determined to prolong the Korean conflict.

The SIU immediately turned to. Contact was made with all retired members who had been skilled seamen in World War II, asking if they would be available in an emergency. Large numbers of these men indicated they would, and have become a source of skilled manpower to be tapped when needed.

Sounds simple now, doesn't it? But it was a tremendous project when it was first laid out those many months ago. At any rate, as fast as new ships are acquired, either through our older contracted outfits, or through newly contracted companies, they are sailing on schedule, with full crews.

All we can say at this point is: Bring on the ships! We'll keep on manning and sailing them on time



Men in the Marine Hospital

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
- R. F. LARSEN
- T. P. SULLIVAN
- B. T. KNEW

FORT STANTON

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

STATEN ISLAND

- L. BLIZZARD
- J. SLAMAN
- EUGENE E. MILANESI
- S. GLYPTIE
- P. PRON
- G. BRAXTON
- K. C. CROWE
- T. CONNELL
- C. COLLETTI
- F. CHRISTNED
- R. GUZMAN
- S. C. CUNNINGTON
- B. ZIELINSKI
- FRANK B. STRELITZ
- J. B. GARRISON
- J. FIGUERAU
- K. SKARI
- R. PELASOJA
- C. RAMOS
- R. CONWAY
- C. HUNEYCUTT

SAN FRANCISCO

- RUSSELL E. MORRISON
- R. H. PITZER
- WILLIAM J. SULLIVAN
- PAUL GAY
- CHARLES JOHNSON
- JAMES HODO
- JAMES R. LEWIS

E. L. PRITCHARD

- C. L. MOATS
- HARVEY HILL
- E. ROBINSON
- EDWARD DANBACH

WELFARE ISLAND

- THOMAS COYNE

DEERS HEAD

- Salisbury, Md.
- MICHAEL J. LUCAS

BALTIMORE

- JOHN GREER
- LUDVIG KRISTIANSEN
- WILLIAM D. WARMACK
- J. J. LONG
- G. L. SHARTZER

NEW ORLEANS

- C. A. BROWN
- M. F. BUSBY
- W. O. CARA
- R. CRUZ
- R. ELLISON
- E. H. FAIRBANKS
- A. W. GATEWOOD
- G. C. GIERCZIC
- E. E. GROSS
- L. A. HOLMES
- D. D. KELLY
- G. KRETZER
- H. F. LAGAN
- LEO LANG
- A. MARTIN
- M. McDONALD
- K. RAANA
- CLAUDE RAY
- C. R. SANDERSON
- S. S. SCHIEFFLER
- ROBERT W. THOMPSON
- L. TICKLE

BOSTON

- T. F. DALY
- F. J. DIRKESMEYER
- R. LUFLIN
- A. D. LEVA
- A. FERRIE

SAVANNAH

- ROBERT C. BENNETT
- IVEY PEACOCK
- H. HENZE

GALVESTON

- T. HICKEY
- A. MACIEL
- J. O. McCANN
- O. P. SMITH

MOBILE

- S. PINER
- TIM BURKE
- A. McGUIGAN

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.

SIU Manpower Program Delivers In Pinch

'Remarkable Job In Keeping Our Ships Manned'

Despite the heavy demands made upon the Seafarers' by its contracted operators—old and new—no SIU ship was delayed in sailing, or was forced to sail shorthanded—all were manned by experienced seamen, thanks to our farsighted manpower program. Printed below are a few of the comments made by our operators within the past few days, proof enough that the SIU has fulfilled its contract in all respects.

To those in Washington who have fears about manning any new ships that may be pulled out of the boneyards, we say, "Give them to us. We have plenty of experienced men on hand and on tap. We'll crew them all, with experienced, capable crews."

We wish to express to your organization, our gratitude, for the splendid cooperation extended to us by your Headquarters officials and various port agents.

With shipping conditions as they are today, your organization has done a remarkable job in keeping our ships manned. On many recent occasions we would call upon your port agents to expedite a vessel's sign-on and they personally saw to it that the missing jobs were filled in time for vessel's clearance.

Last week-end we were able to crew-up two ships through your Mobile Hall within four hours' notice, while others who held contracts with other unions couldn't meet their sailing schedule due to crew shortages, even though they had given over twenty-four hours' notice to hire.

We feel we would be very ungrateful had we not taken the time to recognize your success in meeting our demands under present day conditions.

MAR-TRADE CORPORATION

James A. Poll
Marine Personnel

This Company was first founded in 1948 and has never had a vessel delayed due to the Union's inability to furnish men. There are times when we call upon the Union to fly men to Europe to replace crews whose articles have terminated, and they have always cooperated with us in this respect.

UNITED STATES PETROLEUM CARRIERS, Inc.

Walter Schafer,
Manager

Recently Eastern Steamship Lines, Inc., bare-boat chartered from the Maritime Administration the SS Cedar Rapids Victory. This vessel sailed from Brooklyn, N. Y., at 1:30 A.M., February 14th, with a full cargo of bulk wheat destined for the Austrian Government at the port of Trieste.

Being the initial voyage after having been laid up several years the crew was assigned progressively as required. As each call was made for men the Union dispatched them promptly with their gear and in all respects ready to turn to. Preparing the vessel for her first voyage required night, Sunday and Holiday work which was carried out by the crew efficiently and without delay. At the time of sign-on the entire crew was present, signed the articles without question as to destination, term of months, area of pay-off, etc., and all members passed the physical examination; no member

was rejected by the Coast Guard screening committee.

At the hour of reporting aboard for sailing all hands were present and sober and no delay whatever occurred.

This Company is very pleased with such favorable co-operation by the Union and its membership and relies on future departures being equally smooth and uneventful.

EASTERN STEAMSHIP LINES, Inc.

R. M. Litchfield,
Marine Superintendent

We wish to take this opportunity to express our thanks and appreciation for the cooperation and good will shown by you and the membership in general of the SIU.

Ever since we signed an Agreement with you in May, 1948, we have had nothing but praise for the Seafarers from the Masters and Officers of our vessels. We are to this date, and believe will remain, absolutely satisfied with the quality and caliber of seamen supplied by your Union.

In all the pay-offs we have had on our vessels for the last 2½ years, we cannot remember one that has caused this Company any inconvenience, loss of time or in any way interfered with the operation of the vessels. We are proud of this record, because it shows only too clearly that harmony can and must exist between labor and management.

In praising the Seafarers, we must not forget to give credit for this smooth relationship to your staff members here in New York and elsewhere for whom no problem is too trivial to iron out. Their help and cooperation have been most important.

In concluding let us say that with SIU crews on board our vessels have performed like few others could. We are proud of the Seafarers.

STRATHMORE SHIPPING COMPANY, Inc.

A. T. Vatis,
Secretary-Treasurer

We have several vessels, both tanker and dry cargo, under contract with the Seafarers International Union, and up to this very date, we have had no delays in procuring any personnel for our vessels under agreement with the Seafarers International Union. Particularly during the last few weeks, when additional vessels were placed under that labor organization, the cooperation of their Union officials up to the present date have been satisfactory.

ORION SHIPPING & TRADING CO., Inc.

N. Manolis

The SIU is continuing to supply full crews for all contracted ships without any delay in sailing schedules, despite the difficulties presented by the draft boards' drain of manpower.

The Union's ability to crew up all vessels of its old contracted operators, and those of the newly organized companies that have acquired ships coming out of the layup fleets, stems largely from the fact that it marshalled a reserve of manpower.

Shortly after the Korean conflict broke out, the SIU began accumulating a reserve of experienced seamen from among members who had sailed in World War II.

In other maritime unions, however, there are already signs that the manpower demands posed by the nation's rapidly-expanding merchant fleet are having critical effect.

The NMU, for example, announced this week that 142 of its contracted ships were delayed in meeting sailing schedules in the last 30 days and that 125 more were forced to sail shorthanded because skilled seamen were not available.

In face of the withering effect of the continued drafting of skilled men from its ranks, the SIU's prompt manning of contracted ships has evoked favorable comment among the operators. Examples of some of the companies' testimony to the Union's successful job appear in the adjoining columns.

While maintaining that it could deliver its end of the contract in manning and sailing the ships, the Union pointed out that it was doing so in spite of the drain on its manpower resulting from the drafting of seamen, which it is strongly opposing.

30-40 Ships Coming Out Every Month

The Government's transportation requirements in carrying out the military and foreign aid programs means that "30 to 40 ships a month" must be reactivated for "a considerable period," Vice-Admiral Edward Cochrane, Federal Maritime Administrator, declared last week.

"The obvious probability of increased military demands calls for the nation's merchant marine to fill its proper role in our security efforts," Admiral Cochrane said.

In commenting on the manner of manning the ships, the Maritime Administrator said, "For its manpower, we must rely on the maritime industry and labor."

The Union's position on this announcement was that in view of its unfailing ability to man all of its contracted ships with no holdups in sailings, and the difficulties faced by other maritime unions in getting full crews aboard their vessels, it appears that at least 50 percent of the reactivated ships should go to the SIU.

Unless such a ratio is followed in allocation of the ships to be placed into service, the Government agency will obviously be failing to act in the best interests of maritime efficiency, and consequently, in the interests of the nation in the present emergency, the Union contends.

SIU Stewards Dep't School Taking Shape

(Continued from Page 1)
data begin arriving, they will be arranged, tabulated and filed for reference, he explained.

Upon completion of this phase of the job, the committee will correlate all of the pertinent information contained in the printed matter and then devise a set of master forms, suitable to the needs of all companies.

The Union will then request a meeting with the operators in an effort to have a uniform system adopted.

Once a uniform method of keeping store books, linen records, inventory forms and similar data has been achieved, "the

task of teaching our Stewards to do their book work properly will be simplified immeasurably, and one of the real sources of trouble with the operators will have been eliminated," Michelet pointed out.

In another phase of the school planning, Al Bernstein, SIU International Representative, contacted the national headquarters of the butchers, bakers and culinary unions, and has received assurances that each of these national organizations will cooperate fully in furnishing all the text books and pertinent material necessary to set up an upgrading school second to none.

In addition, several of the unions have offered to designate master journeymen in the respective trades to lecture at the SIU Stewards Department classes.

COMPREHENSIVE FORM

Michelet also disclosed that the mass of information being accumulated will be "set up in comprehensive form by the committee and then passed on to Headquarters Representative Al Kerr, who will then work out a simplified method of passing this information on to our Stewards Department personnel in the Union upgrading school." Meanwhile, as reconstruction

of the Brooklyn building progresses, installations are being made for the galley, bakery and butcher shop, which upon completion will provide one of the most modern, well-equipped on-the-job training facilities of its kind.

Seafarers enrolling in the Stewards Department Upgrading School will have every opportunity to become masters of their respective jobs under actual shipside conditions.

The school will have use of the building's cafeteria, a private dining room, classrooms, ship-style sample bunks and other facilities in use aboard vessels.

Army Bait? These Tips May Aid You

Do you remember that sunny day when you left the Army? The last words you heard as you ran to catch the bus were the fond farewell of the top-kick. "You'll be back," he said. "You'll be back."

For many that prediction is coming true. If you're one of those called up in the reserves—or if you're going into the armed forces for the first time—there are a number of things you should take care of before you leave.

A check of each item on the list can save you a mess of trouble later on:

Power of Attorney: To handle your affairs while you are away, you should give your wife, or your father, or your mother, a power of attorney.

Papers: Get all your valuable papers in one safe place—a safe deposit vault, if they are that valuable, or at least get them together in a tin box which you can turn over to your wife (and go through the papers with her, so she knows what's there).

Wills: Prepare a will.

Life Insurance: Get your life insurance in order. Be sure you have designated the beneficiaries you want today. Do you want the insurance paid lump-sum or in installments? Make arrangements to have your premiums paid. You may want to change your insurance by reducing the cost without reducing the coverage.

Leases: If you are renting, make some arrangement about your lease, to continue it or to get out of it. If you give proper notice, you have no liability under your lease after you enter the service.

Fire Insurance: If you have fire and personal property insurance, make some arrangement about cancelling the policies if you don't need them any more, or to pay the premiums when the premiums come due. If you cancel, you are due a refund.

Car: Transfer the title of your car to whoever is going to use your car. Same with your auto insurance. If your wife is going to drive a lot less than you, chances are you can get a refund on your insurance. And if you sell your car, you are entitled to a refund.

Valuables: Prepare a list of everything of value you own, including all life insurance policies and all the benefits you are entitled to, and turn the list over to your wife or father.

Home: If you are buying your home, find out what your rights are under your mortgage, and make some provision to keep the payments up or to defer principal payments.

Last Word: If you have any feeling about how or where you want to be buried, in case that is necessary, leave instructions with your family.

Vote: If your state has absentee ballots, arrange to get them while you are away.

Mail: If you want your mail forwarded, send the post office a change-of-address card.

Taxes: Pay up your property and income taxes.

Bank Account: Make your bank account a joint account with your wife with survivor rights.

Good Joe



Nicolas Saliba, bartender and waiter at Hotel Post, Port de Bouc, France, has won a host of friends among SIU men because of the helping hand he extends to them, according to Seafarers returning from that port. Nick has copies of the LOG on hand, at all times.

Shipping In Mobile Continues To Be Good

By CAL TANNER

MOBILE — Shipping in this port for the past two weeks has been very good, but we still have quite a few men on the beach looking for a job.

For the coming two weeks shipping should be fair, with three offshore ships due for payoff and a possibility of crewing two ships from the laid-up fleet. These are the John P. Harris and the Edward Janeway.

Ships due for payoff and replacements are: the Alcoa Ranger, Alcoa Corsair, Alcoa Pilgrim, Alcoa Cavalier, Monarch of the Sea, Desoto and the Fairhope.

Some of the men on the beach at the present time are: E. D. Moyd, Bill Wallace, W. Tracy, Bill Manley and Andy George.

Men in the hospital include S. Piner and Tim Burke.



A Senate report on Labor-Management Relations in the East Coast Tanker Industry was released recently. This covered our big beef with Cities Service. Old "Labor-Needs-Me" Taft in an individual view reported that he could not see any value in reviewing the history of labor disputes which were dealt with satisfactorily by law, and where labor relations were at the moment satisfactory. That's probably the same manner in which he dreamed up the Daft-Hartley Act. He further reported that he cannot find any evidence of company-dominated unionism in the entire oil tanker industry. I thought that even guys like Taft had heard of such outfits like Standard Oil.

Ray Oates writes in to let you all know that he can give you plenty of seetime either aboard ship or right in Seattle, where the immediate area has been under water for two weeks. . . . James Mitchell, Paul Haradon and R. F. Jacobs, who were formerly employed aboard the Archer's Hope, have overtime checks waiting for them in the Organizer's office. . . . Dit-did-da-did-dit—Just thought I'd try it out, Walter. . . . Almost forgot—Edmund Spencer, off the Bradford Island, also has a check laying around waiting to be cashed.

Eddie Bis dropped us a post card from Daytona Beach, asking if it was safe to come up North. The boy listened to us and is now aboard the Chiwawa, which just came back from a three-month trip—at sea of course. . . . Matthew Bruno, you have not been forgotten. Remember, patience is a virtue. What's that you say? Who the heck wants to be virtuous? . . . A fellow named Joe Arabasz is now aboard the Strathcape out of Galveston, which will undoubtedly be of great interest to all who do not know him.

The MSTs has asked for 34 additional

Victories to be taken out of lay-up for operation under charter to them. There are reportedly only about 50 Victories left in the reserve fleet. In the meantime the shipyard workers starve. . . . The key personnel for the proposed National Shipping Authority have been selected by Vice Admiral Cochrane, even though this outfit has not been officially established as yet. This Authority will be the "big wheel" on future maritime policy and affairs. Or so they say.

A Canadian chemist contends that kissing originated as pure and simple chemistry. The cave man needed salt to keep cool in hot weather. He soon found that he could get salt by licking his neighbor's cheek. He also found out that if the neighbor was of the opposite sex it was more spicy (good pun), so he forgot all about the salt because after he got his portion of salt it was still hot. . . . 88 percent of the privately-owned tanker fleet has qualified for participation in the Voluntary Plan for Control of Tanker Capacity to the Department of Defense. Some title! This means that various oil carriers agree to use their ships to carry oil where directed by the Defense Department. If such a plan was not set up, the government would have to step in and requisition tankers NOT SO voluntarily.

Here we go again department—If you are young enough to be drafted now, or if the daft age, I mean draft age, is raised a few years, you may help keep yourself aboard ship IF you have ratings, and the more the merrier. Pumpmen and Electricians will be handled with kid gloves, you know, not the type Robinson used with La Motta. It is also very important that you sail consistently and keep in touch with your local draft board. Otherwise, Louis Goffin will be cursing you at the retirement counter. Green-ticket ABs will give you the green light with many a board.

Tell CG You Want Original Papers Back

By EARL SHEPPARD

NEW YORK—The port of New York is in good shape with business and shipping bringing no complaints from anyone. A sizeable number of ships hit in here for payoffs during the past two weeks and took replacements in numbers large enough to dig deep in the backlog of men. All together we paid off 24 ships and signed on 8.

The ships paid off are: Elizabeth, Robin Tuxford, Bienville, Cape Mohican, Claiborne, Bull Run, Sand Mate, Sand Chief, Sand Captain, Beatrice, Inez, Topa Topa, Alawai, Azalea City, Evelyn, Frances, Marina, Fairland, Wanda, Doncaster, Gateway City, Puerto Rico, Lafayette, Golden City and Suzanne.

SIGN-ONS

Those signing on are: Steel Navigator, Beatrice Victory, Beatrice, Cedar Rapids Victory, Beauregard, Steel Executive and Robin Tuxford.

The maritime security program is now in full swing and seamen are going through the necessary steps to take out the new validated document, but it seems that a lot of SIU men are getting a bit fouled up in the process.

Here's the procedure, pure and

simple, and is the method used by every Coast Guard office in the country: First you fill out the form for validated papers and give it to the Coast Guard. They'll tell you to come back in about two months.

TELL THEM

Then, when you return and they have your approval back from Coast Guard Headquarters, then and there tell the first clerk or official you speak to that you want your original seamen's papers back. If you don't tell them at once the whole works is fouled up.

Now that you've told them you want your papers back they'll process you past a dozen or so clerks and at the end you'll receive both your validated document and your original seamen's papers back. If you don't tell them, you'll be processed past the same clerks, but the papers they fill out will be somewhat different and at the end of the line you'll find that somewhere along the route your old papers were heaved into the ash can.

Speak up to the first clerk you come to and you'll have no trouble.

One result of the current international emergency and the

rise in shipping is the necessity for all Seafarers to ship out only at their highest rating. No Cooks should be sailing Messmen and no Pumpmen should be sailing Watertender. As you go up the rating scale in each department the number of men available becomes smaller and smaller. In light of the new companies now under contract and the expansion of some of the old-line outfits, high rated men are at a premium. The entry ratings are always available.

Because of the strain on the Union manpower facilities, our ability to supply full crews to these ships depends on the number of key rated men we can supply. If men are sailing below their ratings they are not only doing themselves an injustice, but they are working a hardship on the Union.

COOPERATION COUNTS

Only by the complete cooperation of the rated members of the Union will we be able to fulfill our obligations to our contracted operators and—equally important—will we be able to assure prospective contracted operators that we can crew their

ships without any delay. In this matter it is wholly up to the members whether or not the Union is successful in supplying crews to our ships and being able to supply new operators with crews on short notice.

Here's a bit of valuable advice to all men who purchase gear from Army post exchanges in the Far Eastern ports particularly. It arises from the costly and unfair treatment given the crew of one of our vessels by Army authorities.

ARMY PURCHASE

These lads left Mobile for Far East ports without any heavy or foul-weather gear. When they arrived in a port occupied by the Army, they purchased the gear they needed from a post exchange.

When they returned to the States, Army authorities declared that all holders of Army merchandise must show receipts. Never having been issued receipts for their purchases, the crew could show none. The Army then confiscated the gear.

Crewmembers wishing to avoid a similar experience should make sure they are given receipts any time they buy gear from an Army exchange.

HERE'S WHAT I THINK...



QUESTION: The last issue of the SEAFARERS LOG commented on the Auditors' Report on the first six months of operation of the Seafarers Welfare Plan, which is operated jointly by the Union and the operators, with no insurance company tie-ups. Among other things, the Report showed a surplus of \$600,000, after all expenses and payments. In view of the Report, what is your opinion of the Plan's method of operation?



HENRY MIKULSKI, FWT:

There's not much doubt in my mind that the Welfare Plan is one of the best things achieved by the Union. The main thing is that the Plan works entirely for the benefit of the men who are covered by the Plan, and not for the benefit of any private insurance company. Another favorable part of our Plan is that payments are always made promptly to members in the hospital right at their bedside. There are no long delays or red tape involved in getting the payments. Death benefits are also paid out right away, at a time when affected families need them most.



G. R. BURKEY, Chief Cook:

As the report on the Welfare Plan activities for the first six months shows, it is one of the best things the Union has come up with. The present way of running the Plan keeps all of the money, outside of the small administrative expenses and the benefits, in the Welfare Fund for the benefit of the members. What I like about the Plan is that it allows the men to receive some benefits when they need it and not when they're six feet under. The Welfare Plan of the Seafarers really shows how far seamen have advanced in the past few years.



B. THOMPSON, Deck Eng.:

It all proves what we have felt for so long—that the Welfare Plan is one of the best things we could have done. I'm in favor of it 100 percent. With many of our members getting older and without any place to go, I hope to see a home for SIU men set up out of our Welfare Plan. In my own case, I've been in the hospital on several occasions and had no place to go when I got out. Many guys need 30 to 40 days of rest after getting out of the hospital before being able to ship. A home is the answer. Our Welfare Plan has wonderful possibilities.



J. POLUCHOVICH, Fireman:

I think the program followed by the Union in setting up its Welfare Plan has proved to be most economical and therefore in the best interests of the membership. Another advantage of the SIU way of handling the plan, as against the insurance company way, is that a guy eligible for hospital benefits naturally likes to see a Union representative come around to see him, and not have to go up to a company office after he gets out of the hospital. I'd say that the Union takes care of all of its membership. Yes sir, the SIU takes care of its own.



WALTER HUSSON, Oiler:

I have been in the hospital since our Welfare Plan went into operation and I have already received hospital benefits. That's why I can really appreciate the benefits. They gave me the privilege of riding home first-class when I got out. And they enabled me to help out a bit at home and still left me with a little spending money. It sure came in handy. As far as I am concerned, we've got a very good Plan. A member can't lose. A good foundation has been laid in the early stages of the Plan, and from here on out, it'll get better and better.



F. NAPOLI, Second Cook:

I think our Welfare Plan is good because, first of all, it makes us more independent. It shows that we can progress along any line we set out to, without the aid of any group—like insurance companies, for example—capitalizing on it. To the individual member of the Union it means that we can follow a policy of functioning wholly for the membership's benefit. We know that as long as we have a Union working for our advantage, we will continue to receive the most in benefits that our Welfare Plan can afford. Few, if any, other organizations, can offer such assurance.



FRANK TETL, OS:

As far as I can gather, I favor the SIU plan for having the Welfare Plan's Board of Trustees handle it, since they demonstrated that their way is cheaper than any other method. The report of the auditors on the first six months of the Plan's operations proves 100 percent that the decision to administer the Plan without an insurance company was very wise. Our way is in the complete interest of the seamen. While the insurance company method may lock good, it naturally isn't the best plan for all of the members. It has too many restrictions to suit me.



EDWARD HAMPSON, AB:

In my opinion, the Welfare Plan is one of the best things that has happened in this Union in many years. I say this not only because I have already benefited from it personally, but because I know that it has helped fully hundreds of other members of the Union. The Welfare Fund is on solid ground and is accumulating a good reserve. As it continues to grow and reaches a substantial figure, the benefits should be increased. One of the benefits that I should like to see added to the present ones is a rest home for the use of the membership.



CARL JOHNSON, Bosun:

A good thing—that Welfare Plan. Especially wise was the decision to accumulate a surplus and not go ahead and run the chance of wiping out the reserves and bankrupting it, as unfortunately happened when the miners first began their welfare payments. Naturally, I hope that the benefits of our Plan can be increased in the future—possibly to \$10 a week for hospital benefits. This would allow a guy in the hospital and his family a chance to have more help in meeting their expenses while he is unemployable. But we've just started and we're on the right road.



S. WARTELSKY, Nt. Ck. & Bk.:

Aside from all the other considerations, one of the things I like best about the Seafarers Welfare Plan is the method of paying the benefits. After a man has spent his first week in the hospital, he is visited by the Union Patrolman and given his benefits right on the spot. Nobody has to wait long periods of time, before he can get the money he needs while he is in the hospital, such as is the case where insurance companies are handling welfare plans for other unions. Our Plan seems to be second to none.

Welfare Plan Invests In Future

THIS CHECK IS IN FULL PAYMENT OF THE FOLLOWING IF INCORRECT PLEASE RETURN ENDORSEMENT IS FULL ACKNOWLEDGMENT NO RECEIPT NECESSARY			SEAFARERS' WELFARE FUND		No. 1
DATE	INVOICE	AMOUNT	RESERVE ACCOUNT 11 BROADWAY		NEW YORK <u>FEB. 16</u> 19 <u>51</u>
	Purchase Gov't Bonds SERIES 2445		THE CHASE NATIONAL BANK		1-74 210
	1942-49 June	26,000.00	OF THE CITY OF NEW YORK		
	SERIES 2445		TWENTY-FIVE BROADWAY BRANCH, 25 BROADWAY 11		
	1942-47 DEC.	26,000.00	DAY TO THE ORDER OF <u>THE CHASE NATIONAL BANK</u>		\$ <u>500,000.00</u>
TOTAL			<u>FIVE HUNDRED THOUSAND AND 00/100</u>		DOLLARS
DISC'T.			SEAFARERS' WELFARE FUND, RESERVE ACCOUNT		
NET AMOUNT		500,000.00	<i>Joseph H. Volpian</i> TRUSTEE		<i>John N. Boughman</i> TRUSTEE

Welfare Fund Buys \$500,000 Of Gov't Bonds

(Continued from Page 1)

for welfare benefits to Seafarers. In announcing the transaction at the last regular Headquarters Branch membership meeting, Secretary-Treasurer Paul Hall said that the Trustees were constantly aiming at "making the Seafarers Welfare Plan work for the greatest advantage of its beneficiaries — which are the members of this Union."

With the Fund on solid financial footing, the Board of Trustees is reviewing several possibilities for increasing benefits.

Above is a reproduction of the check presented in payment for the half-million dollar bond purchase made by the Seafarers Welfare Plan last week.

In photo right, SIU Headquarters Representative Joseph Volpian, one of the Union members of the Board of Trustees, signs the Welfare Fund check, as Captain John N. Boughman (left), Labor Relations Director of the Isthmian Steamship Company, waits to affix his signature as a Trustee representing the operators. In center is Max Harrison, Administrator of the Plan.



Coast Guard Regulations Spell Out 'Subversives'

The grounds upon which a seaman may be denied security clearance is printed below, as taken from the "Proceedings of the Merchant Marine Council," published by the US Coast Guard.

BASIS FOR REJECTION

The Commandant will deny a security clearance to any person if, upon full consideration, he is satisfied that the applicant's character and habits of life are such as to authorize the belief that the presence of the person aboard vessels of the United States would be inimical to the security of the United States; and the basis of rejection as above will be if, on all the evidence and information available, reasonable grounds exist for the belief that the individual:

- (1) Has committed acts of treason or sedition, or has engaged in acts of espionage or sabotage; has actively advocated or aided the commission of such acts by others; or has knowingly associated with persons committing such acts; or,
- (2) Is employed by, or subject to the influence of, a foreign government under circumstances which may jeopardize the security interests of the United States; or,
- (3) Has actively advocated or supported the overthrow of the government of the United States by the use of force or violence; or,
- (4) Has intentionally disclosed

military information classified confidential or higher without authority and with reasonable knowledge or belief that it may be transmitted to a foreign government, or has intentionally disclosed such information to persons not authorized to receive it; or,

(5) Is or recently has been a member of, or affiliated, or sympathetically associated with, any foreign or domestic organization, association, movement, group, or combination of persons (i) which is, or which has been designated by the Attorney General as being, totalitarian, fascist, communist, or subversive, (ii) which has adopted, or which has been designated by the Attorney General as having adopted, a policy of advocating or approving the commission of acts of force or violence to deny other persons their rights under the Constitution of the United States, or (iii) which seeks, or which has been designated by the Attorney General as seeking, to alter the form of the Government of the United States by unconstitutional means: Provided, That access may be granted, notwithstanding such membership, affiliation, or association, if it is demonstrated, by more than a mere denial, that the security interests of the United States will not thereby be jeopardized.

RIGHT OF APPEAL

Any person who has been denied a security clearance, or who is required to surrender any document evidencing security

clearance, shall have the right to appeal from such action in the manner described in this part.

LOCAL APPEAL BOARDS

The Commandant will appoint a Local Appeal Board in each coastal Coast Guard District. Each board will be composed of three members, one to be designated as Chairman who shall

represent the Coast Guard in the public interest; the other members of the Board shall, so far as practicable, represent management and labor and shall be drawn from a panel containing such representatives. The Chairman of the Board shall designate from these panels the individual members to hear each appeal. In addition to the man-

agement and labor representatives, other reputable citizens in the community will be appointed to these panels; they will act as alternates in the event of sustained challenge or other unavailability of management and labor representatives. If practicable, at least one member of each Board should be an attorney.

European Trade Unionists Visit States



Members of the delegation of European labor leaders who attended the National Assembly for Moral Re-armament in Washington last month called at SIU Hall this week during visit to New York. Walter Siekmann explains dispatching procedure to group in which are Paul Kurowski, Germany; Victor Laure, France; Max Bladeck, Germany; Jens Wilhelmsen, Norway; Jeffrey Dawkes, Britain; George MacFarlane, Washington; Vincent Vercuski, Los Angeles, and Paul Emile-Louton, Switzerland.

Seafaring, As It Was 100 Years Ago

By JOHN BUNKER

"Two Years Before The Mast" is a famous piece of American literature — one of the best sea stories ever written.

Not as well known as the book is its author, Richard Henry Dana, Jr., pioneer champion of seamen's rights and an advocate of better conditions for American merchant mariners.

Besides "Two Years Before The Mast," which recounted the hard life on a small brig during a voyage around the "Horn," Dana also wrote a book called "The Seamen's Friend."

This manual for seamen is now obscure and forgotten but, when published just 100 years ago, it was one of the first books to come off the press which combined an appeal for better conditions for seamen with a thorough, practical description of the sailor's life, the requirements of his profession, information on seamanship, and a delineation of the law as it pertained to seamen, officers and shipowners.

This book makes interesting reading today, for it shows the great advances which have come about in the profession of seafaring since Dana stood up for the sailor in the first half of the 19th century.

The sailorman of that period, as "The Seamen's Friend" points out, was a skilled craftsman who had to be proficient at a great variety of jobs.

An AB had to do such jobs as setting up rigging, worming, parceling, serving, splicing eyes in the end of rigging, reeving braces, making grommets, and tying a wide variety of knots used on sailing ships—Turks Heads, bowlines, hitches, figure of eights and bends. This assortment of knots was considered just a basic requirement for ABs.

Besides these talents, of course, an AB had to handle any job in the day-by-day task of working ship; tacking, wearing, anchoring, reefing, and setting and furling sails. It was taken for granted that he could also sew canvas, send yards up or down, handle a small boat, and steer a fine course.

MUSCLES REQUIRED

Being a helmsman was an arduous job in the days before mechanical steering gear. It often took a very strong man as well as a good seaman to keep a ship on her course, especially when she was badly rigged, fouled with barnacles, or otherwise cranky after a long trip.

In Dana's day most vessels carried three classes of foremast hands; ABs, Ordinaries and "Boys." Anyone making his first trip to sea was classed as a "Boy," even though he might be thirty or forty years of age.

It is interesting to note, incidentally, that men at that time rated themselves when they shipped. An Ordinary knew better than to claim himself an AB, for he would soon be shown up after a few hours at sea and his life would be miserable during the rest of the voyage.

Ordinaries were supposed to have about the same capabilities as ABs, except that they weren't expected to be as expert workmen on jobs pertaining to rigging. "Boys" sometimes got paid; sometimes worked as apprentices and were given all the jobs that the trained sailors considered beneath their dignity. They also stood watches and went aloft to reef and furl.

For all the skill and hard work that was required of him 100 years ago, the AB was paid about \$12 a month, while Ordinaries got two or three dollars less and "Boys" were lucky to get seven or eight. Wages varied considerably and some ships paid higher than this; some less.

Union shipping halls were unknown when "The Seamen's Friend" was written, so the shipping of crews was a process that varied extensively and was subject to considerable abuse.

"In the manner of shipping a crew," Dana explained, "There is as great a difference as in that of providing the stores. Usually the whole

thing is left to shipping masters, who are paid so much a head for each of the crew, and are responsible for their appearance on board at the time of sailing. When this plan is adopted, neither the Master or owner, except by accident, knows anything of the crew before the vessel goes to sea.

"The shipping master opens the articles at his office, procures the men, sees that they sign, pays them in advance, sees that they get aboard, and sends a bill for the whole thing to the owners."

MANY IMPROVEMENTS NEEDED

Sometimes, the Master selected his own crew, and, as Dana says, "occasionally the owner does it if he has been to sea himself and understands seamen; though a shipping master is still employed to see them aboard and for other purposes."

From his own hard-earned experience as a foremast hand on a two-year voyage under arduous conditions, Dana was conscious of the many things that needed improvement in the sailor's life.

"On a long voyage," he emphasized in "The Seamen's Friend," "the comfort and success of which may depend much upon the character of the crew, the Master or owner should interest himself to select able-bodied and respectable men, to explain to them the nature and length of the voyage they are going upon, what clothing they will want, and the work that will be required of them." How much better the sailor's life would have been in the windjammer days if even this simple advice had been followed!

Dana also made another important recommendation which, if it had been universally followed, would have made the seamen's life much more endurable.

"The Master or owner," he advised, "should go to the foc'sle and see that it is cleaned out, whitewashed or painted, put in proper habitable condition and furnished with every reasonable convenience.

"It should seem best that the Master should have something to do with selection of the provisions for his men, as he will usually be more interested in securing their good will and comfort than the owners would be."

While all shipboard meals are scheduled for regular hours at sea these days, such was not the custom 100 years ago.

Breakfast was at seven bells and dinner at noon unless the working of the ship prevented it. If the vessel had to have her sail reduced or if some other important job came up, the meals came second and many a time the hardworked sailor missed his chow.

Supper was held "whenever the day's work is over," as "The Seamen's Friend" explains the meal customs.

Whenever the day's work was over depended on the Master and Mate. Quite often, it was considered to be sundown.

CHOW: WORMS, MAGGOTS

The regular fare on a long voyage consisted of bread, beef and water and, because of the lack of refrigerating facilities, this seldom varied. Needless to say, the bread, beef and water was hard to stomach after a few weeks at sea. Despite being preserved in brine, the meat got wormy, the bread had maggots, and the water became alive with all sorts of swimming creatures.

Among the many customs of the sea in Dana's time, it was always the rule for the Skipper to supervise the food allowance, with all rations being actually weighed out by the Second Mate. Every time a barrel of provisions was opened, it was duly registered in the log.

Every ship leaving on a foreign voyage was required by law to have on board 60 gallons of

water, 100 pounds of salt beef and 100 pounds of "wholesome" ship's bread for each person.

Theoretically, the crew could recover a day's wages for each day during the voyage that they were forced to go on short rations, due to the failure of the Master or owner to properly store the ship before sailing.

Average food allowance per man was six pounds of bread per week, 1½ pounds of beef per day, and three quarts of water a day.

Baths were reserved for good weather, when rainfall enabled those who had a mind to wash to get out on deck in the raw and soak in the downpour.

Only the largest vessels such as the trans-Atlantic packet ships carried more than two Mates. The watches were divided between the First and Second Mates, with the Skipper, then as now, only taking the deck when it pleased him. It was usual, however, for the Captain to be topsides for maneuvering of the ship and taking in sail, at which time the First Mate was stationed on the foc'sle and the Second Mate in the waist of the ship.

BEST ON SHIP

The First Mate had considerable authority and delivered discipline with a free hand, although the Skipper alone was, according to the law, supposed to deal out punishment when necessary. Besides having to be the best seaman on board, the First Mate was also rated as the quickest with his fists. He was frequently wont to use the belaying pin for other than the arts of seamanship.

The Second Mate, on the other hand, was a sort of sea-going "bastard." He didn't have the social status of the First Officer, always ate at the "second table" and always turned to with the crew at any job, pulling and hauling on the lines and going aloft when need be.

A sort of privileged person in those days was the ship's Carpenter, according to lawyer-sailor Dana. He had no powers of command like the Mates, but he lived in the steerage with the Steward, stood no watches, and worked under the sole direction of the Master. Like the Cook, Steward, and Sailmaker, however, he could be required to turn to and help with the sails in bad weather.

Besides standing "watch and watch," and putting in long hours on deck off-watch to work ship, the sailor of one hundred years ago was also required to stay on deck from 1 pm till sundown for regular ship's maintenance duties.

COFFEE TIME? — HA!

Recreation was limited to the "dog watch"—a two-hour stretch between four and eight pm, when the two watches rotated in order to keep one watch from standing the same hours throughout the voyage.

Mealtime had to come out of the watch below.

The practice of requiring shipping articles on American vessels dates back to the time when George Washington was president of the United States and in the 1850s all the larger coasting vessels had to have articles as well as the off-shore ships.

Many of the present day provisions for the rights of seamen in our maritime codes date back to the time of Richard Henry Dana. If a seaman was discharged in a foreign port, for instance, he was entitled to full wages for the voyage up to the time the ship arrived back in the United States.

In the days before seamen had union representation, such provisions were academic rather than of practical benefit for the seaman, who had nobody to support his case in a beef against shipmaster or shipowner. Mr. Dana, in fact, was one of the first lawyers to represent mistreated seamen in a suit against ships' officers and owners.

SHIPS' MINUTES AND NEWS



Seafarer Offers To Teach Shipmates For Upgrading

Seafarer Paul Dayton, holder of Book No. 43889, is solid proof that the Brotherhood of the Sea is more than just a slogan.

In an effort to do his bit in the current Union campaign to get Seafarers to sail in the ratings for which they are qualified, Brother Dayton offered to teach any crewman aboard the SS Winter Hill who is interested in getting a Pumpman's endorsement.

Dayton made his offer at the February 7 meeting held at sea on the Cities Service tanker, saying he was willing to devote as much of his off-time as necessary to instruct any member on how to discharge the duties of a Pumpman.

As it should, Brother Dayton's display of the spirit behind the Brotherhood of Sea was received with acclaim by his shipmates.

Michael Michalik, Ship's Delegate on the Winter Hill, praised Dayton as being the kind of member that has made the SIU what it is today.

"I think if everybody who has a rating did what Brother Dayton is doing, the SIU wouldn't have to worry about getting rated men to crew their contracted ships should the emergency shipping situation become more critical," Michalik said.

"With more men like Brother Dayton sailing ships in SIU style, you can give any future government recruiting and manning office the deep six."

Dayton's offer to pitch in and held his shipmates was made in answer to the Union's recently-instituted campaign urging all qualified Seafarers to go after higher ratings. The UUnion has learned that a good many men qualified by experience and skill have not applied for endorsements for higher ratings.

Men who do not seek higher ratings, the UUnion pointed out, are, in effect, causing a waste of needed skill in the current defense preparations.

The Union also learned that

some men have the necessary seetime for higher ratings but lack further technical training. This data was obtained in replies to questionnaires sent by SIU Headquarters to all SIU-contracted ships, which also contained an appeal similar to those regularly appearing in the SEAFARERS LOG for the men to seek upgrading.

The replies from the ships disclosed that on one vessel there were six men with qualifications to sail at least one rating higher than that which they had signed on, and in some cases, two ratings higher. A Fireman, for example, was qualified for a Pumpman, a rating for which there is a critical need. In fact, three men in the ship's engine room were capable of sailing as Pumpmen.

These facts bore out the SIU's contention that there is sufficient skill within the Union to meet any manpower needs caused by the present emergency rise in shipping.

As a result, the Union reiterated its plea that all members with the proper qualifications apply for upgrading, and that the others take immediate steps to complete their technical information to qualify them for endorsements. Brother Dayton's offer of instruction is one of the ways in which this can easily be accomplished.

Check It — But Good

Check the slop chest before your boat sails. Make sure that the slop chest contains an adequate supply of all the things you are liable to need. If it doesn't, call the Union Hall immediately.

New Documents Cause No Delay

Since the announcement that the SIU has been building up a manpower reserve from among retired Seafarers, who have expressed a desire to sail again in the event they are needed to man vessels in the nation's defense program, scores of additional applications and inquiries have come into Headquarters.

Among the most frequently-asked question is the one submitted this week by Frank Kuvakas, of 311 Albert Street, Youngstown, Ohio. Frank, who retired Book No. 100038 in good standing in July 1949, wrote: "I want to begin sailing again. Can I sail before I receive the new Coast Guard papers . . . ?"

To Brother Kuvakas and others with a similar question, the answer is this: Members returning to sea can sail with their old seamen's papers. However, they must apply for the emergency-type of document when they sign-on aboard ship. After they have been screened and approved, they will be issued the new papers. They do not lose any time in waiting for the new papers.

As for shipping out, the regular procedure is still followed. A man must register and take a job in his regular turn, in accordance with the rotary system of shipping.

SIU Started Commie Crackup In Canada, Says Ex-CSU Man

One of the original group of members of the defunct Canadian Seamen's Union who saw in the SIU the opportunity to smash communist control of Canada's seafaring men declared this week that events of the past two years have proved the correctness of their move.

During a visit to the LOG office, Charles MacDonald reviewed the Canadian beef that erupted in early 1949 when CSU members revolted against the sell-out tactics of their communist leadership and sought representation by the SIU's Canadian District.

MacDonald, who was among the most militant rank and file anti-communist members of the CSU, had for several years opposed the use of that union for political purposes. At one ship-board meeting his vigorous denunciation of commie policy ended in a brawl. He was severely beaten up and warned to keep his mouth shut in the future.

MacDonald, known to his shipmates by the nickname of Koky, vowed to continue the anti-commie fight. Whenever he could, he exposed the commie hand to his fellow members of the CSU. He was among the first to come into the SIU when the Canadian beef broke and played an important part in bringing the true story to men in the CSU.

A native of Halifax, MacDonald has been a member of the SIU Canadian District since 1949. On the West Coast of the United States when the Korean war broke out, MacDonald shipped out on an A&G District contract vessel, from which he recently paid off.

Mac maintains that the SIU played an important role in ridding the Canadian waterfront of the communist threat. "The SIU was the first organization to

drive commies out of unions in Canada," he said. "In doing so, it inspired other unions to do the same."

"The SIU anti-commie fight had international significance," he continued, "especially in the countries where the CSU strike had repercussions. It opened up the eyes of the people and permitted them to see that the commies were a real evil."

"Up to the time the SIU came into the picture, I don't think the people of Canada realized the extent of the commies' hold on the labor movement," MacDonald said.

Brother Uncovers Moon's Miracle Of 20 Years Ago

Hardly a day goes by down New Orleans way when SIU members don't indulge in some banter about the classic 20-round battle of almost two decades ago in which Seafarer Moon Kouns decisioned K. O. Baer.

Having heard about everything to be said on the matter, Vic Miorana decided last week to dig into the records to get the score on the titanic struggle as it was presented by New Orleans' top fight reporters the following morning.

In the New Orleans Item of April 1, 1932, Miorana found the column of Fred Digby, now with the Sugar Bowl Association, which sponsors the annual football classic in the Crescent City. Digby called the Kouns-Baer fight "Another Sports Miracle," and said:

"When Moon Kouns and K. O. Baer battled through 20 rounds at the Westside last night, aware that their end of the gate would amount to only a few cents over \$15.00, they set a precedent for some of the prima donnas of boxing."

Of course, it must be remembered that \$15 went a little ways in those days, as guys who had two dimes to rub together weren't all over the place, it being at the height of the famed depression of the early thirties.

Nevertheless, sports columnist Digby further commented that "Most of the present-day fighters are greatly overpaid in proportion to the amount of effort they forth for the fans. They'd all laugh at a promoter for suggesting a winner take-all fight."

"That (Kouns and Baer) went through with the battle and actually fought every step of the way is certainly a miracle in this day and time," Digby concluded.

And that should just about take care of any Thomases who doubt the legendary exploits of the fantastic Moon Kouns.

Quiet Eating Place



Crewmembers turn to on the sea fare offered by the galley gang aboard the SS Seatrain New York. Photo was taken in crew's messroom by Glen Vinson.



Charlie MacDonald during visit to Headquarters Branch

Digested Minutes Of SIU Ship Meetings

FRANCES (Bull), Jan. 9 — Chairman, Bill Janisch; Secretary, H. Ricci. Delegates reported no beefs. Deck Delegate brought up subject of gangway watches and when overtime should be paid. Laundry to be kept clean.

DEL RIO (Mississippi), Dec. 10—Chairman, Percy Boyer; Secretary, Fred Hicks. Delegates reported all okay. Discussion on performers and penalties crew will put against men who will foul up. Crew told one day's lodging and one day's subsistence due them for time ship was in New Orleans.

STEEL DIRECTOR (Isthmian), Jan. 22—Chairman, Robert Gilbert; Secretary, M. Harris. Delegates reported all okay. Communication from Headquarters concerning unloading of cargo in foreign ports and denial of shore liberty read and accepted. Ship's Delegate to see Hall about proper procedure for getting new Coast Guard document. Committee of Delegates to check the slopchest.

CANTIGNY (Cities Service), Jan. 24—Chairman, J. Trodeau; Secretary, S. DiMaggie. Crewmembers were told they could have their mail sent to them care of the Lake Charles SIU Hall. Ship's fund reported as being \$42. Ship's Delegate reported that Captain promised to do all he can to post correct sailing board time when ship hits port. Report given on money donated to Hank's Fund. An educational talk was given on harmful effects drunks and performers have on entire crew.



STEEL VOYAGER (Isthmian), Jan. 7—Chairman, Wiley Parrott; Secretary, F. Steen. Delegates reported number of men in their departments. Motion carried to have drinking water analyzed, if it doesn't clear up. Ship's Delegate asked men who do not know how to operate washing machine to contact him before doing their laundry. Letter to be written Union concerning \$2.50 bonus before ship reaches Colombo.

STEEL RECORDER (Isthmian), Nov. 3—Chairman, D. Harmon; Secretary, C. Wood. Delegates reported no beefs. Motion carried to refund money for washing machine to men who are not going to make the foreign trip. Motion carried to take \$10-\$15 from the ship's fund for magazines.

Dec. 30—Chairman, Thompson; Secretary, Harmon. Delegates reported that all was okay. Ship's Delegate suggested that everyone leave procuring of mail and passes to him. Steward asked to clarify mess situation, particularly serving of steaks.

WINTER HILL (Cities Service), Jan. 18—Chairman, James Halpin; Secretary, Percy Mays. Deck and Stewards Delegates reported disputed overtime. Crew went on record to take drastic action against members who refuse to obey orders. Talk given in importance of seamen keeping their noses clean, especially in view of the international situation, which prompts anti-labor

Seafarer Sam Says:

SOME CREWS REPORT THAT THEY DID NOT RECEIVE PERSONAL AND UNION MAIL WHILE IN EUROPEAN AND FAR EASTERN WATERS. CHECKING WITH THE COMPANIES REVEALS THAT THE MAIL WAS SENT OUT IN AMPLE TIME TO REACH THE SHIPS. TO INSURE DELIVERY OF MAIL TO YOUR SHIP, CHECK WITH THE COMPANY AGENT'S OFFICE IN THE PORT; IF IN THE FAR EAST UNDER MSTS CHARTER, CHECK WITH THE ARMY POST OFFICE IN EVERY PORT.



columnists to take swipes at the merchant marine.

Jan. 25—Chairman, Paul Dayton; Secretary, Percy Mays. Delegates' reports accepted. Motion carried to notify Headquarters of inadequate milk supply and to ask for 120 quarts of milk instead of the present 80. Day Man stated that three men should be used to shift butterworth hoses at all times. Delegates were asked to keep a check for gashounds and performers, and if any turn up the crew will take action.

Jan. 31—Chairman, S. Truner; Secretary, Percy Mays. Delegates reported some disputed overtime. Discussion on new Coast Guard papers. Discussion on Headquarters communication concerning time off and unloading of cargo. Suggestion made that night lunch be bettered.

Feb. 7—Chairman, Paul Dayton; Secretary, Percy Mays. Delegates reported all okay. Motion carried to have vapor gauge put aboard to protect crewmembers working in tanks. Motion carried to see Patrolman about increasing milk to 120 quarts. Messman asked to know why crew takes beefs to Steward and not to Delegate. Paul Dayton, Pumpman, stated that if anyone is interested in getting a Pumpman's endorsement, he would give up his off time to show the member the ins and outs of getting the endorsement.



ARCHER HOPE (Cities Service), Feb. 10—Chairman, Michael Prochak; Secretary, S. Lipschitz. Delegates reported all okay. Motion carried to see Chief Engineer about washing machine. Motion carried that no one payoff without Patrolman, because Deck Maintenance has overtime coming from previous voyage.

LAFAYETTE (Waterman), Jan. 20—Chairman, C. Webber; Secretary, E. Smith. Delegates reported no beefs. Delegates to discuss with Master the need of the Chief Mate to be more attentive

to hospital duties and the medical attention of crew. Suggestion to have passageways and rooms painted added to repair list.

Feb. 5 — Chairman, Edward Thompson; Secretary, James Terracin. Delegates reported everything in good shape. Communication from Headquarters read concerning unloading cargo and denial of time ashore. Discussion on both issued with entire crew being in favor of positions taken in communication. Crew told to have rooms in good shape for new crew.



TOPA TOPA (Waterman), Feb. 4—Chairman, Edward Vail; Secretary, M. Basar. Delegates reported number of books and permits in their department. Motion carried that Delegates make up repair list for each department. Discussion on washing machine repair and maintenance.

FAIRPORT (Waterman), Jan. 28—Chairman, J. Carrol; Secretary, Julian Lelinski. Delegates reported all okay. Crew was reminded to take better care of the washing machine. Beef raised on pressure in the sanitary system.

CLAIBORNE (Waterman), Jan. 6—Chairman, A. Blornsson; Secretary, Leskowsky. Delegates reported no beefs. Ship's Delegate reported \$20.50 in ship's fund. Motion carried to unanimously approve LOG item concerning longshore work by crew in foreign ports. Motion carried to transfer library to linen locker.

ALAWAI (Waterman), Feb. 3—Chairman, E. Moyd; Secretary, C. Miller. Delegates reported some disputed overtime in all departments. Communication from Headquarters read concerning unloading cargo and denial of time ashore. Both matters approved unanimously. Discussion on needed repairs.

MAIDEN CREEK (Waterman), Jan. 29—Chairman, A. Robillard;

Secretary, P. Laforre. Delegates reported no beefs, listed the books and permits in their departments. Delegates to get a new library in the next port. Beef on food situation to be taken to Captain first, then to Patrolman.

FAIRISLE (Waterman), Feb. 4—Chairman, P. Naujalis; Secretary, James Clinton. Delegates reported no beefs. Discussion on Union communications concerning cargo and shore time.

ANDREW JACKSON (Waterman), Jan. 21—Chairman, Robert Barrett; Secretary, P. Carbone. Ship's Delegate to see about having ship's fresh water tanks cleaned. Suggestion made that slopchest be opened at a more favorable time. Discussion on man who fouled up in Galveston. Motion carried that matter be referred to Headquarters. Motion carried to quiz Captain about disputed overtime from last trip.

NOONDAY (Waterman), Nov. 8—Chairman, J. Ryan; Secretary, E. Ray. Delegates reported all okay, except Deck and Engine, who reported some disputed overtime. Discussion on sanding and painting messhall chairs.

HURRICANE (Waterman), Jan. 21—Chairman, Arnando Frissora; Secretary, Paul Whitlow. Delegates reported that the washing machine had been fixed. Letter of registration for aliens read. All unauthorized crewmembers were told to keep out of galley and pantry.

BIENVILLE (Waterman), Jan. 20—Chairman, J. Higginbotham; Secretary, W. Cameron. Delegates reported on number of books and permits in their departments. Delegates to check with Patrolmen concerning frozen vegetables. Steward to order linen that will fit bunks; present supplies are too short.

WILD RANGER (Waterman), Jan. 26—Chairman, James B. Morton; Secretary, D. McCorvey. Delegates' reports accepted. Motion carried to accept communication from Headquarters concerning time off and unloading of cargo in foreign ports. Steam line in laundry to be fixed.

MALDEN VICTORY (Mississippi), Chairman, A. Mitchell; Secretary, V. Harding. Delegates reported all okay. Department repair list made up and approved. New library to be put aboard in next port.



STEEL SCIENTIST (Isthmian), Jan. 17—Chairman, C. Pepler; Secretary, S. Sloneski. Motion carried to have Delegate talk to Mate about a deck rack for the laundry. Motion carried to compensate Electricians for time spent repairing the washing machine. Satisfaction expressed for ability of Steward and Cooks.

STEEL TRAVELER (Isthmian), Feb. 4—Chairman, E. Anderson; Secretary, F. Jones. Delegates asked men to make less noise in the passageways. Motion carried to see about having a Night Cook and Baker put

aboard. Discussion held on feeding of men in foreign ports.

STEEL SURVEYOR (Isthmian), Jan. 28—Chairman (not given); Secretary, H. Nicholson. Delegates reported all okay. Motion carried to see Captain about living up to agreement, and not to put to sea until ship is properly secured. Motion carried to assess each crewmember \$1 for ship's fund.

STEEL KING (Isthmian), Jan. 21 — Chairman, Martin Rubios; Secretary, Pedro Velez. Delegate reported that an Oiler had missed the ship in Baltimore, and a report on him should be sent to Union. Discussion on laundry. Request made that all cooperate in keeping laundry clean.



STEEL FABRICATOR (Isthmian), Jan. 10—Chairman, Brother Hume; Secretary, M. McCranie. Delegates reported all okay. Suggestion made that all men cooperate in boat drill. Crew Pantryman commended for doing a good job.

STEEL ARCHITECT (Isthmian), Jan. 14—Chairman, Ed Nooney; Secretary, M. Pierpoiniski. Ship's Delegate reported a crewmember had been hospitalized due to injury on gangway. Motion carried to see about a better night lunch. Motion carried to see about getting safer beds.

Jan. 21—Chairman, V. Meehan; Secretary, A. Aragones. Delegates reported all okay in their departments. Ship's Delegate to see Patrolman concerning Captain's violation of Union contract.

STEEL RECORDER (Isthmian), Jan. 21—Chairman (not given); Secretary, D. Harmon. Delegates reported all okay. One minute of silence observed for Wah Suey Yee, Stewards Utility, who was lost at sea near Belawan Deli on January 14. Steward reported that Captain had promised all painting would be handled on return trip.



COUNCIL GROVE (Cities Service), Jan. 3 — Chairman, D. Oman; Secretary, F. Parsons. Delegates reported no beefs; listed the number of books and permits in their departments. Ship's Delegate appointed to get forms for crew to fill out for validated document.

CHIWAHA (Cities Service), Jan. 28—Chairman, R. Pawlak; Secretary, H. McAleer. Delegates reported no beefs. Discussion on unfair rate of currency exchange in Rio. Suggestion made to send overtime beefs ahead to Hall to facilitate payoff.

FRENCH CREEK (Cities Service), Feb. 3—Chairman, E. Wilisch; Secretary, J. Dodge. Delegates reported all okay, except a few hours of disputed overtime in the Engine and Stewards Departments. Request made that ship payoff in Houston.

Jan. 21—Chairman, Roy Pappan; Secretary, J. P. Gavin.

(Continued on Page 16)

How To Conduct A Union Meeting

The Union meeting is the pulse of the membership. At the meetings the officials get the reaction of the membership to the various problems that arise from time to time and are thus better able to carry out their duties. On the other hand it is here that the membership is able to hear first hand just what the officials have been doing. It is the privilege of any member to question the reports of the officials and to take what action he deems necessary or proper.

The action of the membership at these meetings is of vital importance to the Union as a whole. The meeting is the court of the Union. It is in the regular meetings that trials are conducted and appeals heard. Beefs of doubtful status are brought before the membership and discussion generally determines their validity. In the meeting it is not the opinion of one or a few that decides an issue, but rather the combined knowledge of the entire assemblage.

With the growth and progress of the Union it is important that each member of the Union learns how to have his say at the Union meeting and how each meeting should be conducted.

It is obvious that meetings must be conducted in an orderly fashion if any results are to be obtained. If every one were to try to speak at once the result would be chaos. On the other hand, if every one kept quiet nothing would ever be accomplished. For that reason the constitution and by-laws of the Union contain an established Agenda and a set of rules governing the conduct of a meeting. On any matters not covered in these rules, Robert's Rules of Order shall prevail.

RULES OF ORDER

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

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

THE QUORUM

The word quorum simply denotes the number of members in good standing necessary to constitute a working attendance at a meeting. Due to the fact that the majority of our membership is away at sea, the quorum established is twenty-five. This means that twenty-five full bookmembers in good standing must be present when the meeting is called to order, or the meeting cannot proceed.

TIME OF MEETING

The membership has decided by a referendum vote that meetings shall be held every other week on Wednesdays. The meeting hall will be open at seven o'clock and if a quorum is present the meeting shall be called to order. If no quorum is present, the Business Agent will remain at the meeting hall until seven-thirty and then again call for a count to determine if a quorum has been obtained. If twenty-five bookmembers are not then present, the Agent shall declare "no meeting."

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

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

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

MASTERS-AT-ARMS

As many masters-at-arms as are necessary

may be appointed to act as ushers, doormen and to keep order at all meetings.

THE AGENDA

The Agenda is simply the order in which the business of the meeting is conducted. It runs as follows:

1. Call to order.
2. Election of officers—Chairman, etc.
3. Reading of the minutes of previous meetings.
4. Reading of the Branch Agent's report, and action thereon.
5. Communications, and action thereon.
6. Resolutions, and action thereon.
7. New Business.
8. Secretary's financial report and presentation of bills.
9. Election of the Auditing Committee and Unfinished Business.
10. Secretary's verbal report.
11. Patrolman's reports, Auditing Committee, Special Committees.
12. Obligations.
13. Good and Welfare.
14. Adjournment.

ELECTION OF OFFICERS

The meeting is called to order by the Agent who calls first for the nominations for Chairman. He recognizes only those who raise their hands. Names shouted from sections of the assembly are not recognized. To nominate a Brother for Chairman after you have recognized, you rise and state "I nominate Brother . . ."

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

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

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

THE RIGHT TO SPEAK

The Chairman is the conductor and regulator of the meeting. Every member has a right to speak but no member has the right to infringe



upon the rights of any other members. For that reason no one should speak until he has been recognized by the chair. He may obtain this recognition by holding up his hand or rising as the chair shall direct.

MAKING A MOTION

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

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

A motion is "in order" when it has something to do with the fixed order of business, such as motions "to accept" or "to reject" a report. The same holds to resolutions which should be acted upon with motions "to concur" or "to non-con-

cur." If you are in doubt as to the content of any report you are always in order to make the motion "I move to refer this matter to New Business." The object in such a motion is to permit the regular business of the meeting to continue according to the agenda or order of business, and then later discuss the issue.

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

When required by the chair, all makers and seconders of motions shall give their name and book number and present their book to the Recording Secretary for verification.

DISCUSSION

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

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

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

Generally, motions are acted upon by those in favor answering with "Ayes" when called upon, and those opposing answering with "Noes." In close counts where the voice vote is uncertain, a show of hands can be called for at the discretion of the Chair.

The Chair determines the result by announcing that "The Ayes have it—the motion is carried," or if the motion is lost, "The Noes have it—the motion is lost."

CHAIRMAN'S AUTHORITY

It is the Chairman's duty at all meetings to decide whether or not a motion is in order. It is well to remember, however, that a Chairman may be wrong and therefore the voting member always has a right to appeal the decision of the chair.

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

AMENDMENTS

A motion may sound good but it may not have the meat to make it substantial; on the other hand it may be too flowery and therefore weak because it does not clearly express the intent. In this event an amendment to the motion is in order.

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

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

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

On Board Ship And Shoreside

SUBSTITUTIONS

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

STOW THE GAFF

Some guys like to hear themselves talk and want to pop up a dozen times on the same issue. The idea of discussion isn't to let one guy sell a bill of goods but rather to get the ideas of the whole meeting. The idea is to keep the meeting lively and not a gab fest. After the viewpoint pro and con has been sufficiently expressed, it is then in order to make a motion to close discussion. This motion is not debatable and if carried brings the point to an immediate decision.

LIMITS

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

TO TABLE

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

TO REFER

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

POSTPONING INDEFINITELY

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

POINT OF ORDER

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

SPECIAL PRIVILEGE

"Privilege" is the right of any Union member but must never be used except where it benefits the members as a whole. If the room is too hot, a point of "privilege" can be called for to have the fans turned on. If some drunk has slipped past the doorman, then it is in order to call for a point of "privilege" to have him removed from the meeting. In plain words "special privilege" is a point to be used in any event where the entire assemblage can be aided and never used as a pretext to stifle any point of business.

GOOD AND WELFARE

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

This is a good place where the oldtimers can

clarify issues and give the score to the newcomers.

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

PREPARING YOUR TALK

An old and wise philosopher once wrote:

"It is not enough to know what we are to say.

We must say it the right way."

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

It is well to keep in mind a few simple rules when you prepare to speak. Speak briefly, and



organize your talk so it comes directly to the point.

What is the right way to organize a talk? Every talk of any length should contain three parts: The introduction, the body, and the conclusion.

The purpose of the introduction is to tell the membership what you are going to discuss, what

problems are involved, and what you advocate doing about those problems.

In the body of the talk you present the facts and the conclusions you want to be drawn from the facts.

In the conclusion you sum up your points and make your recommendations for action.

AND ALWAYS REMEMBER . . .

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

SHIPBOARD MEETINGS

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

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

1. Call the meeting to order.
2. Election of officers—Chairman, etc.
3. Reading of minutes.
4. Ship's Delegates' reports, reports of committees, etc., and action thereon.
5. New Business.
6. Good and Welfare.
7. Adjournment.

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

ALL OF THE RULES AT A GLANCE

Motion or	Debatable	Amendable	Requires a Second	Vote Required	In Order When Another Is Speaking	Can Be Reconsidered	Motions to Which It Appeals	Motions Which Apply to It
PRIVILEGED MOTIONS								
Time for Next Meeting (when privileged)	No	Yes	Yes	Majority	No	No	None	Amend
Adjourn	No	No	Yes	Majority	No	No	None	None
Recess	No	Yes	Yes	Majority	No	No	None	None
Question of Privilege (treat as Main Motion)	Yes	Yes	Yes	Majority	Yes	Yes	None	All
Orders of the Day	No	No	No	None; it takes % to postpone special order	Yes	No	Any special order	None; except to postpone orders
INCIDENTAL MOTIONS								
Appeal	No	No	Yes	Majority	Yes	Yes	Any decision of the chair	Lay on table Close debate Reconsider
Point of Order	No	No	No	None; unless appealed; then majority	Yes	No	Any motion or act	None
Objection to Consideration of Question	No	No	No	%	Yes	Yes	Main questions and questions of privilege	Reconsider
Reading Papers	No	No	Yes	Majority	No	Yes	None	None
Withdrawal of Motion	No	No	No	Majority	No	Yes	Any motion	Reconsider
Suspension of Rules	No	No	Yes	%	No	No	Any motion where needed	None
SUBSIDIARY MOTIONS								
Lay on the Table	No	No	Yes	Majority	No	No	Main questions, appeals, ques. of privilege, reconsider	None
Previous Question (close debate)	No	No	Yes	%	No	Yes	Any debatable motion	Reconsider
Limit or Extend Limits of Debate	No	Yes	Yes	%	No	Yes	Any debatable motion	Reconsider
Postpone to a Definite Time	Yes	Yes	Yes	Majority	No	Yes	Main motion, ques. of privilege	Amend Reconsider Limit or Close debate
Refer or Commit	Yes	Yes	Yes	Majority	No	Yes	Main motion, ques. of privilege	Amend Reconsider Limit or Close debate
Amend	Yes	Yes	Yes	Majority	No	Yes	Main motion, limit debate, refer, postpone, fix time of next meeting	Amend Reconsider Close debate
Postpone Indefinitely	Yes	No	Yes	Majority	No	Yes	Main motion, ques. of privilege	Limit or Close debate Reconsider
MAIN MOTION	Yes	Yes	Yes	Majority	No	Yes	None	All
Reconsideration*	Yes, if motion to which it applies is debatable	No	Yes	Majority	Yes	No	Any motion except adjourn suspend rules lay on table	Limit debate Lay on table Postpone definitely
Rescind*	Yes	Yes	Yes	% of members present; majority when notice to rescind was given at previous meeting	No	Yes	Main motions, appeals, ques. of privilege	All

*These are treated as if they were main motions.

THE MEMBERSHIP SPEAKS



No Hitches In Fort Hoskins' 4-Month Persian Gulf Trip

To the Editor:

We're homebound from a four-month's round of the Persian Gulf. We would like everyone to know that we have had a clean, record trip.

In our first European port, Hamburg, everybody had a swell time, but at sailing time all were on board, fit for duty.

The company agent and the police in this port had the surprise of their lives. According to them ours was the first tanker sailing from Hamburg with a full crew in years.

Our last contact with civilization was at Swansea last December under the first snowstorm of the season, and Brother, it was cold outside, all right.

DULL DAYS

There is nothing to say about a good time. Plenty of drink at regular hours, but no Marthas, Helens or Marys to remember England by. Christmas Day we were crossing the Suez Canal, and on New Year's we were right in the middle of the Persian Gulf. Both days were as dry as a log.

We have read the letter from the Organizing Committee and we agree 100 percent that it is a fine piece of work that the boys have been doing on these Cities Service ships. And I want to remind every SIU Brother on these ships that the job is not finished. So keep up the good work and the Organizing and Negotiating Committees will do the rest for us.

We are doing a darn good job on this ship, the SS Fort Hoskins, ourselves. Not one single little trouble in the four-month trip. Naturally, the clarification

Some Peepers



Only eight months old, but already showing signs of becoming a heartbreaker to females in a couple of decades, is Eugene Sullivan, son of Seafarer John and Mary Sullivan of 128 East 98th St., New York City. Pop's been an SIU man since 1946.

sent to us from the Hall helps a lot. Reading them makes us feel good. At least we know that our work is not only for us alone, but for all of the SIU Brotherhood of the Sea.

BENEFITS IN EVIDENCE

And one thing for sure. We notice the benefits of our contract everywhere. Regarding some sharp corners that have to be smoothed out, things are coming along better every day. I think it's a good idea to let old-timers ashore know that these ships are coming along in SIU style. They are loosening up on overtime and the grub is fair. How about helping the young fellows with the finishing touches?

Some of the gang are going to sign off, but the majority are going to stick around for awhile. Too cold ashore, they say.

Soon as we get some pictures developed, we'll send them over. Happy days and smooth sailing to all Union Brothers.

Frank Gaspar
SS Fort Hoskins

Board Transfers Ammo-Carrying Seamen To Army

To the Editor:

I am now in a job vital to our national security—in the Army.

I sailed in the SIU from November, 1944, to October, 1950. I was a slacker according to my draft board, but they sure cured that fast.

I was on a vacation—carrying a load of ammunition from Frisco to Pusan in September. We were two days from Pusan to Yokohama. At that point I was notified that my butt no longer belonged to me; it belonged to Uncle Sam.

I was sent to Fort Devins and then to Camp Pickett. Since coming here, I believe I have walked farther than I have sailed, with almost as much cargo. I have become quite handy with an entrenching tool, otherwise known as a shovel.

PLEASE WRITE

You can tell the gang I sailed with that if any of them have any time. I would appreciate it if they would drop me a line.

There are a lot of ex-SIU men here. And I was talking to a guy who was a Chief Engineer for the US Lines. He's in this organization now.

If you ever hear anything of them letting seamen out of the Army to sail the ships (I understand that happened at the beginning of the last war, when skilled seamen were badly needed) I would be interested.

Well, I better take off from here before I get stuck with a detail. So I'll say so long.

Pvt. Charles Reiff
Camp Pickett, Va.

Still Interested In His Union Paper



Paul Duval, who retired his SIU book in 1949 to enter Army, reads the SEAFARERS LOG to keep posted on maritime activities. A member of the SIU since 1943, Paul will resume his seagoing career when he's discharged. Meanwhile he's heading for the West Coast for assignment as a combat engineer.

Up To Membership To Keep Union Strong, Youtzy Says

To the Editor:

Well, they have another Seafarer in the United States Army. I was inducted on December 14, 1950 at Altoona, Pa., and arrived here in Fort Knox, Ky., on December 15.

I am now in my third week at basic training and I have 11 more to go. It's a little bit rough in this outfit and we don't have any contract or working rules, so we go from can to can't. I sure do miss that good chow on SIU ships.

I'm not griping because I'm in the Army. I'm just fighting for the Union in a different way. I'm fighting to keep the right to have unions.

So it's up to you, the membership, to keep our Union

strong and to keep and improve our contracts. Keeping our Union strong and united is keeping faith with our departed Brothers and those of us who were called to the service of our country. So Brothers, it's up to you.

Would you please send me the LOG so I can keep in touch with my old shipmates. My book will arrive later for retirement and I hope I can soon return and start sailing again with the best damn Union in the world.

Please print my address in the LOG so that if anybody wants to write to me they can.

Rct. Ralph W. (Sonny) Youtzy
US-52076101
Co. C, 36 Arm'd Inf. Bn.
CCA, 3rd Arm'd Div.
Fort Knox, Ky.

Log-A-Rhythms

The Captive

By LOUIS MARTINELLI

He who loved and roved the sea
Gave up that vagrant life for me,
And sleeps contented at my side,
Yet knows a hunger he must hide.

The door is closed, the lamp is lit,
But little thought he gives to it;
He hears beyond that cottage door,
The call of far off Singapore.

And where the turf-fire shadows play
He sees an island in Malay,
And with his cheek against my cheek,
His heart must stray to Mozambique.

His spirit is not at home with me,
But half a world away at sea.

Retired Member Adds Name To Manpower List

To the Editor:

I follow with great interest the wonderful work you are doing in reporting the trends of our merchant seamen's work in our Union. I know that you have been a big factor in making the seamen of the American Federation of Labor a tremendous force in the world maritime industry.

Besides this, you have helped the American merchant marine become a potent force in world events in spite of tremendous pressure against us at home and aboard.

I certainly appreciate the help and guidance I got from your older members, and the Union as a whole, when I was an active member of the SIU. Besides all this, I made some fine friendships that will never be forgotten.

Put me on your list of available manpower, if the time should ever come when we are forced to cope with an emergency in the manning of SIU ships.

I am enclosing \$3 as a donation for the LOG.

John T. Skavlem
Plymouth, Wisc.

(Ed. Note: Thanks. We'll let you know, along with the hundreds of others who have written in, when you are needed.)

LOG, MAIL SOUGHT BY SEAFARER IN US AIR FORCE

To the Editor:

I would like to inform you that I have been transferred and would like to continue receiving the LOG. I am now at 9th Maintenance Squadron, Travis Air Force Base, Fairfield, Calif.

I would appreciate it if you would run this in one of your editions and ask my old shipmates to write to me. My last trips before I retired my book and entered the Air Force were on the Marine Star and the Robin Tuxford.

At present I am taking on-the-job training as an armorer and like the type of work very much. Here's a tip to some of the Brothers who may be drafted. If they enter the service they might try the Air Force. There are a host of advantages.

Pfc. John D. Marbitto
AF-12342848

White Horse Bar Adds An Attraction—The LOG

To the Editor:

The Brothers might be interested to know that W. Griffen, an SUP member, is operating a bar in Genoa, Italy.

The place is the White Horse Dancing Bar, a really nice place where Seafarers can get a fair deal, the SEAFARERS LOG and music. Griffen's place is at Via Del Camp 61, Genoa.

Joseph E. Carender

Play To Argentine Standoff



The Del Sud's softball sockers are out to slap down all opposition in the course of their present voyage. Most of all they want to avenge a standoff played against a South American team last trip. When darkness halted the contest, the score stood at 14-14. Front row, left to right: M. King, R. Roberts; middle row: J. Procell, L. Blanchard, W. McLeod, J. Robinson, J. McGuffey, T. Beatrous, J. McRae and J. Collins; rear row: Bosun, L. Bumatay and L. B. Brown.

Southern Cities Is Getting Things Squared Away

To the Editor:

Please excuse the paper this is written on but we on this sulphur-laden LST-MV Southern Cities of the Southern Trading Company thought you might be interested in hearing from us.

As you know we are in the process of getting things squared away in SIU style since a contract was signed with this company and I can happily say that progress is being made.

We have gotten a lot of painting done, we've gotten some new percolators and we expect to have a lot of other things when our shipyard repairs are finished.

DRYDOCK AHEAD

We are scheduled to enter the shipyard in Norfolk on February 28.

A vote of thanks for a job well done on this ship goes to Jerry Cunningham, a Brother out of Galveston and one of our better Electricians, who has very efficiently handled the job of Ship's Delegate.

The Ship's Delegate job has not been an easy one and to us it seems that a good word well placed is in order for Brother Cunningham.

CREDIT DUE

Also, a lot of credit for the fine condition of this ship should go to Galveston Patrolmen Charles Tannehill and Mickey Wilburn. They have been as close to us as the nearest telephone whenever we were in that area.

Well, so long for now, but you'll be hearing from us again. We might break down and send in a few pictures—if we can get the old camera out of the hockshop.

Paul Bole
MV Southern Cities

ATTENTION!

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



Some of the Seafarers who make up the crack Stewards Department aboard the Del Sud group for the photographer in the ship's bar. In the group are Chief Steward E. Herek, J. Galiano, Chief Stewardess A. Satterthwaite, T. McDavitt, C. Carniel, P. Maechling, S. Hawkins, Mike Liuzza, T. Alleman, and E. Sepulveda, editor of the ship's paper, the "Southern Cross." Ship's Delegate Brown submitted the pic.

Sees Need For Law To Speed Payments To Kin Of Seamen

To the Editor:

The whiskey-drinking, cigar-smoking, poker-playing Senators are gambling with the lives of American seamen if they think that the niggardly number of 50-odd vessels making not more than 20 knots, added to the inadequate US Merchant Marine, will win for them the battle of the Atlantic in the coming war at sea.

They are as bad as the Bourbons if they haven't learned by now that a foreign power has about completed the construction of a few, 37,000-ton battleships, 14 cruisers of 9,500 tons each, and 2 heavy cruisers of 15,200 tons each. These ships, airplane carrying, are all equipped with a secret weapon, called "Dubrotin's device." Then, there are the subs or schnorkels, some 300 of them, which, also equipped with the secret weapon, have the speed of 20 knots per hour, when submerged a 1,000 feet.

Compelled, as we are, to take the above stated into grave consideration, it seems that the American seamen will not have much of a chance when torpedoed at sea on a dark and wintry night when the wind blows hard

and seas run rough. The enemy schnorkel will not stop to rescue the struggling survivors; it will go on, on its "mission," to sink another American ship without a trace and make her a ship "missing at sea" with the result that no insurance for the lives lost will be paid for some time, causing anguish and hardship to the near and dear ones of the American seamen at home.

It is, therefore, that a new law covering the American seamen "missing" or lost at sea should be made in order that the insurance be promptly paid a month after the vessel is reported missing at sea.

It is time the Senators gave a thought to the men who go down to the sea in ships.

R. J. Peterson

SAID THE STEWARD TO THE PORTER

By OSCAR WINFREE

(Scene: Stewards messhall, SS Alcoa Cavalier)

Second Steward: All right, all right, let's get going — there's bauxite to be cleaned.
Day Porter: Ah, gee, Steward, take it easy. Rome wasn't built in a day.
Second Steward: Hell, I wasn't a foreman or a Steward on that damn job.

Reactivated Lynn Victory Whipped Into Shape By Crew

To the Editor:

The mail service out here is nil. We were getting it up until about a month ago, but it has slowed down so much now that we are wondering if it has stopped.

Had a meeting on January 3, at which we took up the matter of having to stand a security watch. Because of this, two-thirds of the crew is required to be put aboard at all times. We are told this is an order put out by the local Army authorities, but we haven't seen an order from them yet proclaiming the same.

NO HARD RULE

Talked to some of the crewmembers of other ships in this area with same type of cargo. Some said they were under the same setup, others said no.

We are not getting any fresh vegetables or fruit. The Steward put them on the requisition, but for some reason they were struck off. We are trying to find out why. Been without for a couple of months now.

The Deck Department is about to run out of paint but they got one coat on. Looks much better too.

The engine room is in pretty good shape. Had plenty of work to do to get that way, as this is her first trip after being in the layup fleet for two years.

DARN TOOTIN'

We've caught up so much down below now that our main project is the making of a new air whistle out of brass tubing.

Rates Baltimore Hospital With Best In World

To the Editor:

Here I am in drydock in the Baltimore Marine Hospital. I want the boys to know that we have the best of care from the doctors and nurses. And the surgical skill of these people is unsurpassed.

I've been in hospitals the world over and I'll put this one up against any of them. I don't think enough of the guys show proper appreciation for all the care we do get. The least we can do is give the hospital a write-up to show how we feel.

NO BETTER PLACE

I'll be glad to get out, but since I have to be laid up for repairs (the deep tank was out of commission) I can't think of a better place. Maybe I'll be heading Florida way in a month or so.

I'd like to say hello to all the boys at Headquarters. In closing I say thanks a million to all on the staff of the hospital on behalf of myself and all SIU boys here. Especially Drs. Howard, Southworth, Spies and all the nurses who are always on their toes.

W. D. Warmack

Some of the guys on board seem to be getting a little stir crazy. They are learning to use the abacus (bead frame) that the Japs start to use every time they start to shake you down. (The abacus referred to here is of Chinese origin, although it is familiar to most Americans. It consists of beads strung on wires or rods set in a wooden frame, and is used in making simple calculations—Editor.)

One of the fellows says that the next time a Japanese pulls one on him—he's gonna pull out his.

A. Woton
Ship's Delegate
SS Lynn Victory

SIU Brotherhood Goes Into Action In Korean Port

To the Editor:

I am just dropping a few lines to the SEAFARERS LOG to let the members know of the hospitality shown to me by two Brothers from the Jefferson City Victory while that ship was in the port of Pusan, Korea.

The hospitality that I speak of consisted of showers, food and many other things that are a luxury in any part of Korea.

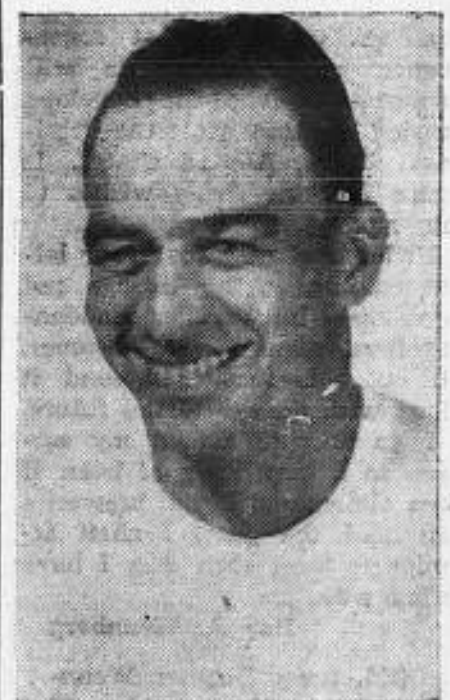
The two Brothers who were so kind did not know anything about me, other than the fact that I told them I had been a member of the SIU before entering the Army. I don't know if they still think I put on a big act just to achieve the things mentioned, but I would like to see something in the LOG mentioning their kindness and thanking them for everything they did for me.

The two men are Ira Bridges, Oiler, who holds Book No. 29464, and Fred Easter, FWT, with Book No. 10717.

Some group pictures were taken, but I never could get hold of them. The GI who took them shipped out.

Pfc. Edward Rudzinski
(Ed. Note: Pfc. Rudzinski, who retired his SIU book in 1948 when he entered the Army, is on duty in Korea.)

Smiling Seafarer



E. B. McAuley, who took this happy beaming view of Deck Engineer Emil Nordstrom on the SS Hastings, says that Emil "doesn't usually smile this way." He had just gotten the winches in good shape, so he turned on the pleased look.

Men Bursting With Beefs On NMU Feeding, He Finds

To the Editor:

I have just read Frenchy Michalet's "Guide to Stewards." I think that this article is a real service to the membership, and that, if our Stewards Department Brothers follow the advice that he gives them, it can't help but improve both feeding and service aboard our ships.

Frenchy is absolutely right when he says that conditions on our ships are so much better than those on NMU ships.

I should know, because I hang out in a bar on 23rd Street in New York that is frequented by NMU crews. You should hear them scream!

HUNGRY SHIPS

That's about all you hear in the place—food beefs. Seems like the NMU companies are going back to the old Shipping Board practices of rationing what little food that is put aboard their ships. Seems that they have willing stooges in the Chief Stewards.

Things are getting so bad that the NMU is forced to print solid pages of food beefs from various crews in their paper. I picked up a copy of their paper that some guy left on the bar the other night, and found that the thing was full of squawks about starvation conditions, and they even had a headline on the front page from one of their port Steward Department officials

'Army Wishes To Join Me' — Wennberg

To the Editor:

Thank you for remembering me after this time, but I'm afraid that your notice has come a little late.

As usual, my luck has outdone itself and at present I am recuperating from a broken hand caused by an automobile running into me. Aforesaid automobile is greatly damaged by this head-on collision. My head and his fender.

DOUBLE CONCUSSION

At this point, one would think there could be no more confusion added to this mind still suffering from concussion. But now another matter of consequence comes to agitate still further — a large-size envelope bearing greetings from the President of the United States. It seems that the Army wishes to join me.

Understand now that your letter coming to me brings not good cheer but another maddening frustration. I will, however, fill out this form and send it along with an eye to the future.

I go now to drown my sorrows in a large mug of beer. If time allows and if the breweries can hold the pace, I shall attempt to toast each man I have sailed with.

Ray A. Wennberg

(Ed. note: Brother Wennberg is a retired member of the SIU. The "remembering me" he speaks of is the letter sent to him by the Union telling him of the reserve manpower the SIU is building and asking if he would be available in the event of an emergency.)

who was blaming the whole stinking mess on the Companies Port Stewards.

Sure it's the Port Stewards who are responsible for the starvation conditions on NMU ships. But if the NMU was half a union, they wouldn't be trying to cop out, but would get busy and see that the people responsible for starving their crews would straighten up and fly right.

In closing I would like to remind the Stewards and Cooks on our ships that we are enjoying the best conditions in the shipping industry, and that we can't expect to hold them unless we do our part. I think that we should have a school in our new building to teach the Stewards and Cooks and Messmen to get the most out of the food that our militant Union forces the shipowners to put on our ships.

L. J. White

On Leave



Ex-Seafarer James G. Watt, who last sailed on the Jefferson City Victory, pauses at front door of his Santa Ana, Calif., home during furlough from Army. A medic, Jim wishes to be remembered to all his Union Brothers.

Pearl Harbor's Pier Snafu Not Funny To Puzzled Crew

To the Editor:

We just thought we'd write the LOG to register a loud complaint about certain policies the Navy has imposed upon us while parked in their great big fat Pearl Harbor.

We hauled a load of ammunition here from Port Chicago and unloaded it out at a place called Westloch. While at Westloch we had full shore leave, they provided a bus on the hour out of the place and brought us back to the ship in a jeep from the gate if we missed the bus in. The place was guarded by Marines.

Then we moved to Pearl Harbor and tied up at pier K-5. First they posted a notice in the messroom which read, word for word, "Busses leave for Honolulu every hour round the clock at the head of the pier."

So along comes four in the

afternoon and the Steward and a couple of other boys stroll down the gangway to go ashore. Two civilian guards stop them at the foot of the gangway and tell them they can't walk up to the head of the pier without an escort, that the escort appears every hour, that there is no bus we would be allowed on anyway, and that in order to get ashore we have to ask them to call a civilian taxi to take us out to the gate under guard, and from the gate we have the privilege of going to Honolulu any way we goddam please, and the tariff for the cab is four bits per man.

PIECE OFF?

These two phony commandos tell us that the only way we can go to the gate is in a taxi, that there is no other way. Also they denied any shore leave at all to four of the crew who were aliens, three Stewards Department and one Black Gang. These men aren't even allowed off the gangway! However, officers on the ship have the run of the place here, can walk any place they please or take any bus they want within the base.

Now when the Navy forces us to pay a buck to get to and from the gate of their silly base, and pay it to some civilian taxi company, when they treat us for all the world like a bunch of dangerous subversives and let people like the excuse for a purser we have aboard here wander about at will, we think others should know about it and have a laugh too.

BIG LAUGH

And when men who had to be screened in Washington to make the trip, because of being aliens, are treated like they all pack pockets full of bombs around, we think the stupidity of the gold braid behind all these stunts should be revealed for all to laugh at. Of course we don't think it's so goddam funny right now but we can take anything the Navy can sling at us. And we'll still deliver to them their goddam shells and smokeless powder.

Crew of the
Clarksburg Victory

Tommy Tucker Has His Fill Of Near Misses So He Drops The Del Mar Like A Hot Potato

To the Editor:

Just arrived back in New Orleans after several near-serious accidents on the Del Mar. The ship came in with a bow that looked like an accordion and I dropped that ship like a hot potato.

What I was worried about was where I was going to stay. My former landlady lost her old place, the Russell Hotel, to the brewery on November 1. And Mrs. Oliver was burnt out of the Oliver Hotel not long ago, so I was beginning to wonder where I was going to stay. I walked into the Spotlight to see who was around. Who do I see but Edna, who told me she had just gotten another place.

It is in the next block, the Bourbon Hotel, 425 Bourbon Street. I have a nice room and I am sure all of her old friends will be glad to know where she is located. I hope Mrs. Oliver can get a place soon. I am sure her friends do, too.

I think I'll try to catch a Korean run; there I'll probably be safer than on the Del Mar. As a result of a collision last month with the Del Mar, a C-3 went to the bottom in Santos. Thirty feet of the Del Mar's

MOTHER WILL READ LOG, THEN PASS IT ON TO SOLDIER SON

To the Editor:

My son, Nigel F. Stoneburg, one of your members, was recently drafted into the Army.

He has asked me to forward the LOG to him every other week, as this seems to be one of his favorite publications and being that he is personally acquainted with so many of your boys.

We had been receiving the paper until last November and we, too, have missed reading it very much.

Nigel was drafted after his last trip home from Hong Kong. His address is US-55036735, Company G, 2nd B'n, T.R.T.C., Fort Eustis, Va.

Please send the LOG to me and I will forward it to him each time.

Mrs. A. F. Snyder
Minneapolis, Minn.

bow stuck into the engine room of the ship, the Moormacstar, and she was called a total loss.

But we were very fortunate that no one was hurt. To top it all in Buenos Aires, the stevedore working the No. 3 king post dropped from his bosun's chair and hit the deck from about 25 feet. He almost got up and walked away, but two of his amigos escorted him to an ambulance. I hope he got along all right. He had the Del Mar's sympathy.

But before going south there

was another minor accident, which could have been serious. The No. 6 boom dropped on the port side next to the dock and fell across the bulwarks. Luckily, no one was on the docks when it fell because the boom end fell on some passengers' baggage.

But outside of all the near-accidents, I really did enjoy the trip. Nothing like a trip to South America. Plenty of excitement, always.

To all my friends on the Del Mar, best of luck to all.

Tommy Tucker

Brother Suggests Schedule For Union-Run Cook School

To the Editor:

I should like to offer some suggestions for the setting up of a Union-conducted cook school, such as was announced in the last issue of the LOG.

A student should enroll for a course in the art of cooking for a period of three weeks, with classes beginning at 9 AM each day and continuing to 1 PM, the same time as is worked aboard ships.

During the course, the men should be taught the preparation of good soups, how to roast meats and poultry, baking and frying fish, and cooking vegetables. They should also be taught how to grill the various cuts of meat and fish.

The off-duty period should be between 1 and 3 PM, at which time the student should return for further instruction.

Messmen should be taught to make beds properly and in the afternoon session should take charge of the utensils used by the cooks in preparing the dinners.

Bakers should also be studying at the same hours as the cooks. The food cooked by the Cooks and Bakers can be served in our own restaurant. Every afternoon there should be a lecture with demonstrations of cooking and baking by the instructors.

A splendid idea would be to invite some of the big shots of the steamship companies into the school to view the cooking and

baking students at work, so they can get an idea of how capable men will be working aboard their ships.

For a student to obtain his Cook's certificate, his cooking should be sampled by an expert chef or someone of similar qualifications.

Arnold Boyle

Injuries Put Hoslusky In Staten Island Hospital

To the Editor:

I take great pleasure in writing a little line to the SEAFARERS LOG.

I am now at the US Marine Hospital in Staten Island. I want to thank the Union for what it has done for me.

I was in bad shape and the doctors here are still working on me, taking x-rays and so forth.

They tell me my injuries are pretty bad and that there is not much they can do. The only thing is for me to make the best of the situation.

The eye or my hearing cannot be restored. My spine is also in bad shape. As a result my walking is very poor. The doctors are going to work on the head so they can possibly help prevent those diffy spells I have been suffering from.

Yes, I sure would like to get well and get back to sea and I

am very glad that I belong to the best Union in the world. One in which the Brothers will always stand by to help one another, and to see that their Brothers in the SIU get their full rights.

I am in Ward B5 on the fifth floor of the Staten Island hospital. I'm, waiting to see how things come out.

Tell all the Brothers that I wish them the best of health and the best of luck. Keep the ships sailing.

Joseph Hoslusky

(Ed. note: We can't help feeling that with the kind of spirit shown by Brother Hoslusky, things will come out all right. Meanwhile, all hands extend their sincere wishes for a rapid recovery. Perhaps some of his shipmates will find time to stop by and pay him a visit, or drop him a line.)

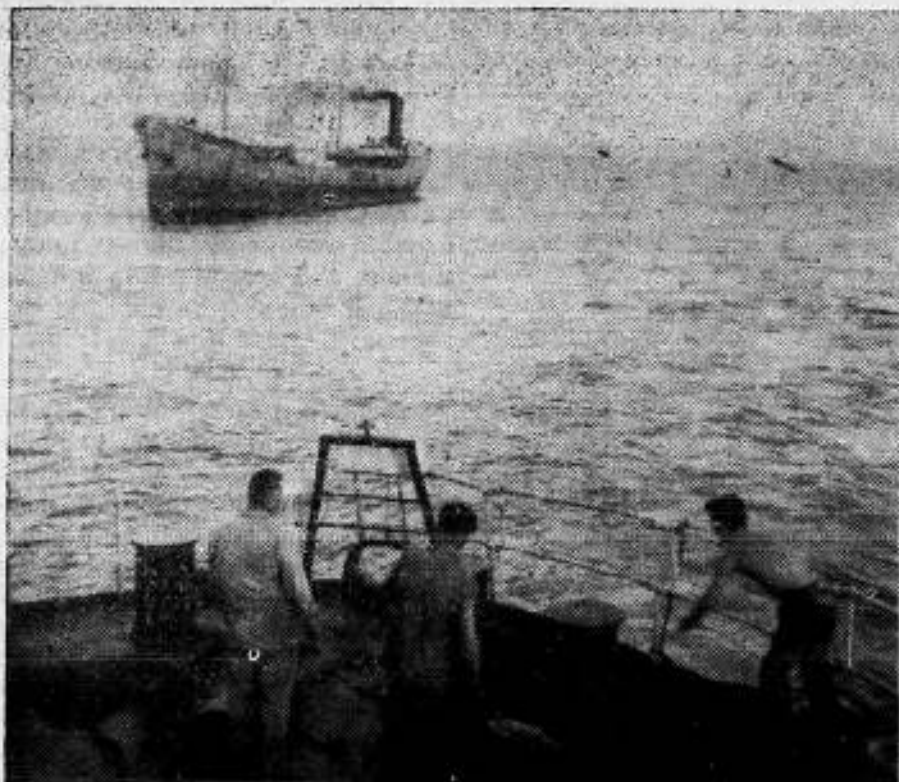
Contrasts In Seafaring Activity



Christmas on the Cavalier was made a bit more real by an unidentified crewmember who assumed the role of Santa with all that gentleman's customary trappings. Here he spurns an edible role offered by a shipmate to wave to the folks out there in the crew's messroom. With him are Chino, Marion, Ducksworth, Flood and Greenveld.

The range of crewmen's activities aboard ships at sea is, perhaps, best depicted pictorially, according to those Seafarers who never forget to tote their cameras up the gangway. Among the picture records submitted by lens enthusiasts to the LOG this week were those of Harry Hurton, Delegate aboard the Cavalier, and Ken Gelzhiser, Wiper on the Cities Service tanker French Creek. Both contributions appear on this page.

In submitting his photos, Hurton said everything is going fine on the bauxite trailer. Most of the crew, he added, are sporting loud shirts and Trinidad tans. Gelzhiser said his pictures, taken while the French Creek was towing a disabled freighter to Aruba, speak for themselves.



Members of the French Creek's Deck Gang are busy at work aft. In the background is the freighter to whose SOS the CS tanker responded for a tow job to Aruba. The rescue operation took place some 300 miles north of Aruba.



Whether this shot was taken before the Cavalier's Christmas party is not known. There's no doubt, however, that men in photo are (seated, left to right): Wilson, Burch, Rayford, Stearns, Santiago and Sheffield. Standing: Davis, Taggart, Stillman, Marinello, Sullivan, Vaughn and Adams.



Coffee time is always a good time to break out the camera. French Creek Seafarer Leonard Fiend relaxes with coffee cup and cigaret.



The French Creek's fantail became a popular spot for taking pictures once the vessel got under way with the disabled freighter in tow. Looking quite happy about everything in general are some members of the tanker's Stewards Department, who Gelzhiser said, did a pretty good job of feeding.



Crewmember Eddie Farrell took his turn at the rail during a pause for refreshing coffee but kept right on taking a deep drag, camera or no.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

Delegates reported few beefs. Suggestion made that meetings be held every two weeks. Motion carried that overtime and salvage money would not be accepted until brought to Patrolman.

LONE JACK (Cities Service), Jan. 26—Chairman, John Thompson; Secretary, Bernard Kimberly. Communication from Headquarters read concerning unloading cargo and time ashore. Motion carried to see Patrolman why ship gets 40 quarts of milk less on the southern end of the trip than on the northern end. Discussion held on shipboard safety. Educational talk on history of maritime unionism given by Chairman.

MV SOUTHERN CITIES (Southern Trading), Feb. 10—Chairman, J. Cunningham; Secretary, Bob Brown. Delegates asked to prepare notes concerning beef in Houston. Deck Delegate reported on security watches not held on weekends. Steward reported on present stores to be checked with Captain. Motion carried unanimously to fine \$5 anyone who performs.

Jan. 22—Chairman, J. Cunningham; Secretary, Bob Brown. Ship's Delegate reported that company operating manager okayed most of the repair list and items will be put aboard as soon as possible. Motion carried to investigate cleaning of officers' heads by Messman. Each man to donate 50 cents toward ship's fund.

MV SOUTHERN COUNTIES (Southern Trading), Jan. 16—Chairman, Andy Anderson; Secretary, D. Richardson. Delegates elected. Motion carried to have Ship's Delegate contact Union for contracts and overtime sheets. Motion carried to see Captain about painting all crew's spaces and messrooms so they can be kept clean.

GATEWAY CITY (Waterman), Feb. 11—Chairman, Ed Killigrew; Secretary, J. Holoboski. Delegates reported number of books and permits in their departments. Communication from Headquarters concerning roster to be filled out listing ratings read and accepted. Suggestion made that men fill out applications for Coast Guard papers. Motion carried that wash water tanks be tested and cleaned as the water is coming out rusty and greasy.



WACOSTA (Waterman), Nov. 12—Chairman, O. Morgan; Secretary, N. Gravelle. Delegates reported no beefs. Vote of thanks given Chief Steward and the men of his department for the fine food they have put out during trip.

GOLDEN CITY (Waterman), Feb. 4—Chairman, Frank Walska; Secretary, Walter Butterton. Delegates reported no beefs. Motion carried to have agent for

washing machine pick up machine and have it repaired while ship is on coastwise run. Repair list to be made up by each department.

JOHN B. WATERMAN (Waterman), Feb. 2—Chairman, E. Black; Secretary, H. Wirtz. Delegates' reports read and accepted. Motion carried that repair list be made in triplicate and one copy be turned over to department head and other retained in department.

CANTIGNY (Cities Service), Feb. 6—Chairman, J. Teicher; Secretary, J. DiMaggio. Delegates reported number of books and permits in their departments. Discussion on exchanging library for a new one. Chairman read Headquarters communication concerning time off and unloading of cargo. Motion carried that the question of milk be settled at once as 80 quarts of milk is insufficient.



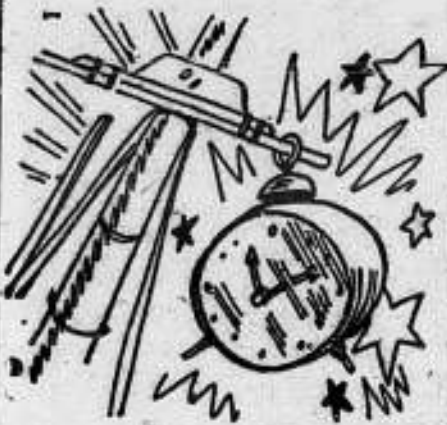
BENTS FORT (Cities Service), Jan. 14—Chairman, L. Paradise; Secretary, A. Wilbert. Patrolman contacted about getting more milk aboard. Delegates reported no beefs. Engine Delegate reported he will correct Engineers when they are found doing unlicensed men's work. Ship's Delegate reported that bound volumes of the LOG of 1946 through 1949 are now available in the library.

Jan. 20—Chairman, S. Freibish; Secretary, A. Wilbert. Delegates reported all okay, except small amount of disputed overtime in Stewards and Deck Departments. Vote of thanks given R. Fink for his fine job as Ship's Delegate. New men notified of abundance of Union literature in library. Report made that Captain, Mates and Chief Engineer are working together to counteract any parts of the agreement which don't meet with their approval.

MOTHER M. L. (Eagle-Ocean Transport), Feb. 8—Chairman, Edmund Abialy; Secretary, James McLinden. Repair list read and accepted. Steward warned to stop playing favorites topside and attend to his responsibilities toward the crew. Steward told to prepare a list of bad stores and action will be taken next trip. List of grievances against Captain drawn up.

SEATRAN NEW YORK (Seatrains Lines), Feb. 11—Chairman, S. Garcia; Secretary, A. Arnold. Delegates reported number of books and permits in their departments. Motion carried to concur with Headquarters communication concerning upgrading. Discussion on ventilators, painting of decks in rooms.

ROBIN MOWBRAY (Seas Shipping), Jan. 7—Chairman, Edward Yarcy; Secretary, Amos Baum. Delegates' reports accepted. Old washing machine to be repaired and kept for an emergency; new machine to be purchased. Motion carried to fix up hospital when ship hits States.



ALCOA PENNANT (Alcoa), Feb. 7—Chairman, Red Sully; Secretary, D. Boudoux. Deck Delegate reported one hour disputed time for supper hour. Motion carried to take \$51 from ship's fund for purchase of motor for washing machine.

BLACK EAGLE (Nat'l Cargo Carriers), Feb. 4—Chairman, J. Henkle; Secretary, Frank Winter. Delegates reported some disputed overtime. Chief Engineer to be seen about an extra fan in each foc'sle. Painting of black gang foc'sles to be done after repair work is cleaned up. Men who want can opener may buy their own as Steward does not put them out. Article from LOG on cleanliness of foc'sles read and accepted.

WANDA (Epiphany Tankers), Jan. 20—Chairman, C. Wandell; Secretary, Frank Nigro. Delegates reported number of books and permits in their departments. Motion carried to pay off at sea, when ship hits port no one will go ashore without seeing Patrolman first. New washing machine to be bought in name of Union. In case ship is sold or laid up, the machine will be sent to nearest Hall to be put aboard another SIU ship.

CLARKSBURG VICTORY (Mississippi), Feb. 4—Chairman, C. Lawson; Secretary, P. Schac. Delegates reported number of books and permits in their departments. Motion carried to bring charges against men not adhering to Union constitution. All men to clean their foc'sles before paying off. Captain to be seen about painting of galley.



SOUTHLAND (South Atlantic), Feb. 1—Chairman, C. Mosley; Secretary, J. Faircloth. Excerpts from LOG on unloading cargo and denial of time ashore discussed and adopted unanimously. Motion carried to keep peddlers off ship in Rotterdam. It was pointed out that the peddlers, two women, sell high priced junk, peddle communist literature and steal ship's gear. Sentiment of crew that the money spent to these peddlers goes to promote communism.

ALCOA PURITAN (Alcoa), Jan. 31—Chairman, LeRoy Williams; Secretary, R. Carrington. Delegates reported all okay. Motion carried to adopt message from Headquarters on unloading cargo and time off. Motion carried that Ship's Delegate contact Headquarters concerning

new and old bolus areas. Vote of thanks to Chief and 2nd Electrician for setting up washing machine, a present from the SS Steel Chemist.

DEL SUD (Mississippi), Jan. 21—Chairman, L. Clarke; Secretary, E. Sepulveda. Ship's Delegate reported that faulty general alarm had been fixed. Ship's Delegate recommended that a Maytag washing machine be bought, as parts for this machine can be bought in South America. Vote of thanks given Jose Louis for his fine work in making base markers for the baseball team.

BULL RUN (Petrol Tankers), Jan. 4—Chairman, L. Blanchard; Secretary, J. Burrows. Delegates reported number of books and permits in their departments. Pantryman to be brought on charges at north end of trip. Ship's fund reported as standing at \$51.80.

BEATRICE (Bull), Feb. 3—Chairman, Claude Fisher; Secretary, F. Young. Delegates reported all in order. Bulletins from Headquarters read and referred to Ship's Delegate for action. Educational talk given and men having arguments ashore were urged to settle them there and not bring them aboard the ship.



McKETRICK HILLS (Pacific Tankers), Jan. 21—Chairman, George Quinones; Secretary, A. Schiavone. Motion carried that Ship's Delegate write a letter to Union in reference to slop chest, which is now empty. Suggestion made that medical chest be replenished.

MASSMAR (Calmar), Feb. 4—Chairman, C. Hostetter; Secretary, S. Holden. Delegates reported number of books and permits in their departments. Oath of Obligation read and discussed.

DEL NORTE (Mississippi), Jan. 21—Chairman, Lewis; Secretary, Barbarin. Discussion on Headquarters bulletins concerning time off and unloading of cargo. Ship's Delegate reported that repairs involving sheet metal could

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.

SEADREAM (Colonial), Jan. 14—Chairman, Rusty Jowers; Secretary, D. Furman. All Delegates reported all okay. Vote of thanks given Stewards Department for holiday dinners and refreshments. List of necessary repairs made up and approved.

not be handled, as sheet metal workers are on strike. Quartermasters told to turn to when tying up and letting go, and if not turned to put in for the overtime. Editor of "Navigator" made his report, accepted. Motion carried to limit ship's fund to \$500.

DEL ORO (Mississippi), Jan. 21—Chairman, William Carroll; Secretary, Guy Plahn. New washing machine purchased, bill turned over to Ship's Delegate. Motion carried to turn old washer over to Union to be put on another ship.

QUARTETTE (formerly James Swan, Standard SS), Feb. 5—Chairman, Parker; Secretary, Paul Cassidy. Delegates elected in all departments. Ship's Delegate agreed to contact Hall and get needed supplies on ship plus overtime sheets, contracts, LOGs and other Union materials. Tarpaulin muster taken for purchase of new washing machine. Inasmuch as ship is a new one, crew resolved to bring her back from her first trip clean in all departments.

EUGENIE (Oro Navigation), Jan. 24—Chairman, Andre Aubin; Secretary, T. Ortiz. Delegates reported number of books and permits in their departments. Store list to be made up by Chief Cook. Certain men reprimanded for being too chummy topside, and instructed to attend to their duties. Discussion on necessary cleanliness on ship.

EILEEN (Metro Petroleum), Feb. 21—Chairman, H. Henke; Secretary, L. Schmidt. Delegates reported all okay. Beef over meat not being put back in icebox. Better balanced meals asked.

PUERTO RICO (Bull), Jan. 14—Chairman, Scotty Aubusson; Secretary, Jim Murphy. Delegates reported all running smoothly. Ship's Delegate gave warning to men returning late to ship in Ciudad Trujillo. Financial Secretary reported \$354 in ship's fund.



SANDMATE (Construction Aggregates), Jan. 31—Chairman, Ed Bender; Secretary, John Cole. Crew warned to conserve milk being put out for meals. Ship's Delegate reported that if anyone gets gassed up the crew will take disciplinary action. Suggestion made that a check be made of men sailing below their ratings and the form be completed in accordance with Headquarters' request. Suggestions made for new innovations to be put in new Headquarters Hall.

SEADREAM (Colonial), Jan. 14—Chairman, Rusty Jowers; Secretary, D. Furman. All Delegates reported all okay. Vote of thanks given Stewards Department for holiday dinners and refreshments. List of necessary repairs made up and approved.

Strikers Use SIU Facilities In Brooklyn



On strike against the General Woodcraft Corporation, members of ILA Plants and Factories Local 1702, have been using facilities on site of SIU's new Brooklyn building to hold meetings and relax between stints on the picketline. The struck firm is located only a short distance from the SIU Hall. Beef had been settled once, but workers went out when boss started hard-timing them again.

Old-Age And Survivors Insurance Explained

What is old-age and survivors insurance? It is a government insurance program to provide a monthly income for workers and their families when the worker stops work at age 65 or later and for his family when he dies.

Who comes under this program? This insurance system operates for workers in commerce and industry, for their families, and for survivors of certain World War II veterans. Seamen come under this law, and workers in factories, mills, mines, offices, stores, banks, garages, hotels, restaurants, beauty parlors, and the like are "covered" by this insurance system. (Not covered by law are, in general, jobs in agriculture; domestic service in private homes; Federal, State or local government service; work in religious, charitable, and certain other non-profit organizations; the self-employed; and some others.)

What is meant by an "insured" worker? An insured worker is a person who has worked long enough in jobs that come under the Federal social security law and was paid enough wages to meet the requirements of that law. The length of employment necessary depends on the worker's age. In general, a person who has worked roughly half the time on jobs covered by social security since 1937 or his 21st birthday, whichever is later, up to the time he reaches age 65 or dies, is "fully insured."

A worker who has worked roughly half the time during the three years immediately before his death is "currently insured." There are some differences in the types of payments which can be made on the basis of the records of workers who are "fully" or "currently" insured. In no case can a worker be "insured" unless he has worked about a year and a half on jobs "covered" by social security.

How much does a retired worker get? That depends mainly on his average earnings on jobs which come under social security. Monthly benefits for a worker who retires at age 65 or over may now be anywhere from

\$10 to \$45.60 a month. These benefits are not payable for any month in which he earns more than \$14.99 on a job "covered" by social security.

Can a retired worker's family get benefits too? Yes. When a 65 year old worker qualifies for retirement benefits, his wife may become eligible for a monthly check as soon as she reaches age 65. In some cases the retired worker may have one or more unmarried children who are not yet 18. These children would also receive social security benefits.

Do benefits go to the families of workers who die? When an insured worker dies, monthly benefits are paid to his children until they are 18. His widow will also receive a monthly payment as long as she is caring for a child entitled to monthly benefits. Her benefits will go on until the youngest child is 18 and start again when she herself is 65. A widow's social security payments, however, are always stopped if she remarries.

How much does the family receive each month? The most that can be paid to a family is \$85 a month. The exact amount depends on the worker's earnings in jobs under social security and the number of young children in the family.

What happens if a worker dies and leaves a widow but no young children? If his widow is not yet 65, she receives a lump-sum payment. Monthly payments will begin when she reaches that age. If she is 65 when the worker dies, monthly payments start at once.

Are any benefits payable if an unmarried worker dies? Yes. If he is survived by aged parents who were chiefly dependent upon him for support, they may receive monthly benefits. When there is no one eligible for monthly benefits, a lump-sum payment may be made to the person who took care of the burial expenses.

Can a worker check up on his social security account? Every worker should check up on his account every year or so and

at least once every four years. Some errors cannot be corrected after that length of time. Post cards for requesting a statement of wages credited to his social security account can be obtained by workers from any social security office.

How are benefits applied for? Old-age and survivors insurance payments are made as a matter of right. Payment is not based on need. Benefits are not paid automatically—an application must be made. For this reason, all workers age 65 or over and the survivors of those who have died should call or write the nearest social security office.

Canadian Brother On SIU Tour



James Errington, Headquarters Representative of the SIU's Canadian District, studies A&G District Educational literature during visit last week to the New York Hall. Errington, who toured all SIU facilities, including new building in Brooklyn, observed all A&G District operations, with a view to using some of them as a base in Canadian operations. Present plans of the Canadian District call for publication of Union educational literature along lines of A&G District's material.

Errington left New York for a tour of the Great Lakes' ports, in which Canadian District has contracts, to aid in preparations for resumption of shipping activity when the lakes thaw.

Labor Demands Active Role In All Mobilization Agencies

Organized labor in America has established a United Labor Policy Committee composed of representatives of the American Federation of Labor, the Congress of Industrial Organizations, and the Railway Labor Executives Association.

Deeply concerned for the country's security and welfare, the committee realizes that the security, the dignity and material well-being of the wage-earner in America, as well as throughout the whole world, are dependent upon the preservation and extension of the democratic way of life. Fully aware of the grave emergency confronting our nation, it dedicates itself to help make the country strong and to use that strength to bring peace and abundance to mankind.

The committee insists that labor be granted active participation and real leadership in every important agency in our mobilization effort, and regrets that to date labor has not enjoyed opportunity for full participation in the mobilization effort.

Free labor, says the committee, can make its fullest contribution only if it is permitted to serve at all levels of defense mobilization both with respect to policy and administration. No one group, it feels, has a monopoly of ideas in the mobilization of our resources. Each group has much to offer, and cooperatively can defeat the worldwide challenge of dictatorship.

The program of the committee is summarized below:

LIVING COSTS

The control of the prices of all the elements in the working-man's everyday necessities is the central problem in wage stabilization. Under the provisions of the Defense Production Act of

1950, it is impossible to control these prices.

Under this legislation great increases are specifically permitted in the price of food, which constitutes approximately 40 percent of the living expenses of the average American family. In addition, rents, which constitute about 13 percent of living costs, are not now effectively controlled.

So long as food prices and rents are thus subject to sharp and drastic increases, compensatory wage adjustments must be permitted.

The present prohibitions upon control of food prices and rents are an effective barrier to any system of price or wage controls, and the elimination of these prohibitions is a preliminary to any workable stabilization action.

Effective control of retail food prices can be achieved and at the same time farmers can be assured fair prices for their products.

The Defense Production Act should be promptly amended by the Congress to accomplish these ends.

The wage stabilization policy permit the adjustment of wage rates to compensate for increases in the cost of living. Wage stabilization must not become wage freezing. This policy must also provide for the correction of sub-standard wages and the adjustment of inequities in existing wage rates within or between industries.

The now well recognized principle that wage-earners should share in the benefits of industrial progress and increase in productivity, which the nation must and will have from its industrial workers, should be specifically embodied in the wage stabilization policy.

Any wage stabilization policy must recognize existing collective bargaining agreements which themselves assure stability. This would apply, for example, to the automobile and other industries where existing contracts provide for the orderly adjustment of wage rates.

The abrogation of contracts arrived at through collective bargaining would inevitably lead to industrial unrest, and this will defeat the very goal of stabilization.

Overtime payments for premium work now protected by collective bargaining agreements or existing law must continue to be held inviolate. These provisions do not in any way preclude the working of a workweek longer than that now considered to be normal. They merely provide the incentive for productive overtime and holiday work.

MANPOWER

Our labor force is the nation's greatest single asset. Steps should be taken to strengthen and enlarge our manpower resources. These steps must recognize the fact that free labor can outproduce slave labor. Free labor will play its role in attaining our objective of maximum production.

World War II experience demonstrates that maximum efficiency, cooperation and morale can be secured through voluntary manpower policies. Use of compulsory civilian labor will defeat our efforts to attain our goal of maximum production.

Seatrain Seafarer's Photo Gallery Shows Shipmates At Work And Rest



Every day in every way they get better and better. The photos taken by Seafarer Lester Moore, that is. And no wonder. Les rightly believes that the way to photographic perfection is through practice, so he's been doing just that over the years. Aware that shipboard life and personnel offer about the best subject matter anywhere, Brother Moore, an Oiler, has been a regular contributor of photos for quite a while now. Each new batch of pics he submits shows definite signs of his improving technique. His latest work, of shipmates on the Seatrain Havana, appear on this page.



ABOVE—Having just returned to the Seatrain Havana from a shopping stint ashore, William Jones, Oiler, paused to admire charms of gal on cover of magazine included in reading matter he purchased to while away his leisure time.



ABOVE—Virtually surrounded by railroad cars on the deck of the train-carrying Havana, Deck Engineer Kazimierz Tomczyk keeps right on working despite presence of Brother Moore and his kibitzing camera.

RIGHT—Sharp and gay as a blade is Fireman Anthony Seay, Ship's Delegate on the Seatrain vessel, as he prepares to go ashore. Moore had no trouble getting Brother Seay to turn on the smiles. Pretty evident, though.

LEFT—O. W. Orr, AB, was on gangway watch when the roving cameraman caught up with him. The Havana was tied up at the Seatrain docks in Edgewater, N. J., when this photo was taken.



Working on deck in dead of winter is a pretty cold proposition, so Brother J. Zeschity moves gingerly about his job. Zeschity is an Ordinary aboard the Havana.

Just so no one would forget the locale of all these photos, Brother Moore set up this conventional shot of a trio of shipmates and a life ring. Left to right: Louis Corne, Steward; O. W. Orr, AB, and Julio Torres, QM.

It was at coffee time that this shot of Al Morse, Third Cook, was taken. Al, however, pulled a sneaker. Not being a coffee-lover, he said the cup contained tea.

Minutes Of A&G Branch Meetings In Brief

BOSTON Due to a lack of a quorum no regular meeting could be held. Agent Lawson reported that shipping was the best it has been in two years.

§ § §
PHILADELPHIA—Chairman, Hanson, 51459; Recording Secretary, J. Mitchell, 39578; Reading Clerk, S. Cardullo, 24599.

All Branch Minutes accepted as read as was Agent's report. Meeting adjourned at 7:50 PM with 60 members present.

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

All Branch Minutes accepted as read as was Baltimore's financial reports. Secretary-Treasurer's financial report and Headquarters Report to the membership accepted as read. Excuses



referred to the Dispatcher and one minute of silence was held for Brothers lost at sea. Meeting adjourned at 8:10 PM with 280 members present.

§ § §
NORFOLK—Due to a lack of a quorum no regular meeting could be held. A special meeting was held for the purpose of checking shipping cards.

§ § §
SAVANNAH—Chairman, C. M. Rice, 40707; Recording Secretary, E. M. Bryant, 25806; Reading Clerk, E. B. Tilley, 75.

All Branch Minutes accepted as read. Secretary-Treasurer's weekly financial reports and Headquarters Report to the Membership accepted as read. Agent reported that full crews would be put on two ships.



SS SOUTHWIND

The men listed below, who paid off in San Francisco in January, 1951, can collect their disputed overtime, in the amounts listed, by writing the South Atlantic Steamship Company.

Ben H. McLendon, \$8.00; Wilbur Taylor, \$8.00; Robert Eisengräber, \$8.00; Edward Dudek, \$33.28; Harry Henze, \$33.28; Francis A. Parker, \$33.28; William S. Porter, \$34.64; Edward Wallace, \$34.64;

Earl F. Neidinger, \$35.99; Thomas J. Moore, \$29.67; James E. Van Sant, \$35.99; Richard W. Clark, \$34.64; George S. Velie, \$8.00; G. C. Rife, \$8.00; L. E. Hodges, \$32.37; William Pedlar, \$33.28; James A. Pewith, \$29.67; Frank Fava, \$33.28.

John L. Sikes, \$29.67; James E. McCranie, \$29.67; Jack W. Graven, \$8.00; James McDonald, \$8.00; I. M. Peacock, \$8.00; Lowell E. Harris, \$8.00; Joseph Martin, \$8.00; Glen R. Adams, \$8.00; W. H. Thompson, \$8.00; James H. Maxey, \$8.00; William Ambrose, \$8.00; Elsbury Ambrose, \$8.00; George F. Crabtree, \$8.00; Roland A. Hoffman, Jr., \$8.00.

A&G Shipping From Jan. 31 To Feb. 14

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	21	21	18	60	25	17	10	52
New York.....	102	111	107	320	144	119	106	369
Philadelphia.....	22	15	20	57	23	16	10	49
Baltimore.....	89	69	63	221	78	73	63	214
Norfolk.....	10	14	5	29	13	11	4	28
Savannah.....	8	8	9	25	6	7	9	22
Tampa.....	11	8	8	27	6	5	7	18
Mobile.....	66	63	59	188	78	49	54	181
New Orleans.....	55	58	50	163	62	56	66	184
Galveston.....	18	10	11	39	46	44	19	109
West Coast.....	39	36	25	100	53	46	37	136
GRAND TOTAL.....	441	413	375	1,229	534	443	385	1,362

Hoped to pay off the SS Mother M. L. and the SS Southland. Under New Business a motion was made to give a vote of thanks to the Negotiations Committee for the work that they are doing in obtaining new contracts for our Union. One minute of silence was held for departed members. Meeting adjourned at 7:55 PM with 29 members present.

§ § §
TAMPA—No regular meeting was held due to a lack of quorum. Agent reported things still very slow.

§ § §
MOBILE—Chairman, L. Neira, 26393; Recording Secretary, W. Wallace; Reading Clerk, R. Jordan, 71.

All Branch minutes accepted as read. Headquarters Report to the membership and Secretary-Treasurer's financial reports accepted. Agent reported that seven ships paid off and seven ships signed on. Seven ships were due in for payoff and replacements. Meetings to be held with representatives of the Bloomfield Steamship Company and the Elam Steamship Company regarding the ships that are to be crewed up from the laid up fleet. Agent concluded his report by telling the members that it was most important that when aboard these ships the men be on their good behavior. One minute of silence for members lost at sea. Meeting adjourned at 7:40 PM, with 251 members present.

§ § §
NEW ORLEANS—Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

All Branch minutes accepted as read. Secretary-Treasurer's financial reports and Headquarters Report to the Membership accepted as read. Agent reported that the affairs of the port were in very good shape and business and shipping had picked up quite a bit since the last meeting. Paid off six ships and had seven sign-ons. Thirty-two ships were in in-transit. All members that have the necessary six months sea time should go get a qualified engine rating and Deck Department members should try for their AB tickets. All hands should do all in their power to get additional ratings. Excuses were referred to the Dispatcher and one minute of silence was held for members lost at sea. Under Good and Welfare a discussion was held regarding members hanging around in front of the building. Members were requested to stay in the hall and avoid a beef with

the local policemen. Meeting adjourned at 8 PM, with approximately 210 members present.

§ § §
GALVESTON—Chairman, Keith Alsop, 7311; Recording Secretary, R. Wilburn, 37739; Reading Clerk, Pat Willis, 50348.

All Branch minutes accepted as read. Secretary-Treasurer's financial reports and Headquarters Report to the Membership accepted as read. One minute of silence was held for departed Brothers lost at sea. Meeting adjourned at 7:30 PM with 27 members present.

§ § §
NEW YORK—Chairman, Ed Mooney, 46671; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Al Kerr.

Motion carried to accept Secretary-Treasurer's financial re-

port as read. Minutes of other Branch meetings approved as read. In report on activities of Headquarters Branch, Assistant Secretary-Treasurer Earl Sheppard said a sizeable number of ships had been in for payoffs and sign-ons and replacements, but all manpower calls were easily handled. In addition Sheppard



advised members applying for emergency Coast Guard documents to stress that they want their original seamen's paper returned. If this is made clear, he said, there'll be no foul-up when it comes time to get your papers back. Sheppard urged all qualified men to obtain their ratings or higher ratings as soon as pos-

sible. Motion carried to accept his report. In Headquarters report to the membership, Secretary-Treasurer Hall discussed the progress of reconstruction work on the new building, with 30 of the 33 tons of steel work already having been installed. He reported that the Trustees of the



Seafarers Welfare Plan had concurred in a motion to invest a half-million dollars of the reserve fund in interest-bearing Government bonds. The Trustees are also investigating the possibilities of establishing a home for seamen, he said. The Secretary-Treasurer reported that the organizing staff, with the able assistance of Bull Sheppard and Morris Weisberger has been negotiating with new steamship companies. He named the companies which the Union had signed to contracts in the past several weeks. Motion carried to concur in Secretary-Treasurer's report to the membership. Charges were read and referred to a trial committee. Meeting adjourned at 7:30 PM, with 731 members present.

§ § §
SAN FRANCISCO—No meeting due to lack of a quorum. Committee was elected to pick up shipping cards until 7:30 PM.

Personals



WILLIAM EARL SCOTT
 Please telephone your mother.

§ § §
PERCY J. THORNTON
 Get in touch at once with Witty Fendrick, 334 20th Street, Miami Beach, Florida.

§ § §
RICHARD R. LEIKAS
 Write your brother, Matt, in Arizona. He has information on an income tax return.

§ § §
EDWARD B. YOUNGBLOOD
 Get in touch with your parents, Mr. and Mrs. E. P. Youngblood, 325 W. Oakland Avenue, Sumter, South Carolina; or your brother, T. Doug Youngblood, 13 Cherokee Road, Sumter. They are very anxious to hear from you. Anyone knowing this Brother's whereabouts are urged to notify his parents or brother.

§ § §
HAROLD E. ARLINGHAUS
 The gear you left on the SS Coe Victory was turned into the SIU baggage room, 4th floor, 51 Beaver Street, New York City, by Ship's Delegate, Sir Charles.

§ § §
BOB HOMMEL
 Chuck Bousquet asks that you write to him at the following address: C. Bousquet, US-5507-3992, 50th Ord. Group, PRO Training Co., Fort Knox, Ky.

§ § §
GEORGE GLENN GOL. MITH
 Get in touch with your wife in New Orleans as it is very important.

CONST. SOFOUNIOS
 Get in touch with H. V. Gustafson, Safe Deposit Department, Seamen's Bank for Savings.

§ § §
ROBERT H. KLINE, Sr.
 Your wife is extremely anxious to get in touch with you as your son requires an operation. Write to her at 616 W. 37th St., Savannah, Ga., giving the name of vessel you are on and the company's name, so that she can communicate with you.

§ § §
FRANCIS PANNETT
 Your mother asks that you write to her. The address: 6 N. Cedar Street, Mobile, Ala. You can phone between 6 AM and 2 PM.

§ § §
G. E. MURPHY, Book No. 47741
 Pick up your papers on the sixth deck of the New York Hall.

ENRIQUE VENTUREIRA
 Your son is sick—get in touch with your wife a t215 San Antonio Street, Quintana, Hato Rey, Puerto Rico.

§ § §
ALBERTO C. TORRES
JOE R. LOZADA
TOM SCANLON
 Please get in touch with Joe Algina at New York Hall regarding injury to Charles Mehl.

§ § §
JAMES M. TARRANT
 Get in touch with your local draft board in New York City at once.

§ § §
DAVID DIXON
LEO WALZAK
 These men from MV Great Isaac, which salvaged SS John Dickinson in 1947, can collect their salvage money upon signing releases at office of Benjamin Sterling, 42 Broadway, Room 1539, New York 4, N. Y.

§ § §
SS ROBIN KIRK
 Anyone who paid off this ship in San Francisco and did not receive all money due on transportation can get same at company office.

§ § §
ALCOA CAVALIER CREWMEN
 Crew members aboard this ship on or about Oct. 9, 1947, and who witnessed accident in which Marion A. Caraway was injured, get in touch with Herman Rabson or Benjamin B. Sterling, 42 Broadway, New York 4, N. Y.



Holder of Receipt No. 85542
 Will the man holding the above numbered receipt, issued in San Francisco at payoff of Clarksburg Victory on Jan. 20, 1951, please bring it to Headquarters or the Frisco Hall so that his name can be entered on it and payment properly credited.

Constant Beefing By NMU Crews On Shipboard Feeding Shows The Importance Of Shipping Stewards Off Board

Several issues ago, an article by Frenchy Michelet pointed up several ways by which the efficiency of the Stewards Department aboard ship could be improved. (The article, by the way, will be incorporated into the course of study in the Stewards Upgrade School in the new Brooklyn Building.) Michelet's pointers were well received by all, and was the subject of letters to the LOG and much discussion, particularly aboard ship.

One of the points made by Michelet was that the SIU ships were such good feeders because the Stewards are all Union men, whose jobs come off the shipping board, and not through the companies' offices.

Because they are Union men first, Michelet said, they are genuinely interested in seeing that the men are well fed. They make sure that the

ships are satisfactorily stored, according to the contract, with the best grades of food. They see to it that the meals are appetizing, well-planned and varied. If a crewmember has a beef about food he doesn't hesitate to raise it, because he knows that the Steward will listen to him.

Those Seafarers who have never sailed under the company-stiff Steward cannot realize what this can mean to the crew. The NMU Stewards, for example, under the NMU contract, are chosen by the company and their responsibilities are only to the companies. If he feeds too well, or even tries to follow the contract's specifications on stores, the company may—and generally does—fire him.

Because of this, food beefs on NMU ships are common. On this page we have reproduced from the NMU paper, the "Pilot," some of

the letters from NMU crews on their feeding beefs. All of these letters are from just one issue of the "Pilot"—that of February 8, 1951. "Food Situation Flares Up Again," says one headline. That is putting it conservatively—it is always there, because it arises out of the method of choosing Stewards.

(We wonder why shipping companies, supposedly smart operators, allow this morale-shattering practice to continue? We should think that their first concern would be to have a satisfied crew, happy in their jobs, and ready and willing to turn out a day's work. It pays off in the long run.)

These letters emphasize why the SIU considers its right to ship Union Stewards off the Union shipping board one of the greatest it has—and one that it will fight all the way to keep.

Food Situation Flares Up Again

SS AMERICAN MERCHANT

Nov. 5—The food was shown to the Patrolman last trip and he agreed that it was not first quality, but the company said unless a certified Government inspector checked it, there would be no change.

Nettled by 'Flying Arrow' Rationing

SS FLYING ARROW, Oct. 15

—A letter was sent to the New York port officials condemning the rationing of linen, matches and soap on this vessel. Part of the letter follows:

"The Ship's Committee contacted the captain, but nothing was accomplished except for an increase of matches from three to five boxes a week. We feel that one bar of soap is not sufficient to take us through the terrific heat of this run (Red Sea, summer in India and other inconveniences). It is necessary that the one spread issued every two weeks be changed and washed since it gives off a terrific odor. We suggest that the company be contacted to find out if they or the steward are responsible for these complaints."

—Leo Stoute, Port Committeeman,

For the past months we have received letters from ships' crews describing hardships they are forced to endure because of inadequate food supplies aboard. Some of these letters are general in nature, others are very specific. After checking with the subject companies we find the majority of complaints justified in that the companies have planned to put aboard only a barely sufficient quantity of stores to last the

'T. J. Stevenson' Has Troubles

SS T. J. STEVENSON, Nov. 5

—Conditions were lukewarm because of a complete lack of cooperation in the Stewards Department. The crew does not feel that the food has been up to standard — not enough variety, poor baking and using bad tasting leftovers, all were listed under complaints.

Rationing of Coffee & Food Vexes Crew

SS EXTAVIA, Dec. 3

Friction over the rationing of coffee has been a thorn in everyone's side, yet the vessel is arriving in port with plenty of coffee in the storeroom. Rationing would be understandable if there was a shortage, but with plenty aboard, there should be no reason to ration coffee. Recently, the steward was called at night to get coffee for the men going on watch, but he refused to give them any. The Thanksgiving dinner was not up to snuff, the members saying it was just like a regular Sunday dinner — no variety and no tablecloths in the crew messhall. Why was there no holiday dinner on Armistice Day?

SS AMERICAN JURIST, Nov. 10

—A few suggestions from brothers: that Patrolman should see that more first class and less second class meats were stored;

Still Another Food Beef

SS AMERICAN HARVESTER, Nov. 23

—All crew members and the Patrolman. The entire crew agreed to have the Ship's Committee check with the National Office on the food situation aboard United States Lines ships. The crew was under the impression that the company's cost for feeding a man had dropped from \$1.90 to \$1.45 per day in the last couple of years, making this a possibly important factor responsible for all the inferior food complaints.

National Office Informed About Food Situation

SS HELEN LYKES, Jan. 3

—At the last meeting held December 30, 1950, the crew unanimously went on record to inform the National Office of conditions aboard ship at this time.

We left New Orleans on MSTs charter with four months stores on July 26, 1950. Since our stores have run out, we have not received enough food, in amount or variety, except for canned Army rations.

SS JOSHUA TREE, Nov. 13

—During a fourteen day trip, water and eggs were rationed. What would happen on a long trip, the crew wanted to know? Why does the crew have to sign twelve-month articles for a nearby foreign trip instead of regular three-month articles?

Although the steward claims he is only allowed six pounds of coffee a day, the crew wants more because this amount is not enough to supply the night watches in the cold weather.

SS ORIENTE, Nov. 19

—General Union conditions were considered poor, the Deck Department reporting the company was asking for more work from the same number of men while the Stewards Department complained about the food. Why didn't the company hire more deckhands for the extra work, the deck members asked.

The food situation was discussed, the Chairman asking each member what his particular beef about it was. It was the general consensus that the food could be much better. However, the steward said he had to cut down because the port steward ordered it; this was verified by a member who had overheard the order. Since every channel and avenue to settle this beef had already been tried unsuccessfully, it was suggested that the Port Agent be given the job of settling the dispute. The beef boiled down to generally poor quality of food, no variety, short menus, no pork loins, or veal chops, or fried chicken (steward said there was chicken but not enough to go around), and no juices.