

# SEAFARERS LOG



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. XII

NEW YORK, N. Y., FRIDAY, JUNE 30, 1950

No. 13

## New HQ Hall Awaits Building Code Okay

New York City's building codes department is studying plans submitted by the SIU for proposed structural changes in its new Headquarters-Port of New York building at Fourth Avenue and 21 Street, Brooklyn.

As soon as approval is received Headquarters will submit plans for several minor alterations, and then will call for bids on the work that will put the structure in shape for occupancy. No definite moving date can yet be set but it is hoped that the new quarters will be ready by early fall.

## Next A&G Meeting July 12

The next regular membership meetings in all Branches of the Atlantic and Gulf District will take place on Wednesday, July 12 at 7 PM, one week later than originally scheduled.

The date was set by action taken at the last meeting of the Headquarters Branch, for the greater convenience of the membership.

Subsequent sessions will be held in the usual time sequence—every other Wednesday night—so that the following meeting will be July 26.

**REMEMBER THE DATE OF YOUR NEXT REGULAR MEETINGS—JULY 12 AT 7 PM, IN ALL ATLANTIC AND GULF DISTRICT BRANCHES. DO NOT FAIL TO ATTEND, AND TO BE ON TIME.**

## A & G Welfare Fund To Begin Payments Of Benefits July 15

The recently-negotiated SIU Welfare Plan will begin paying benefits on July 15, Headquarters announced yesterday.

Under terms of the agreement signed by Union and company representatives on June 15, \$7 will be paid to Seafarers for each week they are hospitalized.

In addition, death benefits of \$500 will be paid to next of kin in the event of a member's death.

Payments will be made from the Welfare Fund sustained by the employers, but operated jointly by them and the Union. Employer contributions are made at the rate of 25 cents a day for each man employed.

Headquarters pointed out that a Seafarer need work only one day in order to become eligible for benefits during the ensuing 12 months.

The Welfare Plan benefits will be paid in the same way as the regular Union Hospital and Death benefits are paid now.

Increases and additional benefits may become available under the Plan should the fund grow sufficiently. The Union has the right to negotiate new types of benefits or increases in the amounts of present ones, contingent upon the strength of the fund.

### TRUSTEES

Trusteeship of the Welfare Plan is in the hands of a six-man board, composed of three Union and three company representatives. Trustees representing the shipowners are John Boughman, Clarence Reed and Frederick C. Theobald.

SIU trustees are Paul Hall, Robert Matthews and Joe Volpian.

Payments into the Welfare Fund have been made by contracted operators since January 1 of this year, when the Union began negotiations for the first employer-paid Welfare Plan covering seamen of the Atlantic and Gulf coasts.

### MAJOR VICTORY

Signing of the welfare agreement was hailed as one of the most significant victories scored by a maritime union in behalf of its membership, and opens the door to a new area of security for Seafarers.

The National Maritime Union recently entered negotiations with its contracted operators in quest of a welfare plan similar to the one negotiated by the SIU.

SIU Secretary-Treasurer Paul Hall pointed out that while the Union will continue to press for continued improvements in wages and working conditions for its members, more and more emphasis will be placed on the need for expanded welfare benefits.

## Membership Passes Report On Vacations

At the June 21 regular Branch meetings up and down the coast, Seafarers voted to accept the special membership committee's recommendation to defer action on the proposed compulsory vacation rule until all legal barriers have been removed.

The committee's recommendation was based on the difficulties faced by the Sailors Union of the Pacific after it passed a similar one-year rule, which left it open to suits under the Taft-Hartley Act.

"We do not deem it wise at this time," the SIU committee declared, "to take any action which has even the remote possibility of involving the Union in more legal actions."

## NLRB To Compute Back Pay Due Fired CS Men

The majority of the victims of the Cities Service Oil Company's discriminatory, anti-union hiring and firing practices will soon be able to receive payment on their claims for wages due them under terms of the National Labor Relations Board settlement stipulation.

In addition, the settlement stipulation drawn up by the Board provides that men fired because of their union activities shall be offered immediate and full reinstatement to their former, or equivalent positions.

### TO GET JOBS

Those who had been refused employment by CS are to be offered "immediate employment on the jobs in which they would have been employed had we (Cities Service) not discriminated against them . . ."

(The names of the men eligible for reimbursement and reinstatement appear on the last page of this issue. However, the list does not include all of those who have filed charges. Other cases, filed at later dates are still being processed and results will be announced as soon as the Board's investigations have been completed.)

The stipulation, to which the company agreed after four days of trial on unfair labor practice charges before the NLRB's regional office in New York, has been submitted to the Board in Washington by its general counsel.

### NOTIFICATION

As soon as the Board approves of the stipulation, the regional office will send out letters to the men who filed charges after being fired or denied employment by CS because of their Union sympathies.

Each man will be reimbursed for the loss of pay he suffered as a result of the company's discrimination against him.

In the letter, the Board will instruct each claimant on how to go about getting his money and will also request informa-

tion on his earnings, dates of employment and other pertinent data.

Full details will be published in the LOG as they become available.

As soon as the Board has collected all the necessary information, it will promptly begin determining how much each man is entitled to.

The company must pay the claims up to a maximum of \$150,000. If the total claims exceed that amount, the \$150,000

will be pro-rated among the claimants.

It is extremely important that each man involved cooperate fully with the Board as soon as he receives his notification, so that the amount due him can be ascertained quickly and accurately.

Failure to cooperate, or delay in responding to inquiries, will only result in a holding up of reimbursement of all concerned.

The complete disposition of these claims cannot be accom-

plished until every man has complied with the Board's instructions.

Lack of cooperation on the part of one man will not only cause delay in getting his own money, it will also hamper the Board's work in liquidating the claims of all the others involved.

The stipulation, signed by the company on June 10, also directs the disbanding of the Citco Tanker Men's Association, the company-dominated union, and specifies that CS is to bargain collectively with the SIU.

## SOLID SEAFARERS CREW ON CITIES SERVICE SHIP



Every day, in every way, men aboard Cities Service tankers are finding that the SIU is the way to better sailing. Among the most enthusiastic Union men in the fleet are the crewmembers currently aboard the SS Fort Hoskins, shown here in a photograph taken by ship's photographer Wenz.

In the smiling group, standing (left to right): Miller, Reiss, Carl, McGuinness, Kaup, Young, Levack, Jolivoite and Sauer. Sitting: Stetas, Collins, Wood, Lamar, Starcks and Maloney.

Ever since the SIU negotiated the interim contract with the company, setting up wage increases ranging from \$13 to \$36.50 monthly, Cities Service seamen have demonstrated that they have the know-how to keep a vessel running ship-shape, in first-rate Union style. The Fort Hoskins men are a prime example



# SEAFARERS LOG

Published Every Other Week by the  
**SEAFARERS INTERNATIONAL UNION  
 OF NORTH AMERICA**  
 Atlantic and Gulf District

Affiliated with the American Federation of Labor  
 At 51 Beaver Street, New York 4, N. Y.  
 HANover 2-2784

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



## The Commies And 'Peace'

As the LOG goes to press, the invading commies of North Korea are holding temporary advantage over the forces of Republican South Korea. We say "temporary" because the democratic forces of the world have rallied behind the South Koreans and are sending arms and men to help it oust the commie aggressors. This aid, authorized by the United Nations, should prove decisive — unless Russia decides that this is the time and place for it to complete its conquest of the world. The ultimate conflict is inevitable, but whether this is it only Stalin can say — and he doesn't talk, he acts.

As we have pointed out many times before, the commies will use any and all means to achieve their goal — world domination. Promises, slogans, programs — all mean nothing. These are used in their campaign to confuse and divide the people and cause internal dissension within the democratic nations, so that the commies, when the time comes, can strike from within as well as from without.

The commies' big drive these days—even more important than promoting aid to Red China—hinges around their current campaign for "peace." "Peace" is a popular slogan, one that gets, understandably enough, a great deal of popular support. Everybody wants peace, even the commies, and they, evidently, want it so badly that they will shoot anyone who says they don't.

Let us hope, no matter how this commie invasion of South Korea ends, that the rest of the world has finally learned that the commies—no matter what they say and advocate in print and by word—are as imperialistic, as undemocratic, as ruthless as ever Hitler was, and have the same end in mind—conquest of the world.

## Senseless Economy

The bill to cut appropriations of the Federal agencies now being considered by a Senate committee could easily aggravate an already serious situation, especially insofar as the National Labor Relations Board is concerned.

The Board is now operating with a skeleton staff, made necessary by previous cuts in the budget. The Board is snowed under by an ever-increasing number of cases. Even as the budget slash is being proposed, the NLRB has a backlog of cases that would take many months to clean up, if no new ones were added.

Suffering for the lack of funds to adequately meet the demands made upon it, the Board has lately been unable to conduct union shop elections throughout the country.

There is another angle. Further curtailment of the Board's operations, which would inevitably result from another slash in funds, might encourage those seeking to evade their obligations under the law.

For example, there is a grave danger that unscrupulous employers would take advantage of any opportunity to delay or hinder the democratic process by using devious means to stall the certification process. Knowing that the Board couldn't get around to dealing with their cases for a long time, they could thus keep employees from getting union representation for unreasonable periods of time.

There is no use in creating an agency and then denying it the means to function. And the people of this country have the right to expect swift action when they find it necessary to petition an agency of our government.

Congress should look beneath the surface, dollars-and-cents aspect of the proposed budget cuts. If it does, it will most certainly refuse to curtail further the functioning of vital agencies. In fact, the need is for an expanded NLRB, as the record shows.



## Men New In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

### NEW ORLEANS HOSPITAL

- J. LEE
- T. W. ULINSKI
- E. NAVARRE
- H. M. STAIKER
- E. FOREMAN
- J. LYONS
- W. HANSTUCH
- L. WILLIS
- D. D. KELLY
- L. A. HOLMES
- L. LANG
- F. LANDRY
- H. LAGAN
- J. BIEHL
- F. H. POST
- L. M. ROBINSON
- E. WALDEN
- R. LAMBERT
- B. W. BLACKMON
- G. PIECONE
- B. BARNES
- J. CALDWELL
- J. CURTIS
- E. R. CROWELL
- L. TICKLE
- E. MULHOLLAND
- E. PLAHN
- W. I. MELLON

### BALTIMORE HOSPITAL

- F. PITTMAN
- L. B. MORGAN
- G. L. WAGRINGTON
- R. BRAIN
- M. H. SMITH
- L. R. PERRY
- J. K. HENRIKSON
- E. P. JANASKO

### P. C. WILLOUGHBY

- W. SISTRICK
- T. MACK
- J. N. PROKOWNIK

### BOSTON HOSPITAL

- FRANK ALASAVICH

### SAN FRANCISCO HOSP.

- JAMES HODO
- ALTON LEACH
- IKE ISAKSEN
- C. L. BARD
- HARRY PITT
- ED PRITCHARD
- BOB BOUCHARD

### SAVANNAH HOSPITAL

- J. (Chubby) MORRIS
- W. C. SHEALY
- HERMAN NUNGEZER
- ROBERT E. MERRITT

### MOBILE HOSPITAL

- TIM BURKE
- J. BENNETT
- E. L. ZEDAKER
- A. NELSON
- J. MORTON
- F. EDMONDS

### STATEN ISLAND HOSP.

- W. A. PADGETT
- A. LOMAS

### Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

- Tuesday — 1:30 to 3:30 p.m. (on 5th and 6th floors.)
- Thursday — 1:30 to 3:30 p.m. (on 3rd and 4th floors.)
- Saturday — 1:30 to 3:30 p.m. (on 1st and 2nd floors.)

- V. MILOZZO
- MOSES MORRIS

### ELLIS ISLAND HOSPITAL

- M. COLLINS
- GUY G. GAGE
- WALTER HUSSON
- A. JAPZON
- BEOW TEAN KNEW
- J. SPAULDING

### FT. STANTON HOSPITAL

- C. NEAL
- R. A. RATCLIFF
- P. SMITH
- J. LIGHTFOOT
- D. McDONALD
- A. McGUIGAN
- GIDLOW WOODS

### NEPONSET HOSPITAL

- JOSE DeJESUS
- J. DRISCOLL
- J. M. LANCASTER
- E. P. LOPEZ
- J. PADZIK
- L. BALLESTERO
- R. A. BLAKE
- M. BRUNO
- V. W. CHESNER
- E. FERRER
- Q. TULL

SIU men at Neponsit can contact Hospital Delegate William A. Padgett any day between 2:30 and 4 PM, on third floor, west side.



## Shipping So-So On West Coast

By JEFF MORRISON

SAN FRANCISCO—Shipping was so-so—not bad, but not too good—in this port during the past two weeks. A couple of payoffs and sign-ons and several in-transit callers accounted for our job activity.

The SS Christine and the SS Beaugard paid off, then signed on. The in-transit vessels were the SS Bienville, SS Hastings, SS Fairland, SS Andrew Jackson, SS Yaka, SS John B. Waterman, SS Steel Navigator, and the SS Portmar.

Beefs aboard these ships were all minor and were settled in SIU style.

Among the Seafarers on the beach during the past weeks were Al Kessen, Red Darley, Tom Bowers, C. Mize and Fred Miller. Most of them are going or gone, for there are jobs on that thar board, we are happy to report.

We were kept moving on the double the last two weeks, what with moving into our new quarters in the SUP building on Harrison Street, handling the two payoffs and sign-ons and the in-transit vessels.

Let's say for now that we hope shipping improves. If it doesn't get any worse, however, we'll be fairly satisfied. See you in the next issue of the LOG to let you know how it comes out.

## No Improvement Seen In Philly

By STEVE CARDULLO

PHILADELPHIA—Shipping is a feast or famine affair in this port. In the past two weeks there hasn't been much to rejoice about—we're mired in the same slump that seems to be affecting most ports. And at this juncture, it appears that the next few weeks won't be much different.

There have been many ships in-transit during the past two weeks, but payoffs have been slow. Jobs have been few and far between, and very few ships are scheduled to arrive here in the coming two weeks.

### GOOD NEWS

It looks as though we'll soon have to start our annual hunt for a new Union Hall, inasmuch as we recently got a 150 percent jump in our rent. And speaking of new Halls, reminds me that all hands here were heartened by the news that New York had completed details for the purchase of the new building.

Pictures of the place give every indication that it will be second to none when it's fixed up. We'll be waiting anxiously for announcement of the opening date.

Philadelphians were surprised this week, when the police department announced that it would remove all mounted policemen within a year. One joker wrote in to one of the local papers, singing the blues against the action.

The letter said the mounted cops should be retained because they were good in strikes. Evidently that crackpot never had his hair parted by a club while he was trying to win a more decent living.

Now how about New York following suit?

## Seafarers Thanked For Aid In Winning Strike

UNITED PRESS SYSTEM DIVISION No. 47

The Commercial Telegraphers' Union

AFFILIATED WITH  
THE AMERICAN FEDERATION  
OF LABOR  
TRADES AND LABOR CONGRESS  
OF CANADA

New York, N. Y.

JOSEPH J. PANICO  
GENERAL CHAIRMAN  
1186 BROOKLYN AVENUE  
BROOKLYN, N. Y.

GREGORY J. KATON  
GENERAL COMMITTEEMAN  
200 UNDERWOOD, N. W.  
WASHINGTON 12, D. C.

R. E. MARKUSEN  
MAINTENANCE ADVISER  
1778 WELLESLEY AVENUE  
ST. PAUL 5, MINNESOTA

J. H. NEARY  
GENERAL SECRETARY-TREASURER  
148 SCOTT AVENUE  
YONKERS 4, N. Y.

Mr. Paul Hall, Secretary-Treasurer  
Atlantic & Gulf Division,  
Seafarers International Union  
New York, N. Y.

Dear Brother Hall:

We have deliberately delayed writing this letter because we were unable to find words which would adequately express our boundless gratitude to you, Brother Al Bernstein and your members for all you have done for us.

You will recall that when we came to see you we had been on strike for two and a half weeks. We were novices who had reached the conclusion that successful prosecution of the battle required less fervor and more know-how -- know-how born only of actual experience. We had appealed to many, many people and had received in the main only lip service. We were dejected and disillusioned. The battle was almost over; the war nearly lost. We were literally hanging on the ropes!

You didn't hesitate after hearing our story. You placed the resources of your Union at our disposal and directed Brother Bernstein to take over and show us how to win the war. That he did an admirable job can be attested by the fact the strike was successfully concluded two weeks later. With calm and intelligent direction, he brought order out of chaos and turned defeat into victory.

Both of you gave us new strength, new courage and new determination to continue the fight. If you had done nothing else for us our appreciation would be immeasurable. As it is, however, we shall be in your debt as long as we live.

Our fervent wish is that we may be privileged to repay, by whatever method you determine, our very great obligation to you.

Sincerely and fraternally,

*Joe Panico - Greg Katon*  
Joe Panico & Greg Katon

## Jax Extends A Helping Hand To Savannah

By L. M. Bryant

SAVANNAH — Shipping has been slow, dead slow. The few job calls coming in here were from Jacksonville, where two Waterman coastwise ships had called.

These two callers were the Gateway City and the Antinous. Another contracted ship in Jacksonville was the SS Fort Hoskins, Cities Service tanker. She was in drydock, where we paid her a visit.

Also in-transit was the SS Dingwall, a ship contracted to the SIU's Canadian District. There were no beefs on this one.

The Fort Hoskins shapes up as a very clean ship, and the shipboard delegates are strictly on the ball.

Among the Seafarers on the beach right now in Savannah are H. Henze, R. W. Simpkins and Otto Preussler. All waiting to ship, of course.

### LOCAL ORGANIZING

The Barbers Local 799 is hitting the non-union shops in Savannah as part of its stepped-up organizing drive and the Seafarers has been represented on its picketlines.

We've also been helping the AFL Retail Clerks, who have been trying to break the ice in this port, and give the unorganized retail workers some badly-needed union representation.

In this connection, we would like to ask all members who have friends or relatives working in retail stores in Savannah to speak to them and impress upon them the importance of the current organizing campaign.

The political campaign is in full bloom here and next week will tell which bird gets the worm. Labor is taking a hands-off attitude as none of the candidates is pro-labor.

But we are all trying to get the people out to vote, to get them in the habit. One day we may get a candidate who is not anti-labor.

Oh, yeah, when in Savannah, ride the Yellow Cabs. They're driven by union members.

## New York Foresees No Immediate Change

By JOE ALGINA

NEW YORK—There has been no change in the shipping picture here to warrant optimism for the immediate future. Job calls declined a trifle over the previous two-week period.

What activity the port did have came from the following:

Payoffs—Steel Recorder, Steel Advocate, Steel Maker, Steel Artisan, Isthmian; Beatrice, Monroe, Bull; Topa Topa, Waterman, Alamar, Calmar; Lake George, US Petroleum Carriers; John Stagg, Mar Trades; Wanda, Epiphany Tankers; Alcoa Pioneer and the Seatrains Havana, New York and New Jersey.

Sign-ons—Steel Vendor, Steel Artisan, Steel Advocate, Steel Recorder, Isthmian; Robin Sherwood, Robin Line; War Hawk, Waterman and the Bull Line ships. Joining the list of sign-ons was the MV Gadsden, the trim locomotive-carrier, which came out of lay-up.

### OUT AGAIN

The SS Puerto Rico will resume her cruise operations to the Islands this week, after spending 10 days in the shipyard being overhauled.

It's not too often you find eulogies in this column, but we must say we are mighty sorry to learn of the retirement of Captain Sperring, Port Captain here for the Waterman Steamship Corporation.

In all of our dealings with Captain Sperring, we found him to be extremely fair and open-

mined. His understanding contributed much to improving and maintaining satisfactory relations between the Union and the company.

We certainly do wish Captain Sperring well and hope that he will enjoy many, many years of good health. He rates it.

The current crisis in Korea, with its overtones of war, calls to mind some of the snafu of the last conflict.

### WSA'S FANCY RIG

In the recent war, the War Shipping Administration had a fancy rig over on Washington Street, where it required seamen to report for all kinds of blood tests and examinations before getting an okay to ship out. This caused unnecessary delays and confusion.

The practical way would have been to allow the companies to have their own doctors examine the men in the company offices.

This method was used by several companies and proved much more successful than the WSA's fancy but foolish system. We hope that if and when we ever face another period like the last war, the WSA mistake won't be repeated.

Under a recently inaugurated setup in New York, men registering for unemployment insurance are sent to the Army Transport Service in Brooklyn to get on the job list. Headquarters has taken up this beef, and will be represented at the hearings to be held shortly.

The membership will be kept

advised of all details on this matter.

It wouldn't be a bad idea for all hands to refer to the Oath of Obligation which they took on joining the Union.

The Oath outlines the kind of conduct expected of a member in his relation with his Union Brothers. Nowhere does it permit a man to borrow money, then fail to pay it back. But instances of this stuff crop up time and again. Let's cut it out.

## ITF Secretary Flays Panama, Russia For Cutting Standards

A threat to "wipe from the seven seas" owners of Panamanian ships and others trying to "escape the social reforms for which seamen were fighting" was made by Omer Becu, acting general secretary of the International Transport Federation.

Mr. Becu told a conference of the British National Union of Seamen that they would have to defend themselves "most vigorously" against deterioration in their social standards.

"Millions of tons of shipping have fled to the flags of nations with no maritime background or tradition, where there are little or no maritime laws and where there exists no social security for the seafarer," he charged.

He cited Panama — "perhaps the third largest maritime nation" — which had doubled her fleet in 1946 and 1947.

Social and safety conditions in many of those ships were appalling, he said, with low wages, bad working conditions, bad manning, long hours, bad accommodations and lack of social security.

"We have declared a boycott," Mr. Becu declared. "We are going after them one after another. We are going to wipe them off the seven seas. We are going to organize seamen on these ships."

He also said that Russia was undercutting sea freight rates by as much as 50 percent.

"If that continues it will be impossible for seafarers to maintain their living standards," he said.

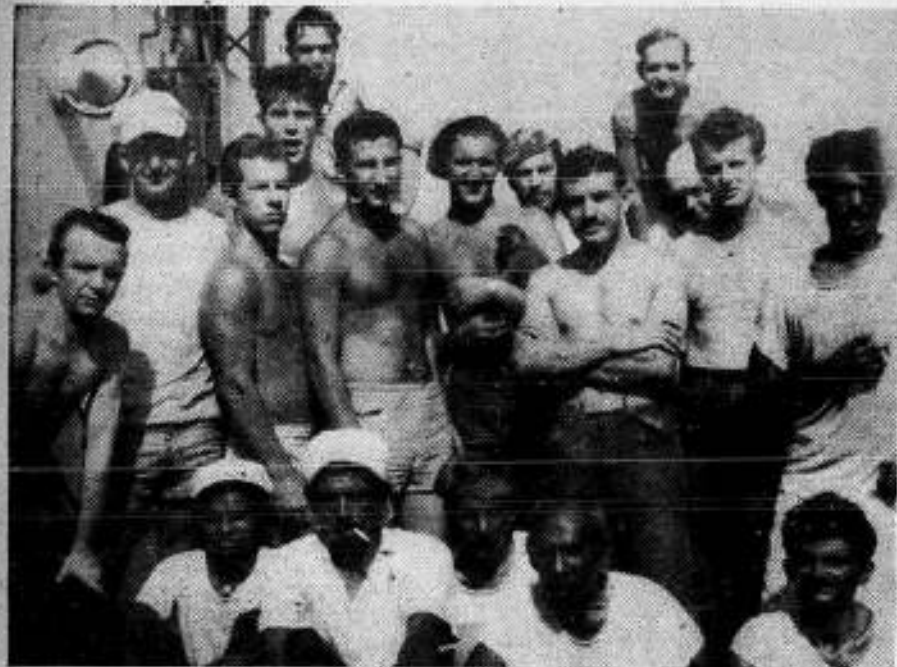
Russian ships plying between Gdynia and Sweden carried freight for half what Swedish vessels could afford to charge, he declared.



# SHIPS' MINUTES AND NEWS



## SIU Crew Battles Gale To Save 7 Survivors Of Indian Schooner



Survivors of sunken Indian schooner pose with their SIU rescuers. Seafarers, standing, in photo are Tom Stathopoulos, MM; Jennings Barnett, Bosun; Stanley Johns, AB; Ship's Delegate Giuseppe Caruso, DM; Ernie Hannah, AB; Dimitros Dafnas, BR; Ted Dyson, MM; Ralph Bruno, OS; Gene Stark, Utility; Grover Peterson, AB; Gino Signore, Oiler, and John Cummins, Wiper.

Helplessly adrift in the Indian Ocean for 10 days without food or water, seven Indian sailors were hauled aboard the Isthmian-chartered Liberty SS Aktion from their gale-battered dory on June 7. The rescue, as reported by Ship's Delegate Giuseppe Caruso and Deacon Hannah, represented a victory of patient SIU seamanship over stormy seas.

Saved with the seven men was their mascot, Wundra, a two-and-a-half-pound monkey, who immediately won the hearts of his rescuers with some delightful capers.

The rescued were survivors of the eight-man crew of the 45-foot schooner Laxmipasa en route to Bombay from Mombasa when she went to the bottom. All hands and Wundra made off in an 18-foot dory. The eighth man died and was buried at sea.

The tiny craft and its starving cargo was sighted by the Ras Tanura-bound Aktion, loaded with pipe line, approximately 300 miles southwest of Mormugao, India.

The lookout's cry of "Small boat two points on the port bow!" brought Seafarers to the Aktion's rail. Heavy seas were washing over the ship's rail, while the small dory rose and fell drunkenly with the waves and disappeared behind swells at almost regular intervals.

Minus oars, the men in the dory vainly tried to broach to with the steering oar. Observing their plight, Captain George E. Progulis of the Aktion decided that the survivors' fate lay in the hands of his own crew, and immediately began issuing orders for the rescue operation.

While the helmsman fought the wheel, three attempts were made to come alongside the dory and put her on the starboard lee side.

Meanwhile, the crew, under

the direction of Chief Mate Hans Lorezen and Bosun Jennings Barnett, was getting everything in readiness to make the victims as comfortable as possible once they were aboard.

The third try at getting the Aktion in position to safely haul the Indian seamen aboard was successful. The entire rescue maneuver took 27 minutes. The grateful survivors were immediately fed, then bedded down in the after gun quarters.

The following morning, the crew went to work in true Seafarers tradition. A meeting was called and an abundant supply of clothing, cigarettes, candy and other items were collected, to be distributed among the seven survivors—and Wundra. A cash collection netted \$120. It was split up among the Indian seamen with a major share going to the relatives of the deceased crew-member.

Upon arrival in Bahrein, Saudi Arabia, the survivors were turned over to local officials for transportation to their port of origin.

### ATTENTION!

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

### In Marine Hospital



Philip Pron, who is being treated for an eye injury in the Staten Island Marine Hospital, which he entered after paying off the Robin Trent on May 24. Phil, a Black Gang man, would appreciate letters and visits from former shipmates.

## Bernard Rogers Dies At 41 In Balto. Marine Hospital

Seafarer Bernard A. Rogers, a member of the Union for the past nine years, died in the Baltimore Marine Hospital on May 12 at the age of 41, according to word reaching the LOG this week.

Brother Rogers joined the SIU in the Port of Boston on Oct. 10, 1941, receiving Book No. 21191. He sailed in the Deck Department.

Interment in St. Catherine's cemetery followed a requiem mass at St. Catherine's Church, in Roger's native Dubois, Pa., with Father Francis McCullough officiating.

The late Seafarer is survived by his father, John P. Rogers, five sisters, Mrs. Teresa Hull, Mrs. Irene Terry, Mrs. Carl Wallin, Mrs. Ardelle Cliffe, Miss Margaret Rogers, and two brothers, James and Joseph.

In a letter to the LOG, one of his sisters, Mrs. Terry, said that she was "sure that many

of his shipmates are unaware of Bernard Rogers' untimely passing," and that she would appreciate notice of it in the Union publication.

"Through the medium of the LOG, I would also like to express my gratitude to the doctors and nurses of the Marine Hospital staff who gave him such good attention," Mrs. Terry said. "They worked so hard to save him."

Mrs. Terry said that if any of her late brother's shipmates wished to get in touch with her, she would "be glad to hear from them."

## SIU Member's Son Toots Way To Top

SIU oldtimer "Bennie" Kosow gets a chance to see his son, Stan, much more often these days—thanks to television.

Last Thursday night, "Bennie" watched his talented youngster in action as one of the musical mainstays in Art Mooney's band in the TV show billed as the "Cavalcade of Bands." If you were on Channel 5—WABD, you saw Stan Kosow, too. He toots the leading tenor sax.

If it weren't for the TV stints, Bennie says he'd hardly ever get to see the lad while he's ashore. There's a considerable demand among top-notch musical outfits for young Kosow's services.

Among others he's played with Benny Goodman and Artie Shaw. In a few weeks he'll be providing rhythm for the clients at New York's Havana-Madrid Club on Broadway and 51st Street, as a member of Jose Curbello's orchestra. If Bennie isn't on a ship at the time, he'll get to see Stan there in person.

## Voice Of The Sea

By "SALTY DICK"

Eddie Metros is carpentering on a Delta ship and seems to be enjoying the job. . . . Henry Cordes is sailing out of the Gulf but his heart is somewhere else.

The man now residing in Rio de Janeiro is Jesus Granado. He missed ship there recently. . . . Let's have more educational meetings on board ship for the benefit of permitmen, especially. Gashounds and performers have no place in our Union.

Our SIU families have some of the nicest-looking children in

The champion of checker players around these parts is Archie Archibald. I haven't seen him lose a game yet. . . . Whitey Tomlinson has quit the sea, again. This time he's a general merchandise salesman in the states of Alabama and Georgia.

Moses Milano and Gary Myrick almost passed out at Brenna's Vieux Carre restaurant recently when they were handed the bill—for \$60. . . . The Customs is getting pretty strict in the Port of New Orleans.

John Gerala, a good SIU man, has been appointed as cruise director on a Delta passenger ship. Good luck, John!



SYLVIA MORIANA

this USA. Vic Moriana's daughter, Sylvia, is plenty of proof for that statement.

A young lady is expecting Chester Jankiewicz to come back to New Orleans. But for some reason he prefers New York. . . . Since President Truman has made Key West his winter White House, a certain well-known personality in the SIU is always bragging he comes from that place.

I hear the Mobile Seamen's Hotel is a knockout. I hope to see for myself one of these days. . . . The most modern telephone booth I have ever seen is at the Plaza in Montevideo. Maybe I can snap a picture of it next time I'm there.

### A SEAFARER TAKES A WIFE



Bill Zarkas and his bride, the former Angelina Catalano, pose for an album shot during reception that followed their marriage in Brooklyn recently.



# Digested Minutes Of SIU Ship Meetings

**ROBIN TUXFORD, May 28—** Chairman, Reasko; Secretary, Singer. Delegates reported no beefs. New Business: Motion carried to consult Union in matter of Captain putting a Passenger Messman on day work while ship was carrying six or less passengers. Literature on Welfare Plan read. Ship roster to be filled out. Good and Welfare: All hands asked to assist in clean up following movies. Money to be reimbursed to those who overpaid for washing machine. Heads of departments to be contacted in regards to necessary painting to be done in crew quarters.



quest made that the air-mail LOGs be sent to the Canal Zone instead of Sparrows Point.

**STEEL RANGER, May 5—** Chairman, W. C. Thomas; Secretary, K. Wright. Delegates reported some disputed overtime. Good and Welfare: Crew agreed to see Captain about screen doors for crew mess. Steward asked to give out more jam, jellies and table clothes when needed.

**CALMAR, May 28—** Chairman, Eugene Kristiansen; Secretary, Dewey Bordeaux. Delegates reported no beefs. Motion carried that each delegate make out a repair list for his department. Discussion held on improving preparation of meals.

**BALTORE, June 11—** Chairman, F. Baron; Secretary, Ed Swatski. Delegates reported no beefs, listed number of books and permits in their departments. Beef raised on men not getting fresh coffee following watches. Crew asked to keep the lounge cleaner. Delegate reported Captain has been getting full details of crew meetings, a matter that has to be halted.

**STONY CREEK, May 21—** Chairman, D. Fuschillo; Secretary, J. Gallagher. Ship's Delegate reminded crewmembers that they have an obligation to the ship while at sea as well as when in port. Mate has told Deck Delegate that all port watches are to be stood or else. Motion carried to recommend Steward for a full book. Ship's Delegate reported that ship is short three men. Captain reported to have offered two SUP men in LeHavre \$100 per month to sign on. The Brothers, of course, refused. Crew presented Steward with a watch for the fine job he is doing.



**ALCOA PIONEER, April 23—** Chairman, Leon Lucas; Secretary, Robert Benjamin. Delegates reported on number of books and permits in their departments. Resolution carried that a committee of Stewards be elected at SIU Headquarters to make up a package list, scaling it for a series of 15-day periods for various sized crews. Crew voted unanimously in favor of new Overseas LOG.

**HARRY T, May 1—** Chairman, F. A. Brus; Secretary, F. Kartkamp. Delegates reported on number of books and permits in their departments. New Business: Motion carried that Steward make out a requisition for food in Honolulu. Three delegates to see Captain to see if Steward gets the supplies he orders. Good and Welfare: Suggestion made that all hands donate 10 cents per man to pay for a taxi to get new books for library.

**ALCOA PIONEER, June 10—** Chairman, Frank Sullivan; Secretary, Robert Benjamin. Deck Delegate reported that on May 16 crew got no shore leave in Haifa and crew was to put in for overtime. New Business: Proposal made that in view of the threatened elimination of the war area bonus, SIU ships entering this area carrying armaments should bring to the attention of the country's lawmakers the conditions attendant to delivering and discharging war materials. Education: Discussion on Welfare Plan and what effect it will have on the membership. Good and Welfare: Suggestion made that Delegates get together with the Steward and make a general check-up on the stores listed for the next voyage.



**SANTORE, May 30—** Chairman, Charles Hasteller; Secretary, P. O. Peralta. Delegates reported books and permits in their departments. New Business: Motion carried that the pier head jump and the emergency trip card men be replaced from the Hall for the next voyage. Education: Ship's Delegate informed the crew that meeting will be held on the Educational program next voyage and Union material will be brought from the Hall. Ship's Fund to be started with each man contributing 50 cents. Re-

**PAOLI, May 18—** Chairman, Maurice Culp; Secretary, Charles Ungell. Delegates reported everything okay. New Stewards Delegate elected. Ship's Delegate reported that in the May 5 issue of the LOG was an interesting article called "The Labor Spy Is With Us Again," and should be read by every crewmember. Ship Fund Treasurer reported that he would stand by after the meeting to collect money from the crew.

**PAOLI, May 27—** Chairman, William Olson; Secretary, Charles Angell. Ship's Delegate reported necessary repairs. Other delegates reported departments are running well. Motion carried that ship's fund be continued until enough money has been raised to purchase a movie projector. Motion carried that stand-by keep the messhall clean. Ship's Delegate asked men to return magazines and books to recreation room when finished. Ship's

Delegate asked all crewmembers to continue to work together and keep the ship in good shape.

**ALCOA CORSAIR, May 21—** Chairman, Major Costello; Secretary, Joseph Seaver. Delegates' reports accepted. Communication from crewmember read reporting he had been struck by an automobile and missed the ship's sailing. Motion carried okaying the Chief Electrician to buy spare parts for the projector. Good and Welfare: Suggestion made that the Delegates go to the Union Hall and report the activities of the crewmember aboard who has been harming the Union by her actions. Crewmembers reminded to register to vote when the ship arrives in New Orleans.

**CARRABULLE, May 13—** Chairman, F. Holcolm; Secretary, D. McCorvy. Delegates reported no beefs and all books in good order. New Business: Delegates to see about securing new fans. Good and Welfare: Suggestion made that the Steward make three copies of his requisitions and notify the Ship's Delegate if all stores ordered do not come aboard. Cooks thanked for good feeding. Suggestion made that the Steward cooperate with the Cooks in preparing the menus.



**FAIRISLE, May 31—** Chairman, J. Lewis; Secretary, F. Tedesco. Delegates reported beefs in two departments. Engine Department okay. Steward Delegate reported that a galleyman had left the ship in Puerto Rico owing his shipmates a lot of money. Motion carried to have Steward released from ship.

**BENTS FORT, June 4—** Chairman, O. S. Stout; Secretary, Not Given. Delegates' reports accepted. New Business: Suggestion made to call Patrolman as soon as ship hits San Pedro. Motion carried to investigate possibilities of buying a washing machine. Suggestion made to see Chief Mate for a shelf and rack for swabs.

**EVELYN, June 4—** Chairman, Charles Bedell; Secretary, C. Mitchell. Delegates reported everything in good order. Good and Welfare: A list of the crew made up and sent to New York. Education: Majority of crew in favor of extending the educational program aboard the ships. Crew vote taken on LOG and Bulletin with majority in favor of the Chief Engineer and have the fans overhauled.

**JOHN STAGG, April 13—** Chairman, J. Russel; Secretary, T. Hale. Delegates reported a few hours in dispute. Education: Discussion on conduct of crew aboard ship, clarifications of agreement and the payoff procedure explained to new members. Patrolman to be asked why Bosun cannot stand by while taking devil claws off anchor.

**JOHN STAGG, May 20—** Chairman, J. Russel; Secretary, L. Gooch. Each crewmember advised to report repairs needed to department delegate. Crewmembers asked to aid in conserving stores. Ship's Delegate discussed various items of interest

(Continued on Page 6)

# SEAFARER SAM SAYS:



IN ORDER TO KEEP PUBLICATION OF SHIPBOARD MEETINGS AS UP-TO-DATE AS POSSIBLE,

PLEASE:

- ➡ 1. SEND MINUTES DIRECTLY TO THE LOG, NOT TO THE BRANCHES.
- ➡ 2. AIR-MAIL MINUTES FROM FIRST PORT YOU HIT. DO NOT WAIT UNTIL THE SHIP PAYS OFF.
- ➡ 3. TYPE MINUTES, IF POSSIBLE. IF TYPEWRITER IS NOT AVAILABLE, PRINT OR WRITE LEGIBLY.

# CUT and RUN

by Hank

Everything seems to be the same in this over-heated town. About the only good thing to say is that shipping has been fair, with a turnover of jobs on the scows. And to the Brothers who have sailed in since the last issue of the LOG, we'd like to mention again that the new SIU Hall will be over in the hot baseball town of Brooklyn—at 4th Avenue and 20th Street. Speaking of something new, Brothers, your new San Francisco SIU Hall is in the new SUP building, 450 Harrison Street. . . . A good Union man, Brother Rocky Milton, sailed into town last week. . . . Joseph Burns, the oldtimer, is in town right now. . . . According to a letter, Brother Charles Kerstens is voyaging aboard the SS Steel Flyer. . . . That Seatrainer sailor, Steward John Jelletto, is West Coast bound with his mustache for the SS Jefferson City Victory. And she's bound for Korea (right now a hot spot) and Japan. Smooth sailing, Brother Jelletto.

Eddie Saul got off the Alcoa Pioneer recently, and mentions that Brother Spurgeon Woodruff was also aboard. In Tel Aviv, Israel, Eddie mentions that they ran across a bar called the Brooklyn Ice Cream Bar. The Alcoa Pioneer is now on the bauxite run, we're told. . . . The SS Steel Admiral was in the news this week. The New York newspapers took photographs of the cargo of monkeys, snakes and other animals. . . . Paddy McCann shipped several weeks ago. . . . Joe Pendleton, who visited this town recently with his blonde handlebar mustache, is now doing some bon sailing. . . . Henry Bonk is in town. . . . A happy guy sailed into New York this week. It's none other than Frenchy Michelet, who sure has cooked many a terrific meal as well as those petit articles for the LOG. They were epicurean, not Shakespearean, indeed. A few more recipes and articles, and Frenchy will have enough for a book for cooks to read.

The SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers—Jack Geller of Maryland, George Wells-lager of Maryland, E. Vlodek of West Virginia, Fred Rasmussen of Iowa. . . . Steward Walter Reidy is still aboard the SS Black Eagle. . . . We're mentioning another important thing for the benefit of the New York membership. The next general membership meeting her in this port will be July 12. Don't forget—your next meeting night is July 12. . . . The Brothers should pick up the last issue of the LOG and read all about the SIU's Welfare Agreement. In all SIU Halls, the Brothers should be reading this Welfare Agreement to understand and appreciate what it means. . . . Oldtimer Matthew Bruno, who has been in the Manhattan Beach, Brooklyn, Marine Hospital for more than a year (and he expects to be there another year), wonders if the Brothers would help him make his stay there more bearable. Time hangs heavy on his hands, and he has turned to collecting foreign stamps to keep him occupied. He would appreciate getting stamps from any country in the world. What do you say, Brothers?



(Continued from Page 5)  
to the crew. Headquarters to be contacted on what constitutes legitimate overtime.

SEATRAN NEW YORK — Chairman, J. Hammond; Secretary, Charles Goldstein. Deck Delegate reported that ship is getting its full supply of milk. Clarification given on when overtime begins when a man is called before 8 AM. More fans asked for foc'sles. Steward asked to show a little more effort in operation of crew mess.

JEFFERSON CITY VICTORY, April 30—Chairman, Raymond Holder; Secretary, James Overton. Discussion on proposed compulsory vacation plan. Crew voted in favor of men taking their vacations and getting off after one year on the ship. Ship's Delegate reported that lifeboat drills should be held more often, but Captain seems uninterested. Delegate also reported that two boats appear to be in bad shape and probably couldn't be swung out.

JEFFERSON CITY VICTORY, May 19—Chairman, Workman; Secretary, Gates. Delegates reported departments free of beefs. Delegates elected. Motion carried for Ship's Delegate to see Captain about painting the messmen's rooms. Education: Short talk given to all new members and permitmen on the importance of maintaining a good Union ship. Draw list to be given Ship's Delegate 24 hours before ship arrives in port.

Itching epidermis has prompted the crew of the Robin Mowbray to recommend that the laundries in Beira, East Africa, be bypassed. At a shipboard meeting on May 7 several Brothers complained of breaking out in rashes after using linen laundered in Beira. By unanimous vote the crew agreed to use laundries in other ports and spread the word to the other Robin Line ships to do likewise.

DEL MUNDO, May 14—Chairman, D. Riley; Secretary, T. Griffith. Delegates' reports accepted. New Business: Motion carried to concur with Headquarters request for a ship census in conjunction with the Welfare Plan. General discussion held on matters pertaining to the ship and crew.

CUBORE, May 10—Chairman, W. M. Fields; Secretary, W. A. House. Delegates reported on books and permits. Motion carried to excuse one member for missing ship inasmuch as Brother was detained by authorities. Motion carried to recommend pier head jump men for permits if they are capable and show themselves to be potential good union men. All crewmembers asked to cooperate with stand-by in keeping coffee shack clean.

TRINITY, May 21—Chairman, R. Sweeney; Secretary, R. Niedermeyer. Delegates reported on number of books and permits in their departments. Ship Fund reported as standing at \$14.20. Matter of awning for fantail discussed and crew urged Delegates to press for its installation the next time the ship gets a few days in port. Crewmembers asked to be sure rooms are clean before leaving ship.

TRINITY, June 7—Chairman, R. Graf; Secretary, P. Plascik. Delegates reported on number of book and permitmen in their departments. R. Sweeney elected Ship's Delegate by acclamation. New Business: Motion made to

negotiate for an awning for the boat deck. Good and Welfare: Suggested that each department delegate pick up a list of names, Z-numbers and book numbers of all men in each department. Shipboard Forum: Crew felt there should be more literature about the Union and the day-to-day problems it faces.



MARORE, May 7—Chairman, W. W. Lawton; Secretary, Al Kramer. Delegates asked to put in for overtime for laying in port over the weekend. Crew to help in collection for funds to purchase washing machine, the details to be worked out at the next meeting. W. Lawton elected Ship's Delegate.

ANDREW JACKSON, June 4—Chairman, V. Burzak; Secretary, O. P. Oskley. Ship's Delegate to get the addresses of all company agents in foreign ports. New Business: Motion carried to have delegates check lifejackets and have replacements put aboard in Los Angeles. Good and Welfare: Crew asked to take care of washing machine and not operate it unless the set up is known. Suggestion made that ship's secretary buy an electric iron for the crew out of the ship's fund. Library books to be exchanged in Los Angeles.

JOHN B. WATERMAN, May 21—Chairman, F. Johnson; Secretary, W. Szymczak. Delegates reported no beefs. Good and Welfare: Discussion on Second Mate giving hard time to Saloon Messman. Steward and Delegate to see Captain about straightening out matter. Communication from Headquarters on Welfare Plan read and approved.

FELTORE, May 21—Chairman, George Everett; Secretary, Thomas Hill. Delegates reported on books and permits in their departments. J. Denley nominated for Deck Delegate job. Brother declined post. Good and Welfare: Discussion on Welfare Plan. All hands supported plan and agreed to fill out ship's roster and forward it to New York. Vote of thanks given Stewards Department for doing a fine job.

EDITH, May 6—Chairman, Murray Smith; Secretary, Louis Rizzo. Delegates reported everything in good order. Good and Welfare: Cleanliness of laundry and lounge under discussion. New stainless sinks and counters to be put in the galley.

SANFORD B. DOLE, May 14—Chairman, Paul Drozock; Secretary, Louis Hamilton. Crewmember who got in fight on sailing day and failed to join the ship in San Juan is to be reported to Union at first port touched. Cook suggested that the Delegates look over the night lunch stores so they can see why there was no variety in food put out. Steward asked to vary meals more. Chief Engineer to be seen

about fixing fuel line to galley stove.

EDITH, May 19—Chairman, Louis Rizzo; Secretary, Louis Rizzo. Delegates reported no beefs. Education: All members of the crew have been in the SIU for four years or longer and feel that they are well acquainted with the Union's aims and history. Messroom to be cleaned after use by crew.

DEL AIRES, May 18—Chairman, Colden Aubert; Secretary, Milton Williams. Ship's Delegate reported on request for ship census and reported on Seafarers Welfare Plan. Good and Welfare: Carpenter asked that the Steward have mayonnaise put in small jars for convenience of crew. Crew asked to wait until all have been served before asking seconds.

ROBIN GRAY, May 14—Chairman, Max Byers; Secretary, John E. Hanks. Delegates reported a few hours of overtime in dispute and logs against a couple of crewmembers. Motion carried to attempt to have Skipper removed as he has completely refused to cooperate with the delegates and crew. Entire beef against Skipper to be put into writing and kept as a record and recommend that if he is removed from this ship he is to be barred from all SIU ships. Delegate reported that Captain had collected all soap and matches prior to the ship's arrival in Europe. Delegate pointed out that these are the personal property of the crew and should not be touched.

SEATRAN TEXAS, May 14—Chairman, Frank Prezalar; Secretary, John Messick. Motion carried to have a special meeting with the Patrolman before the payoff. Motion carried to have Second Mate removed from ship. Motion carried to check the stores and throw out the bad stuff.

MONROE, May 14—Chairman, J. Lauritzen; Secretary, D. Hartman. Delegates reported small amount of disputed overtime in their departments. Motion carried to give Captain and Chief Engineer a list of repairs. Good and Welfare: Crew agreed to stop Captain, Chief and First Engineer from doing crew work by first warning them, and if they persist to turn in the time as overtime.

A lecture on the dollars and cents value of an SIU contract was delivered by M. W. Townsend as chairman of a shipboard meeting held on the Cities Service tanker French Creek on May 8. Brother Townsend, after some rapid calculating, pointed out to the gathering that under a standard SIU tanker contract we would have had \$75 more in take-home pay during the month of April.

MONROE, June 15—Chairman, L. J. Swan; Secretary, R. Pittman. Delegate reported on conference with Mate concerning equalizing overtime work. New Business: Motion carried to have Patrolman look into stores situation. Education: Discussion on SIU Educational Program. Crew suggested that Headquarters place all available literature aboard ships.

ALEXANDRA, May 6—Chairman, C. Dwyer; Secretary, R. Fisher. All Delegates reported disputed overtime. New Business: Motion carried to recommend dismissal of Steward as incompetent. Motion carried to see that repair list is submitted in plenty

of time to have repairs taken care of. Motion carried to investigate the Captain in reference to matter of dictating to Steward the amount of stores to be carried.

EMILIA, June 11—Chairman, Nick Vrdoljak; Secretary, Clyde P. Parker. James Braswell elected Ship's Delegate. Braswell asked department delegates to check crew list before it is sent to Headquarters. Education: Discussion on Seafarers Welfare Plan. Delegate to see Chief Engineer about having ice box repaired. Steward requested to have a menu placed at each table at mealtime.

A novel way of insuring that necessary repairs are attended to immediately has been hit upon by the crew of the SS Del Norte. Instead of waiting until the ship hits port, which means the company has to order the necessary items and lose valuable time, the crew makes up a repair list before leaving the last port on its homeward voyage from South America. The repair list is then mailed ahead to the company and the union. The asked-for items are expected to be waiting for the ship when she docks. The new method was reported at the crew's meeting of May 28.

PORTMAR, May 12—Chairman, C. J. Luper; Secretary, P. Solberg. Delegates reported number of books and permits in their departments. New Business: Reported that lockers and fans need repairing. Delegate reported hard-timing tactics of Chief Mate. Most of men reported that they were leaving ship because of inability to work with the Mate.

PORTMAR, June 14—Chairman, Clough; Secretary, Cross. Delegates reported no beefs. Crew discharged delegates with a vote of thanks. New Business: Motion by Cross to buy a washing machine. Motion defeated. Motion carried to write San Francisco Agent and have him check the prices and notify the crew upon arrival. Good and Welfare: Crewmembers asked that food be served hotter.

SANDCRAFT, June 11—Chairman, J. Purcell; Secretary, W. J. Brady. Delegates reported minor problems concerning food. New Business: Motion carried that coffee made for men on watch be reserved for these men and not be consumed by card players. Motion carried that all men wear shirts when coming to meals.

A lecture on the dollars and cents value of an SIU contract was delivered by M. W. Townsend as chairman of a shipboard meeting held on the Cities Service tanker French Creek on May 8. Brother Townsend, after some rapid calculating, pointed out to the gathering that under a standard SIU tanker contract we would have had \$75 more in take-home pay during the month of April.

WACOSTA, June 4—Chairman, R. C. Drain; Secretary, J. W. Horn. Delegates reported on number of books and permits in their departments. New Business: Motion carried not to sign on until repairs have been made. Good and Welfare: Discussion on present set-up of SIU education and movies. Suggestions made that distribution be enlarged.

AMES VICTORY, May 7—Chairman, J. Williams; Secretary, F. Jones. Delegate reported that Captain had complained about poor food. Crew gave the Stewards Department a vote of confidence and agreed to back up the department in any beef

with topside. List made up of men to take turns keeping the laundry clean. Pat Patterson elected Ship's Delegate.

STEEL WORKER, May 28—Chairman, D. Hammans; Secretary, J. Burk. Deck Delegate reported overtime in dispute; other delegates reported no beefs. Good and Welfare: Suggestion made that if a man is brought before the Captain, one of the delegates and a witness should accompany him. Reported that athletic fund contains \$7 after purchase of athletic equipment. Crew asked to cooperate in keeping unauthorized persons out of the alleyways.

A novel way of insuring that necessary repairs are attended to immediately has been hit upon by the crew of the SS Del Norte. Instead of waiting until the ship hits port, which means the company has to order the necessary items and lose valuable time, the crew makes up a repair list before leaving the last port on its homeward voyage from South America. The repair list is then mailed ahead to the company and the union. The asked-for items are expected to be waiting for the ship when she docks. The new method was reported at the crew's meeting of May 28.

TOPA TOPA, June 3—Chairman, W. J. Walsh; Secretary, F. Sawyer. Ship's Delegate reported that ship was due in shipyard for her five-year inspection and all repairs should be made at that time. New Business: Motion carried that all members who have served on the ship for the past year to accept their vacation money and take a rest, thereby giving the Brothers on the beach a break. Ship's Delegate instructed to contact Captain for a statement of earnings and overtime prior to payoff. Good and Welfare: Suggestion made that card players curb boisterousness in consideration of men sleeping.



MANKATO VICTORY, June 9—Chairman, Bill Higgs; Secretary, R. Martina. Delegates reported everything in perfect shape. New Business: Motion carried that anyone being gassed up or performing at payoff be brought up on charges. Crew lauded for a perfect trip. Repair list made up and approved. Stewards Department received a vote of thanks from the Deck and Engine Departments for the fine meals provided.

MASSMAR, June 4—Chairman, S. A. Holden; Secretary, C. Fernandes. Delegates reported everything okay. New Business: Motion carried to have Patrolman contact MM&P hall in Boston regarding Mate working on deck. Motion carried to mail repair list to company from Panama Canal Zone. Motion carried to see company about improving quality of food on ship. Good and Welfare: Bosun reported that the Captain would authorize the painting of the Deck Department shower and Bosun's room when weather prevented outside work.

DEL SOL, May 30—Chairman, Jack Procell; Secretary, Militer. Delegates reported no beefs. New Business: Motion carried that crewmembers bringing guests aboard are to be held accountable for the guests' actions, and following the visit, the guests are to be conducted to the gangway and not be allowed to roam

(Continued on Page 7)



(Continued from Page 6)  
 about the ship. Discussion held on variety in menus. Shipboard Forum: Discussion on SIU educational program brought suggestion that more information relating to registration and voting in local and national elections be brought to the attention of the membership. Crew also requested more information on Welfare Plan.

\*\*\*  
**STEEL VOYAGER, June 8—** Chairman, W. Lowther; Secretary, Louis Cochran. Deck Delegate reported 140 hours of disputed overtime. Discussion held on payoff and disputed overtime. Crew requested to be sober at payoff. Discussion on members who have paid for their own medical care. Matter to be taken up with Patrolman. Ship's Delegate to meet with Captain on matter of having messrooms sougeed and painted.

\*\*\*  
**CHILORE, June 3—Chairman, H. R. Holden, Secretary, W. A. Gillard.** Delegates reported on number of books and permits in their departments. Good and Welfare: H. R. Holden elected Ship's Delegate. Suggestion made to have Recreation Room, crew's quarters and bathrooms sougeed and painted.

\*\*\*  
**NATHANIEL B. PALMER, May 7—** Chairman, Roderick Smith; Secretary, Paul L. Whitlow. Delegates reported their departments in good order. New Stewards Delegate elected. Delegate reported that Captain has hindered the crew's effort to put the ship in good shape. Draw list made up. Crew voted in favor of the new Overseas LOG. Repairs to be given to the recording secretary who will prepare them for the boarding Patrolman.

\*\*\*  
**NATHANIEL B. PALMER, June 11—** Chairman, Michael Rossi; Secretary, Joseph Cabral. Delegates reported all smooth. New Business: Motion carried that larger sheets and mattresses be put aboard. Motion carried that all quarters be painted. Good and Welfare: Request made that more fresh milk and fruit be put aboard.

The ashes of Seafarer Pat Dunphy's fire-destroyed home had hardly cooled before his shipmates aboard the SS Jean started a slush fund toward getting the Seafarer and his family relocated. The minutes of the Jean's meeting on May 27 report that crewmembers had collected \$105, which had been forwarded to the Brother's family in San Juan.

\*\*\*  
**STEEL TRAVELER, May 31—** Chairman, George Mitchell; Secretary, A. Delapinha. Special Meeting called to iron out disension in Stewards Department. Delegates reported a few hours of disputed overtime. Motion carried to send a letter to port steward and SIU Headquarters to have stores checked thoroughly to see if crew is getting what is called for. All men with beefs were encouraged to speak up and get them out in the open and thus aid shipboard harmony.

\*\*\*  
**STEEL TRAVELER, June 10—** Chairman, R. Brown; Secretary, A. Delapinha. Repair list discussed and approved. Good and Welfare: Suggestion made that health officer inspect ship's hospital for proper medicines. Suggestion that Mate be reminded of need for gaskets on port-holes.

\*\*\*  
**COHAL SEA, April 9—Chairman, Joe Barron; Secretary, Al DeForest.** Delegates reported no

beefs. Education: Crewmember delivered talk on the importance of doing a good job on the ship. Stewards Department men urged to do a better job in preparing and serving meals. Good and Welfare: Suggestion made that a committee see the Captain about having the messroom painted.

\*\*\*  
**CORAL SEA, May 20—Chairman, Joe Barron; Secretary, Al DeForest.** Ship's Delegate reported that a letter had been sent to Headquarters for clarification of the working rules. Good and Welfare: Request made that maps and addresses placed in recreation room be left there and not taken to foc'sles. Suggestion made that meetings be held alternately on afternoons and evenings. Delegates reported that they were all on the same watch and a change would foul up reports. The Bosun was thanked for his efforts to secure a new library. Discussion on Welfare Fund. Crew agreed to fill out ship's roster immediately.



\*\*\*  
**FORT BRIDGER, May 21—** Chairman, P. Arthofer; Secretary, R. Beale. Ship's Delegate explained bonus area map and reported on poor quality of stores being put aboard at Port Said. Motion carried to prefer charges against any member who, while drunk, causes a fight aboard ship. Good and Welfare: Crew agreed that Steward is to buy majority of stores in Europe in preference to Port Said. Crew received thanks from Brother Fedlow for floral wreath sent to his mother's funeral.

\*\*\*  
**ALCOA POLARIS, May 28—** Chairman, James Hand; Secretary, William Oliver. Delegates reported everything okay. Good and Welfare: Few minor repairs discussed and added to repair list. Crew applauded James Hand, who is doing fine job as Delegate.

\*\*\*  
**McKITTRICK HILLS, May 28—** Chairman, F. Svatino; Secretary, R. McGuinness. Motions carried to accept delegates' reports. New Business: Communication between Steward and Port Steward read. Committee elected to draw up a summary of letter and situation and make a report to the crew and Union by wire.

\*\*\*  
**ALCOA CAVALIER, May 7—** Chairman, J. Quint; Secretary, Joe Powers. Delegate reported that air-conditioner was out of order and it would be some time before it was repaired. Crew asked not to payoff until disputed overtime in Stewards Department has been settled. Motion carried that food be improved. Motion carried to have red beans and rice for dinner and supper. Motion carried after much discussion. Crew urged to donate money to the New Orleans tug strike. Motion carried to purchase a new tube for the movie projector.



\*\*\*  
**ELLY, June 8—Chairman, Arthur Kavel; Secretary, J. Nagels.** New Business: Unanimous vote in favor of Union taking care of the welfare fund, with no interference from the companies. Request made for more steam on the laundry line. Bosun requested that recreation room be kept cleaner. Disputed overtime discussed.

\*\*\*  
**ROBIN GOODFELLOW, May 14—** Chairman, T. Benson; Secretary, A. Wert. Chief Electrician's disputed overtime to be referred to New York for settlement. Motion carried that crew go on record in favor of compulsory vacations for all men after a year on a ship. Discussion on Welfare Plan. Suggestion made that each member study the proposal and crew will take action at next meeting. Ship's Delegate to see washing machine company in New York and have repairs made per guarantee. Cost of repairs to be absorbed through a collection among the crew.

\*\*\*  
**ROBIN GOODFELLOW, June 11—** Chairman, T. Benson; Secretary, A. Wert. Delegates reported minor beefs. Motion carried that Ship's Delegate confer with the Captain and the Patrolman concerning painting of quarters. Good and Welfare: Discussion on Welfare Fund. Additional information on the subject expected soon, then crew will be more familiar with the matter.

\*\*\*  
**JOHN HANSON, May 28—** Chairman, J. Busalacki; Secretary, Richard B. Jordan. Deck Delegate reported dispute with Chief Mate on overtime. New Business: Motion carried that Patrolman be asked to settle major beefs before handling personal beefs. Good and Welfare: An article from the Baltimore Sun on the condition of the American Merchant Marine read. Motion carried to send a letter of appreciation to the newspaper. Discussion held on Panamanian shipping situation. Education: Discussion on the Welfare Plan and credit union. Motion carried to postpone further discussion until more information could be had on the matters.

\*\*\*  
**STEEL VENDOR, March 5—** Chairman, Nielson; Secretary, Murphy. Delegates reported on number of books and permits in their departments. Israel elected Ship's Delegate by unanimous vote. Discussion on building benches for crew for hot weather. Captain to be seen about the red ants and insects in the quarters.

\*\*\*  
**PONCE DE LEON, May 28—** Chairman, Ed Yancey; Secretary, Ken Neumann. Delegates reported no beefs. New Business: Motion carried to pay Electrician \$10 from ship fund for expenses in repairing washing machine and radio. Motion carried to assess each crewmember \$1 for ship's fund. Ship's Delegate reported on the forthcoming Pan-

amanian boycott. Crew concurred in resolution to cooperate fully with any moves that Headquarters might make to expedite the boycott. Motion carried to retract the name of the Ponce DeLeon from the list of ships favoring the old Bulletin over the new Overseas LOG.

\*\*\*  
**STEEL ARTISAN, June 2—** Chairman, O. L. Ames; Secretary, C. Horvath. Delegates reported disputed overtime. New Business: Motion carried to post repair list on bulletin board for benefit of new crew and to notify new crew that washing machine is in need of repairs. Motion carried to have Union advise whether or not conversion of crew messhall will eliminate a man in the Stewards Department. Education: Discussion on how gashounds and performers endanger the stability of the Union and cause friction between crewmembers.

With no expert on the SIU constitution handy, the crew of the SS Venore at a regular crew meeting on May 14 found itself unable to clear up the question of a Permitman, as to what his rights were in Union meetings. An appeal was made to Headquarters for clarification. (The Union Constitution provides that Permitmen may take part in the discussions and make complaints, but are not allowed to make motions or take part in voting.)

\*\*\*  
**ALCOA PLANTER, May 19—** Chairman, Percy Boyer; Secretary, Edward Cole. Delegates reported no beefs or overtime in dispute. New Business: Delegates instructed to contact SIU Hall when ship hits port to have repairs attended to. Education: Members urged to read agreement and other Union literature. Men told to reread agreement before going to department head with a beef. Such a precaution can save embarrassment. Crew baseball gear to be removed from lockers of a few men and redistributed among entire crew. Motion carried to let any and all SIU men eat aboard the ship while in port.

\*\*\*  
**ALCOA ROAMER, May 27—** Chairman, W. L. Epton; Secretary, M. A. Machel. Delegates reported everything in running order. New Business: Motion carried to get clarification of the sailing from Paramaribo to Paramaribo. Motion carried to have repair list made up. Good and Welfare: Suggestion that delegates see about new inner-spring mattresses for crew.

\*\*\*  
**WARHAWK, May 30—** Chairman, E. Walker; Secretary, R. McCarthy. Delegates reported small bit of overtime. Good and Welfare: Discussion on Seafarers Welfare Plan, crew on record as 100 percent behind it. Repair list made up and distributed among crew.



\*\*\*  
**SWEETWATER, June 19—** Chairman, J. Murray; Secretary, W. Kehrwieler. Ship's Delegate reported that he had exchanged ship's library with another SIU ship in port. Good and Welfare: Two Masters-at-Arms elected to keep order. Second Cook brought before the crew for discussion. Man at present on probation for fouling up on another ship. Men had gotten drunk and fouled up in two ports. Crew preferred charges against him. Deck Delegate reported that there is no bonding cable or gastight covers

for lights on deck. Both constitute fire hazards while discharging. Captain to be consulted in matter.

\*\*\*  
**BETHORE, May 26—** Chairman, Ralph Byrd; Secretary, William Dawley. Delegates reported on books and permits in their departments. Motion carried to see Coast Guard about Chief Mate who left the bridge of ship while on watch both at sea and in port. Discussion held on Union's Overseas LOG, which was received in Panama.

\*\*\*  
**PETROLITE, May 7—** Chairman, J. Bourgeois; Secretary, H. Rosenstiel. Delegates had no beefs to report. Motion carried to send letter to Headquarters reporting Permitman for missing ship in Port DeBouc, France. Motion carried to prefer charges against a member for performing in each port and being unable to stand watches.

\*\*\*  
**PETROLITE, May 27—** Chairman, J. Sturm; Secretary, H. Rosenstiel. Charges against a Brother withdrawn when it was found he had not been called for watch he missed. Delegates reported no beefs. Ship's Delegate to see Chief Engineer about promoting a man to fill Engine Maintenance job. Report on Seafarers Welfare Plan read and approved by all hands. Good and Welfare: Crew requested that company pay vacation money due men at payoff.

\*\*\*  
**BIENVILLE, May 30—** Chairman, R. French; Secretary, F. Roman. Delegates reported on number of books and permits in their departments. Motion defeated to include day men on weekend gangway watches. Motion carried to mail a report to New Orleans on men who had missed the ship.

\*\*\*  
**ALCOA CLIPPER, April 23—** Chairman, Jack Linch; Secretary, Dick Trawick. Deck Delegate reminded men they are to be aboard and ready to turn to at 8 AM in New Orleans and Mobile. Ship's fund reported as standing at \$29.48. Motion carried to elect new Ship's Delegate as present Delegate has served for three voyages and crew wishes to rotate job. Victor O'Brian elected as new Ship's Delegate. Motion carried to show six movies during trip, three at 6:30 and three at 8:30. Good and Welfare: Agreed that each department rotate in selecting movies and one man in each department learn how to operate projector.

\*\*\*  
**FAIRPORT, May 21—** Chairman, C. J. Nall; Secretary, John E. Harris. Ship's Delegate resigned and G. H. Coker elected to take his place. Deck Delegate reported beef over firing of a few crewmembers. New Business: Motion carried that no Brother sign off until given okay by Ship's Delegate. Good and Welfare: Notice to be posted in laundry reporting that washing machine is the property of the SIU and is not to be removed unless the ship lays up, when it is to be stored in the Mobile Hall.



# THE MEMBERSHIP SPEAKS



## Feature On Seafarers' Role In War Stirs Wife's Pride

To the Editor:

For many weeks, and especially since the series on "The Seafarers in World War II" has been published in the LOG, we have looked forward to each issue.

The LOG is becoming one of the best sources of information that people concerned with the merchant marine need to have. We appreciate your efforts in getting out so good a LOG.

As one reads the war history, we, whose men were riding those harrassed ships, learn only now of their bravery and gallantry and what those enemy submarines really did to our shipping.

### JUSTIFIABLE PRIDE

Perhaps we may be forgiven for our pride in what the Seafarers accomplished and for feeling that they, too, are worthy of the name, Veterans of World War II.

As to the compulsory vacation and the pro and con arguments it raised, it would seem that the Headquarters membership committee did a fine job in reaching the decision it did—that acceptance of the vacation check would signify the final payoff.

Our hope is that instead of four jobs for every six seamen, there soon may be six or seven jobs for each one.

### Ships' Papers Please Del Mar Seafarers

To the Editor:

We, the crewmembers of the SS Del Mar, want to thank the Brothers of the SS Puerto Rico and the SS Del Norte for sending us copies of their ships' papers.

We all enjoyed reading them and look forward to seeing the future issues. Keep up the good work.

Robert B. Callahan  
Ship's Delegate

At some future time, perhaps the families of seamen will have the assurance, through the welfare setups negotiated by the Union, that their children will be able to finish their educations.

We are watching the progress in this matter with deep interest.

With best wishes for continuing the excellent SEAFARERS LOG,

(Mrs.) Evelynne Siebert  
Long Beach, Calif.

(Ed. Note: Mrs. Siebert is the wife of SIU member William R. Siebert. The LOG appreciates her comments and her obviously sincere interest in matters concerning the welfare of Seafarers.)

## POP'S GOTTA BE A REFEREE, TOO



Ten-month-old Johnny Ramirez casts a longing glance at bubble-blowing gear used by his brother, Luis Jr., 4. Keeping the lads at peace takes all the steam out of their pop, Luis Ramirez, FWT.

## Family Of Late Ward Henderson Thanks Shipmates

To the Editor:

Below is a letter of thanks from Mrs. Marion McDuffie, sister of our late shipmate on the Catahoula, Ward Henderson. You can hardly know the glow of pride her letter brought to us.

It is the desire of our crew that this letter be printed in our next issue of the LOG in order that ex-members of our crew and all Brothers may be informed of the appreciation of the survivors of Brother Henderson. He was one of us but most important, he will always be us.

SS Catahoula  
The Crew

Crew of the Catahoula:

It is impossible for me to find words with which to thank you for the money orders which you sent to us in consideration of my deceased brother, Ward.

Not only am I deeply grateful for the thoughts expressed in your sending the money, but I truly want you to know that we appreciate every effort made to save my brother. I know that you did everything within your power.

If it is at any time possible, we would appreciate a visit from any of you. There are so many little things we would like to know. Each one of you will always be remembered by us and again, may I say, thank you.

Mrs. Marion McDuffie  
Eudora, Ark.

## Hub Longshoreman Blasts Flag Transfers

To the Editor:

I am a man 75 years old and have been a member of the AFL Longshoremen's Union for 51 years. I started working when all the ships were sail, instead of steam.

I have seen a lot of changes on the waterfront in our time but the one that hurts me most is to see the American shipowner putting his ships under foreign flags.

### SOUR ON US SHIPS

I am attaching a little piece I cut out of the Boston Post. It deals with what I am referring to. All the sugar that comes into the Port of Boston comes in foreign bottoms, and what gets my goat, they call themselves the American Sugar Refinery Company. What a mockery!

The same holds true of coffee and cocoa beans, except some cargoes taken in by Moore-McCormack ships. I sent a list of ships due in Boston last week to Frank Edwards, AFL radio com-

mentator in Washington. The list contained four British ships, two French, four Norwegian, two Greek, three Swedish, two Canadian and only two American.

### Fleischman Is Partner In Houston Tavern

To the Editor:

Having recently married and now being a partner in a little bar called the "Lighthouse," I would very much appreciate it if you would mail several copies of the LOG here for distribution to the Brothers.

As a point of possible interest, we are situated on the "turning basin," and the address is 1806 75th Street, Houston, Texas. I would appreciate it if you would post a notice in the LOG, as this will always be a place where the Brotherhood of the Sea is always welcome.

Walter N. Fleischman  
Book No. 38603

The funny thing is that the products they bring in are sold to the American housewife, but all are transported by foreign ships.

I hope the day will come when there will be a change for the better, so our seamen will be able to get berths easier than now.

I am a regular reader of the LOG. I have a couple of boys going to sea so I know what the conditions are.

Myles F. Kane  
South Boston, Mass.

## Passenger On Del Santos Praises Crew's Efficiency

To the Editor:

I am an officer in the Brazilian Air Force and after traveling for the first time of my life by boat, that is, of a commercial type, I took it as an obligation to write to you and compliment the men of your Union for the nice job they are doing. These men aboard the SS Del Santos were courteous and well disciplined. Each one knew his duties toward the ship and its passengers.

A Union having trained personnel like these men ought to receive a letter of commendation from every sea-passenger.

Mr. William Van Dyne, Steward on the Del Santos while I was on my trip down to my

### McHugh Family Thanks Steel Executive Crew

To the Editor:

I wish to thank the SIU crew of the SS Steel Executive in behalf of my mother, Mrs. Margaret McHugh, and family for the kindness and sympathy shown us during our recent bereavement.

The generosity and thoughtfulness of the SIU crew will always be appreciated and remembered.

(Mrs.) Margaret Wentworth  
Hamton, N. H.

country, is one who should be mentioned in this letter for his good work and attention.

Capt. H. V. Fattori  
Sao Paulo, Brazil

## ALAWAI SKIPPER 'RATES TOPS' WITH SEAFARERS CREW

To the Editor:

Another good Skipper has been found aboard the SS Alawai. The crew has the highest praise for Captain Ben Martin, a good guy who rates tops with everybody aboard our ship.

A reasonable guy, Martin is a big-hearted oldtimer, who has been going to sea for the past thirty years. And he came up the hard way from the foc'sie. Being on the same ship with him makes things pleasant, as we are like one happy family.

Some of the sailors aboard the Alawai have been going to sea for over 30 years themselves and they well remember the hardships that used to exist for seamen. When you run into a good man like the one skippering this ship, it sure makes life a happy one.

J. P. Morris, Ship's Del.  
F. H. Nelson, Deck Del.  
H. A. Taylor, Eng. Del.  
H. C. Gordon, Stwd. Del.

## 'Red' Gets No Lift Out Of Chateau Life

To the Editor:

A few days ago I got back to little old New York via the Pennsylvania Railroad. There are very few Pullmans I haven't been under. After viewing the meal prices on the diner, I believe the railroad is just a sideline.

My beach time at home afforded me the opportunity to look over our Pittsburgh Pirates. This year the club is playing under a handicap—no team. The Pirate score card looks like a Waterman over-time sheet. Our best pitcher, Murray Dickson, is showing great control—he hits the bat every time. If the team goes any lower they'll be playing in the "miner" league. Only one thing keeps Pittsburgh out of last place—the Cincinnati Reds. If I was Crosby, I'd turn Forbes Field into a golf course.

After the Bucs left town, the Cole Brothers Circus hit town. I managed to get "Hop-a-long" Cassidy's autograph and a souvenir from his famous horse—but I'm not allowed to keep it in the house.

At present I'm existing at the Chateau des Canines (Doghouse to you). Last night there must've been a grand party on the 13th deck—about 3 AM four kinds of wine passed my win-

dow. The elevator service here is great—good to the last drop. However, these surroundings afford three meals a day and a warm place to sleep. Confidentially, you can get the same things at Alcatraz and meet better class of people. Everyday I hear, "Lend me five till Monday," "Lend me five till my check comes in"—I lose more nickels that way.

Around the Hall things go on as usual. "Izzy" Levy will have to get a haircut soon. Local barbers are sending in sealed bids. Levy's the type of guy whose head is bald on the inside. One of our Brother Seafarers became the father of two baby daughters—both girls. He claims there's nothing to having a baby—think of the poor porcupine.

In closing, just a brief word about Waterman. The second trip on the City of Alma showed noticeable improvement in the feeding—the garbage can gained eight pounds. The fruit drink was given daily—a different orange being used each day. The barnacles scraped off in drydock wound up in the clam chowder.

And now, back to the shipping deck. I'm not saying shipping is slow but Paul Gonsorchik has been using the same piece of chalk for three weeks.

"RED" CAMPBELL



**SMOOTH SAILORS ON STONY CREEK**



These Seafarers aboard the SS Stony Creek said they didn't have much faith in the ship's barber so they decided to take the matter into their own hands. The shining results, standing, left to right: Thompson, FWT; Healy, AB; Efstathiou, OS; Dickens, Oiler; Photis, DM. Kneeling: Brown, NCB; Vourides, Steward; Gallagher, AB; Bickford, MM, and Diaz, Utility, who didn't have much hair to lose at the start and is experimenting with Bunker-C hair restorer.

**Lauds Baltimore Hospital's Performance On 'Deep Tank'**

To the Editor:

I hope there is a spot in the LOG for a bit of praise for the Baltimore Marine Hospital. For my money this hospital is tops, bar none, and I've been in my share of them from Canada to Europe and the Far East. The doctors here went into my deep tank (stomach) three times and it was a rough session for all of us. Just too much Seagrams down the main line, I guess. I'm out of the woods

now and hope to get out next week.

The doctors and nurses here give us the best treatment possible. I came here from Tampa, as I had been in here before and knew the place was the best.

There are quite a few of our boys in here now, but I've been here for three deals, so most of the crew has changed. Not many two trippers around here. As soon as I get the go ahead signal I'm going to head down to Tampa where I can bask in the sun and pick up about 50 pounds.

W. D. Warmack

**Del Monte Crew Pays Tribute To Ship's Purser**

To the Editor:

It does a person good to run across an unselfish man, especially in this crazy world of greed and hate that we inhabit today.

Aboard the SS Del Monte, we have a purser, Jerry Lurie by name, who formerly was an SIU member. He is without a doubt one of the most unselfish men I've met in my 23 years at sea.

**HARD-WORKER**

There has never been a time, regardless of the hours or loss of personal leisure time, that Jerry Lurie hasn't been in there working to keep things on a steady course for the crew's benefit.

The members of this crew feel that the unselfishness of this man should be noted in the SEAFARERS LOG.

We want all our Union Brothers to know his name.

Some day they may have the pleasure of sailing with Lurie as a shipmate.

Joseph S. Buckley  
SS Del Monte

**Benefactors Thanked For Aid To Rose Family**

To the Editor:

I wish to thank the Brothers of the New Orleans and Philadelphia Branches for their contributions toward helping me to replace my home, which was destroyed by fire last March.

Daniel Rose  
Harkers Island, N. C.

**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.

**SIU Wife Says Seamen Rate Stay At Home After Year**

To the Editor:

I have read Brother Nigro's letter in the last issue of the LOG with interest and thank him for what he said about compulsory vacations. I agree with him.

Really I don't know what has gotten into some of the seamen's wives who think that 12 months on one ship is not long enough. I agree with Brother Nigro that a guy who can't ever get home might find love and understanding some other place.

Then the poor wife hasn't got anyone to blame but herself. I wonder if some of these wives ever thought about going to work so that her husband would be financially able to spend some time ashore now and then with his family.

I am sure a conscientious wife

**Brothers Suggest Benefits For Union's Welfare Plan**

To the Editor:

My viewpoints on the welfare fund are as follows:

If it should be decided to use the fund strictly for pensions, then a minimum age of eligibility and a minimum length of active sea service for eligibility, should be determined and set.

I think the minimum age should be established at somewhere between 50 and 55 years. The minimum sea time should require proof of at least 20 years of discharges.

If the plan is to include other items than pensions, it should also include some payment for men who are taken ill or injured while ashore and not eli-

gible for other forms of compensation.

**EXAMPLE**

For instance, a man gets appendicitis ashore and goes to the hospital for two or three weeks. At that time he is discharged but not fit for duty for another two weeks.

It is my contention that this man should be paid \$30 or \$35 for the two weeks he is out of the hospital but unable to go to work.

Shelly C. White

~ ~ ~

To the Editor:

My suggestion is that the welfare fund be used for retirement of members who are physically unable to go to sea on account of permanent disability, or age. That is, those who cannot pass the company doctor.

William H. Moody

**New Building Good News To LaFitte Crew**

To the Editor:

The Jean LaFitte is "Far Easting" under the able command of that lovable old master of no one's fate, "Red Lead" Anderson.

However, at our last fire and boat drill, it was discovered that so far no one has jumped over the side.

We got an Overseas Edition of the LOG at Honolulu and the account of our plans for securing a new Hall for New York was interesting, as well as good news for all hands, especially those of us who have sweated out meetings at 51 Beaver Street.

**PREFERS LOG OVERSEAS**

I hope you will continue with the Overseas Edition of the LOG, in place of the Ship's Bulletin. Though it is only four pages, it at least is part of an original LOG and has, I think, much better coverage of news than the Bulletin.

The enclosed yarn, which you may be able to use was built on imagination and, of course, doesn't reflect a true experience.

R. M. Guild  
SS Jean La Fitte  
Yokohama, Japan

(Ed. Note: Guild's yarn will appear in a forthcoming issue of the LOG.)

**Personal Columns Score Twice For Log Readers**

To the Editor:

I extend my appreciation to the SIU for the wonderful cooperation I received in transmitting a message to my son through the LOG. It is such a comfort to know the LOG is ready to help family contacts in whatever emergency may arise.

Mrs. Anita Da Fermo  
Philadelphia, Pa.

~ ~ ~

To the Editor:

Just a note to tell you how grateful I am to you for your kindness in putting an ad for me in your personal column. I have heard from my son through your wonderful paper, the SEAFARERS LOG. Many, many thanks.

Mrs. Florence Johnson  
Boston, Mass.

**Log-A-Rhythms**

**Back To The Ruth**

by John D. McLemore

I shipped on the Ruth—  
To tell you the truth  
She was a rolling good ship.  
She was covered with rust—  
Insist, I must.  
So give me none of your lip.

We proceeded to sea,  
The ship and me,  
And so did the rest of the crew.  
The Bosun, I hate  
And also the mate—  
They gave me work to do.

They turned the crew to,  
To do soogie-woo,  
And clean and polish "Charley Noble."  
The Bosun, he cried,  
When me he spied,  
"Mac, you can come on the double."

To me he handed,  
A hammer (left handed),  
And told me to chip off the deck.  
"Chip the rust right  
Down to the bright,  
Or I will break your blooming neck."

I hit and I banged,  
And I'll be hanged  
If I didn't chip it right down  
'til a hole I'd made,  
Big as a whale's head,  
When the Bosun took a look  
'round.

"Say, Mac," he said,  
"You're a wooden head,  
So, for ev'ry bit of your trouble,

You can keep on hitting,  
Which is only fitting,  
'til you reach Davey Jones in a bubble."

So I chipped all day  
In my dreary way  
'til I reached the place of the bright.  
Then I knew I was dead  
For it was bright—red  
And Jones was giving me a fright.

"Say, Mac," quoth Davey,  
"You're not in the navy,  
So you can put your hammer away,  
And grab swab  
And bucket, you slob,  
For down here you're now to stay."

So I worked all night  
With all my might  
And when the next morning came,  
Then along came Davey—  
"You're not in the navy,  
So work all day at the same."

From can to cain't,  
'til I was ready to faint  
I swabbed out Davey's lockers;  
I polished the brass  
And shined the glass  
While Davey stood by as a mocker.

"Oh, Davey," I pled,  
"Let me to bed,  
And you can work me tomorrow."

I'll shine your brass  
And do it fast,  
But, please, spare me this horror."

Davey Jones said, "Mac,  
This is a fact—  
You're nothing but a lazy rope-chocker,  
All that you dare  
Do is loaf and swear,  
And eat and cheat playing poker.

"And, so, with you  
There's nothing to do,  
But send you back to the Ruth,  
And, to them, tell  
That even in hell  
You could not tell me the truth."

So, now I'm back,  
Painting the stack  
On board the beautiful Ruth.  
The Bosun is swell—  
The mate, do tell,  
Is a gentleman, forsooth.

So, listen, my boys,  
Make no great noise  
When the Bosun puts you to work—  
Do the best you can  
With the tools at hand,  
Keep putting out 'til it hurts.

Then Union men'll say,  
As you're on your way,  
"There goes a man, a darned good fellow,  
He'll give you a hand,  
He's a Union man,  
And his back's not colored all yellow."



# The Seafarers In World War II

By JOHN BUNKER

## CHAPTER II

### THEY MADE THE BEACHHEADS

#### PART II

So well known and so often told is the story of the Normandy invasion in 1944 that there is no point in describing that tremendous operation here.

Thousands of SIU-SUP seamen took part in the initial beachhead operations and in the vital line of supply that followed, from D-Day till the German surrender.

These men had a part in landing the 2,500,000 troops, the half-million trucks and tanks, the 17,000,000 tons of ammunition and supplies that were put ashore at the beachheads in Hitler's "fortress Europe" during the first 109 days after D-Day. The flow of material was almost beyond comprehension!

#### SEAFARERS VOLUNTEERED

Many Seafarers were also among the 1,000 merchant seamen who volunteered to sail to the Normandy beaches the 32 American merchant ships that were scuttled to make the emergency breakwater—the "miracle harbor" along the Normandy coast.

As they steamed their breakwater fleet from British ports on the eve of invasion, theirs was a most hazardous task, for everyone expected the coast of France to erupt in a hell of flame and shell as soon as the ships were sighted by the Germans.

That this did not happen to the extent that it was anticipated did not detract one whit from the courage of the seamen who volunteered for this extremely dangerous operation.

Among these sunken ships at the Normandy beachhead were a number well-known to old-timers—ships that had been sailed along the ocean sea lanes for many years by men of the SIU and the SUP.

#### OLD SIU FRIENDS

There was the old Kofresi of the Island trade (named after a Porto Rican rum, she was); the West Nilus, Illinoisian, Kentuckian, Alcoa Leader, Pennsylvanian and Robin Gray.

Three SIU Liberties were among the breakwater ships, too: the Matt W. Ransom, Benjamin Contee and James W. Marshall. All of them had seen thrilling action and were consigned to "operation scuttle" as unfit for further service.

The Marshall (SUP) had been bombed and gutted by fire at Salerno. The Matt Ransom had been torpedoed and then brought into port by the heroic action of her crew. And the Benjamin Contee, while sailing in the role of a prison ship in the Mediterranean, was torpedoed by a bomber with large loss of life among Italian POWs.

#### HEADS-UP ACTION

Quick action on the part of her Skipper and merchant crew calmed the panic among hundreds of rioting troops; kept the tragedy from becoming a disaster of huge proportions.

Seafarers have vivid memories of the shuttle run which operated after D-Day between the United Kingdom and Normandy and, later, to French and Belgian ports.

Some 150 ships, mostly Liberties, were assigned this monotonous and far from placid service by the War Shipping Administration, plodding back and forth between England and the continent, trip after trip, and month after month.

"Channel ferries" the crews called them. A few hit mines, like the SIU-manned Colin Kelly,



Action off a beachhead, as enemy tries to keep American supplies from being landed. At top right are barrage balloons, to keep planes from flying too low.

and ended their careers for good in the English Channel and the channel ports.

SIU ships braved the buzzbomb barrage with supplies for the port of Antwerp, where at times a buzzbomb fell on the city and its environs every ten minutes.

#### "SWARM OF BEES"

Seafarers will recall seeing those eerie, crewless missiles sailing through the sky over Belgium, trailing flame from their tails and droning like a huge swarm of bees while ack-ack tried to knock them down.

When the droning stopped it was time to "hit the ditches" for the buzzbomb was on its way to earth.

The SIU-manned SS Bayou Chico was the second ship up the canal into the old city of Ghent in Belgium, and was cheered by the populace as she steamed along the waterway with her holds full of Army supplies.

It was in the Pacific—land of the kamikaze—that SIU and SUP ships experienced some of the hardest and most costly fighting of the war at sea, as Jap bases fell before the northward advance of American troops from Guadalcanal to Okinawa.

Innumerable were the instances of heroism and high courage as Seafarers took their ships up the long, battle-scarred Pacific from island to island and beachhead to beachhead.

In February of 1942, the SS Admiral Halstead (SUP) earned a citation unique among merchant ships, when six of her crew received the Distinguished Service Medal of the merchant marine for defending their ship with two machine guns against heavy assaults by Jap bombers.

The Admiral Halstead was the only ship of 12 in Port Darwin to escape being sunk, discharging her cargo of gasoline and ammunition for Australian troops, and escaping the Japs to participate in more Pacific action.

In August of 1943, the Japs were flushed from New Georgia in the Solomons and Army troops re-took the Aleutians. Then came the four-day bloody battle at Tarawa, followed by invasions at Kwajalein in the Marshalls, at New Britain and Hollandia. By July of 1944, Saipan and Tin-

ian had been won, followed shortly by another victory at Peleliu.

Then came the biggest show yet staged in this amphibious war, as a seaborne juggernaut of 600 ships by-passed hundreds of miles of enemy-held territory and landed on the eastern side of Leyte Island in the Philippines.

SIU ships were up front here, as usual, fighting with guns and guts as the Japs pounded the beachhead with everything they could muster.

#### KAMIKAZES MAKE APPEARANCE

It was at Leyte that the Japs launched the strangest weapon ever used in war—the "kamikaze" or "divine wind," the one-way bomber flown by suicide pilots willing to sacrifice themselves as human bombs in an attempt to win the war for Nippon.

An early victim of the kamikaze was the SS Thomas Nelson, a Calmar Liberty hit off Dulag in Leyte Bay while still crowded with some 630 Army troops and loaded with gasoline and ammunition.

Her gunners blasted a suicide plane which made a run at the ship but the Jap hit his target, nonetheless, his two exploding bombs turning the freighter into an inferno of flame, with 213 soldiers killed, wounded or missing.

Gunners of the Liberty ship Matthew P. Deady (SUP) bagged two Jap planes at Leyte, but the ship was bombed and set afire with considerable loss of life among soldiers and crew.

In December of 1944, a convoy of ammunition-laden ships, including the Liberty John Burke, was attacked by kamikazes. One hit the Burke square on, blowing her up with the loss of every man aboard. Not a bit of wreckage was left to mark her place in the convoy.

Another SUP-manned Liberty, the Lewis L. Dyche, was hit by a kamikaze in January 1945, at Managrin Bay during the Mindoro invasion. She, too, was obliterated. There were no survivors.

And so it went in almost countless dramatic actions that cannot possibly all be recorded here.

It was in the invasion of Leyte that the Liberty ship Adoniram Judson won a special niche for herself in the annals of the war, by not only delivering vital landing mats and 3,000 barrels of high octane aviation gasoline for the captured airfield at Tacloban, but by providing the principal air protection there for several days.

#### GALLANT SHIPS

For this the "Ad" Judson was honored by the US Maritime Commission in being named a Gallant Ship of the merchant marine, a distinction accorded only a few ships throughout the war.

Another Gallant Ship was the SS Marcus Daly (SUP). This Liberty and her crew won a commendation from General Douglas MacArthur for shooting down at least three Jap bombers, and for defending the docks at Leyte with her guns.

Despite her fire-spitting Oerlikons, and the accurate shot from the flaming three-inch fifty on her bow, a kamikaze smashed onto the Marcus Daly on Christmas Day, 1944, blasting huge holes in the deck and sides and ripping the steel plating of the ship like paper, while flames shot high in the air and jagged pieces of steel showered the area in a deadly hail.

More than 1,000 soldiers were aboard the Liberty at the time, and some 200 were killed and wounded in the suicide attack.

Another episode of the role of SIU crews in World War II will appear in the next issue of the SEAFARERS LOG.



# Minutes Of A&G Branch Meetings In Brief

**MOBILE** — Chairman, S. P. Morris, 44484; Recording Secretary, J. Carroll, 14; Reading Clerk, H. Fischer, 59.

Branch minutes read and concurred in. Port Agent discussed shipping, which showed a slight improvement over previous two-week periods. He said that teamsters' strike in Gulfport had been settled and that in near future the Alcoa ships would be running into Gulfport to discharge, then come to Mobile for payoffs and sign-ons. He concluded his report saying he expected approval from Headquarters on recreation deck furniture, as soon as all Branches had accepted the minutes in which recommendations appeared. Motion carried to accept Headquarters report to the membership as read. Secretary-Treasurer's financial report read and approved. Meeting adjourned at 7:30, with 50 members present. Slim attendance was due to bus and cab strike. Members who had no means of transportation were excused.

**NEW YORK**—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, John Arabasz, 29836.

Minutes of all previous Branch meetings read and accepted. Secretary-Treasurer's financial report read and approved. Port Agent said that shipping was on the slow side, with some of our good ships in lay-up. He mentioned Robin Line's four ships as among those affected. In Headquarters report, Secretary-Treasurer announced that the Welfare Plan would begin operating next month, and that the negotiations with Cities Service for a complete contract had been resumed following the end of the NLRB hearing of unfair labor charges against the company. Steps are already being taken to pro-rate the back pay due the men fired from the CS fleet for union activity—the total sum is \$150,000. Men will be taken in two groups, those fired prior to January 1949 and those fired after that. All hands will be kept informed of full details on this matter, he said. The Secretary-Treasurer introduced the crew of the Canadian District-contracted Inverness County, who attended the meeting during stopover of their ship in New York.

**NEW ORLEANS** — Chairman, Leroy Clarke, 23062; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

Minutes of other Branch meetings accepted as read. Port Agent stated that shipping has fallen off since the last meeting, and that the outlook for shipping was not good. He said that only four ships are scheduled for pay-offs in the coming two weeks. The Bisso strike is continuing and it looks like a long, drawn-out affair. The company's work on the river has practically stopped and the MAW will not let up until Bisso agrees to negotiate a union contract, the Agent said. He reminded men that deadline for registration is Friday and that all hands wishing to vote in July 25 local elections should register at once so we can help elect pro-labor people. Charges and Trial Committee's reports read and accepted. Meet-

## A & G Shipping From June 7 To June 21

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....				(No Figures Received)				(No Figures Received)
New York.....	135	149	151	435	66	72	78	216
Philadelphia.....	28	23	22	73	24	18	16	58
Baltimore.....	77	66	53	196	49	51	33	133
Norfolk.....	9	15	10	34	23	17	12	52
Savannah.....	7	3	4	14	4	—	—	4
Tampa.....	24	16	14	54	11	7	13	31
Mobile.....	30	23	35	88	42	35	34	111
New Orleans.....	39	55	48	142	48	63	84	195
Galveston.....	19	22	29	70	5	9	8	22
West Coast.....	26	29	24	79	24	32	23	79
<b>GRAND TOTAL.....</b>	<b>394</b>	<b>401</b>	<b>390</b>	<b>1,185</b>	<b>296</b>	<b>304</b>	<b>301</b>	<b>901</b>

ing adjourned at 8:10 PM, with 418 members in attendance.

**SAN FRANCISCO**—Chairman, Jeff Morrison, 34213; Recording Secretary, M. Darley, 100931; Reading Clerk, J. Dunn, 44365.

Minutes of all Branch meetings read and approved. Agent reported that shipping had been good for the past two weeks, with two ships paying off and a number calling in transit. Communications requesting excuses from meeting were read and three Brothers were excused. Under Good and Welfare discussion centered on Branch's new quarters. Agent pointed out that SIU men had full privileges of building, and all hands seemed to think that moving to new SUP building was in the best interests of the membership here. Meeting adjourned at 8:10 PM, with 28 members present.

**BALTIMORE** — Chairman, Al Stansbury, 4683; Recording Secretary, G. A. Masterson, 20287; Reading Clerk, D. Stone, 1996.

Motion carried to concur in Trial Committee's recommendations as read. Minutes of previous meetings in all Branches read and approved. Motion carried to refer excuses to the Dispatcher. Motion carried to concur in Headquarters report as read. Baltimore Hospital Committee's report was read and motion carried to accept. Port Agent discussed current shipping situation and outlined prospects for the coming weeks. Under Good and Welfare various subjects were discussed. Attention was centered on failure of some members to advise their families of their whereabouts, thus causing extra work and difficulties at the Branch. Meeting adjourned at 7:40 PM, with 362 members present.

**PHILADELPHIA**— Chairman, S. Cardullo, 24599; Recording Secretary, Gerald Stillely, 51055; Reading Clerk, Don Hall, 43372.

Reading of previous Branch minutes; motion carried to accept as read. Port Agent discussed shipping, reporting that it had been slow for the past couple of weeks. He also said that the Branch was looking for new quarters as the rent in the present place had been tripled. Motion carried to concur in Headquarters report to the membership. Under Good and Welfare members discussed Union matters in general, several men pointing out that they feel satisfied now that New York is at last getting a decent hall. Also discussed were possibilities of purchasing Hall for Philly, but

it was pointed out that prices are too high here at present. Meeting adjourned at 7:50 PM, with 145 members present.

**GALVESTON**— Chairman, Keith Alsop, 7311; Recording Secretary, J. Allen, 38395; Reading Clerk, C. M. Tannehill, 25922.

Motions carried to concur in previous Branch minutes, and Headquarters report to the membership. Port Agent spoke on shipping in this area. Patrolman-

Dispatcher's report was read and accepted. Motion to adjourn carried at 7:20 PM.

**TAMPA**—Chairman, C. Starling, 6920; Recording Secretary, N. Ellis, 16; Reading Clerk, J. Williams, 7161.

Motion carried to accept minutes of previous Branch meetings as read. Agent discussed shipping, which dropped only slightly from previous two-week period. Motion carried to concur in

Headquarters report to the membership. Under Good and Welfare, discussion took place on various subjects, with compulsory vacations and welfare plan drawing principal attention. 49 members were present when meeting was adjourned.

**SAVANNAH**—Chairman, Jeff Gillette, 37060; Recording Secretary, George Boney, 51297; Reading Clerk, Bud Bryant, 25806.

Minutes of previous Branch meetings and Headquarters report to the membership read and concurred in. Agent pointed out that shipping dropped off a bit in the last two weeks, with the only action coming from Jacksonville on two coastwise ships calling there. He said he had visited the Cities Service ship Fort Hoskins in Jacksonville drydock. Barbers in Savannah are putting on an organizing drive and the AFL Retail Clerks are stepping up there activities in this port. Aid is being sought from all sections of the labor movement, including the Seafarers. A five-man committee elected at the meeting recommended that J. H. Maxey be allowed to ship in Stewards Department.

# Personals



### JAMES FRANCISCO

Contact your home immediately. Your mother is very ill.

### JOSEPH BLANK

Your mother is not feeling well, and is very anxious to hear from you. Her address: 1820 N. Dallas Street, Baltimore 13, Maryland.

### ROBERT B. FELCH

Your mother is worried because she hasn't heard from you. Get in touch with her as soon as possible.

### RAYMOND GONZALES

Contact Buck Stephens at the New Orleans Hall.

### GILBERT MUIRHEAD

Contact Benjamin B. Sterling or Marvin Schwartz at 42 Broadway, New York City.

### THOMAS THOMAS DONALD (DUKE) FISHER

"I am waiting to hear from you at the New York Hall: Lewis P. Tabarrini."

### LEONARD MARSH

This Brother is in the hospital in Guam, and would like to hear from his friends.

### FREDERICK N. MEINERTH

It is important that you get in touch with Blackie Gardner at Headquarters, New York, at once.

### WALTER HENRY HOFFMAN

Get in touch with your sister Jean, or your parents, immediately.

### WILLIAM MATSOUKAS

Contact Okla Richards, Borough Park Welfare Center, 50 Court Street, Brooklyn 2, New York.

### NICK MARTIN

Your wife asks that you write her at 23 Cooney Avenue, RD 2, Trenton, New Jersey.

### JAMES T. FLYNN

Benjamin J. Russo, 84-06 109th Street, Richmond Hill 18, New York, asks you to get in touch with him.

### WILLIS THOMPSON PABLO VAZQUEZ

Your gear, left with paymaster Costello of Carras, was forwarded to New York Hall.

### DIRK VISSER

The Netherlands Consul, Dr. E. V. E. Teixeira de Mattos, asks that you contact him at the Consulate, 10 Rockefeller Plaza, New York 20, New York.

### PATRICK EASTON

Contact Silas B. Axtell, 15 Moore Street, New York 4, New York.

### ANTONE S. LOMEGO

Get in touch with your wife at 36 Seymour Street, Hartford, Connecticut.

### LLOYD HUMBLER

Write to your sister, Mrs. Margaret Balko, 503 Marshall Street, NE, Minneapolis 13, Minnesota.

### WILLIAM M. KIERULF

Contact Lynwood Lord, 57 Cooper Street, Woodbury, New Jersey.

### TED BOLING

Get in touch with Albert Michelson, Russ Building, San Francisco, California.

### MARYAN REINKE

Contact John R. Ellis, 41-41 46th Street, Long Island City 4, New York.

### KARL A. HELLMAN

Mr. and Mrs. Frank Kelly are worried about you, and would like you to contact them at 204 South Royal Street, Mobile, Alabama.

### STEPHEN (SMOKY) SCEVIOUR

Communicate with A. M. Scott, Navco Road, Mobile, Alabama (phone: 6-4597), as quickly as possible. It concerns your insurance.

### MICHAEL P. MASEK

Your mother, Mrs. F. S. Shea, Sr., asks that you contact her at 622 May Street, Jacksonville, Florida.

## Money Due

Smith-Johnson ES Corp. has money due former crewmen of their ships, in the amounts stated below. The money may be collected at the company office, 60 Beaver Street, New York City.

### SS JOHN A. DONALD

Steve Colecki, .28; Harry Hayaski, 1.47; Jack A. Helms, 1.47; Seth B. Hinton, 1.47; George N. Kaeliwal, 14.12; Robert Layko, 1.47; Fred Murphy, 33.01; Simon H. Nugent, 1.47; Wilham L. Pinkham, 1.47; John Straka, 3.47; Gunnar K. Svalland, 4.35; Robert G. Templeton, .91; Jessie B. Voliva, 1.47; Steve Zouvelas, 4.35.

### SS JOHN GALLUP

J. Mikaljuas, 11.47; Otto J. Stenmo, 12.35.

### SS PONTUS H. ROSS

Alli Nasroen, 4.20; Berkely H. Peters, 4.20; Nicholas Sargent, 4.20; Bobby L. Wilson, 4.20.



# Merchant Seamen May File CS Men Who Won Back Pay, Reinstatement For State Absentee Ballots

Listed below are the men, named in the stipulation agreement signed by Cities Service Oil Company, who are eligible for reinstatement and back pay. See story on page 1.

Merchant seamen, who have their legal address in states permitting absentee voting, may cast their votes in state, local and primary elections, by applying to the Secretary of their home state for an absentee ballot.

Here are the steps involved:

1. Obtain a postcard application from any of these sources:  
Office of the Maritime Administration, Department of Commerce  
United States Coast Guard  
Shipping Commissioners  
Local Union Headquarters  
United Seamen's Service Clubs  
Seamen's Institutes  
Shipowners
2. Fill in every item on the postcard, being careful to print your name, the name of your ship and operator, the address to which the ballot should be sent, and then sign it with your full name under oath.
3. Mail the postcard, (airmail postage free in United States mails) to the Secretary of State at the capital of the State in which you have a voting residence.

4. Upon receipt of the State absentee ballot, execute it in accordance with instructions which accompany it.

Where permitted by State law, as indicated on the ballot or accompanying instructions, the oath may be taken and attested by a Warrant or Non-Commissioned Officer of the Army or Navy, or by Masters, First Officers, Chief Engineers and Pursers of vessels documented under the laws of the United States.

5. If the State ballot material is so firmly stuck together when received that it has to be opened forcibly, open it in the manner least injurious to the material.

After executing the ballot, seal the envelope in the most practicable way and write the following statement on the back of the envelope. "Envelope flap was stuck when received, requiring forced opening before voting."

This statement should be signed by the voter and the person administering the voter's oath.

6. Mail the executed ballot (and oath, if on separate paper) in the return envelope provided therewith, free of United States postage including airmail, to the addressee named on the envelope or in the instructions.

7. An application for a State absentee ballot may also be made by means of a personal letter mailed to the Secretary of the State in which the applicant has his voting residence, or in such other manner as may be prescribed by the law of such State.

If a member of the merchant marine desires further information with respect to registration, or his eligibility to vote, he should write to the secretary of the State in which he has a voting residence.

- AUBAIN, PAUL
- CARLIN, MICHAEL
- CONDRA, WILLIAM J.
- ANDERSON, ROBERT
- BAMBERGER, EDWARD W.
- BLANDING, WILLIAM
- EBERHARD, PETER
- GOFF, WILLIAM
- PARADISE, LEO
- HAMMONS, HOWARD
- KNOWLES, RALPH
- KRESS, CARL A.
- LA POINTE, ROGER
- MURPHY, GEORGE
- PELLERIN, GEORGE
- RUPEIKIS, JOHN
- SMOKONICH, JOSEPH P.
- ULRICH, PAUL
- WELCH, JAMES F.
- ABREU, JOSE
- BRENNER, WARREN P.
- BYRD, ROBERT J.
- CABIROY, DAN
- CARTWRIGHT, LOUIS W.
- GAWRYCH, CHESTER
- GUERRERO, ORLANDO LEON
- HARTMAN, ANTHONY E.
- KENNEDY, WILLIAM E.
- KINGSLEY, ARTHUR
- LINDBERRY, THEODORE
- LITTLE, CHARLES W.
- LOWE, RICHARD HERBERT
- MacDONALD, WILLIAM F.
- MILLER, FRED L.
- MOORE, JAMES
- O'BRIANT, VICTOR
- ROBERTS, KENNETH L.
- SCHMIEDEL, FRANK
- SHEFFIELD, RALPH
- TARRANT, WILLIAM J.
- VIERRA, JOHN
- WILLIAMS, HUGH
- CREMEANS, JOSEPH
- FALASCA, JOE
- GREUX, JEAN
- MAGRAS, PIERRE
- VITCAVICH, STANLEY
- EARLY, NORMAN D.
- GOLDMAN, KENNETH P.

- IRVINE, GEORGE H.
- SIEMS, HENDRIK F.
- MULLOY, CHARLES D., Jr.
- SPEAR, BOYD
- BOBINSKI, EDWARD F.
- HICKEY, ANTHONY
- LISSNER, JOE
- MIKULSKI, HENRY
- KAPUSTYNSKI, MICHAEL
- MORRIS, THEODORE
- McHUGH, JOHN D.
- KRISTIANSEN, EUGEN
- LUNDQUIST, ROY C.
- SCANLON, DONALD
- TRIANO, ALEXANDER
- BEYE, JAN J.
- BOSSICK, STANLEY
- CALDERIA, ANTHONY
- CARR, ROGER J.
- DINWIDDIE, WILLIAM R.
- GARNER, CHARLES R.
- LIBBY, FRANKLIN L.
- McGANN, FRANCIS
- MILTON, WALLACE
- PETERSON, MICHAEL
- VILLA, GIL
- MATURA, RUDOLPH
- PETERSON, RICHARD J.
- ADELL, RICHARD A.
- BARRENA, GEORGE
- BRACE, ROY
- BOWSER, RONALD
- COWDREY, ROBERT
- JORDAN, JOHN
- KISMUL, TOROLF
- MOON, DURAND
- NELSON, HARRY
- THOMPSON, JOHN
- CECCATO, EUGENE
- SPENCER, PAUL
- SUAREZ, PEDRO A.
- GANNON, WILLIAM E.
- CABRAL, EUGENE E.
- CRANE, THOMAS P.
- VAN ALSTINE, DONALD E.
- NUGENT, CHARLES W.
- KECKLEY, CHARLES L.
- BARTLETT, PAUL
- CHAMBERLAIN, VINCENT
- PAULECK, EDWARD

- SULLIVAN, JOHN
- WARTELSKY, SAUL I.
- STEIN, FREDERICK
- STRAUSS, BENJAMIN
- ORENZ, JOHN S.
- COATS, IRA K.
- DuPOIS, JACK
- McDEVITT, JAMES T.
- EBERDINO, GEORGE W.
- WYSOCKI, CHARLES
- LaROCQUE, VANNY
- OSTROWSKI, WALTER
- ROWE, JOHN
- KASATIS, ALFRED
- ARNETT, GILBERT
- HAUSER, FRED
- MAHER, FRANCIS J.
- GARCIA, ANTHONY
- McNEILL, THOMAS
- GARDNER, EARL WM., Jr.
- BARRETT, DAVID W.
- HALL, ROGER
- WINGS, FREDERICK
- PERAGALLO, JOSEPH
- LARSEN, KITTEL
- KAGLER, ERIC
- MYERS, FRED
- BOWDON, LOUIS
- HALL, REMUS
- TOLBERT, BEN
- WHALEN, WILLIAM
- CODDINGTON, DONALD D.
- McHUGH, LESTER
- MISKINIS, JOSEPH L.
- PEPE, JAMES
- REGES, MICHAEL
- SCOTT, WILLIAM
- TAFLEWITZ, BENJAMIN
- MOLINEAUX, EDWARD V.
- SMOLLEN, EDWARD
- SIMPSON, ALLEN
- PETERSON, MICHAEL
- CONNE, PAUL
- LEO, ROY
- BROWN, CLAUDE A.
- FRANK, WILLIAM
- BARRY, DAVID J.
- O'KEEFE, PATRICK E.
- GOFF, WILLIAM
- STEELE, GAVIN C.
- MONROE, JAMES

## Pres. Green Says One Federation Is Labor's 'Must'

GRAND RAPIDS, Mich.—AFL President William Green told the Michigan State Federation of Labor that "there must be a single united labor movement in this country" if organized labor is to surmount its most serious problems.

Speaking at the Michigan Federation's annual banquet, Mr. Green said:

"Many of the most serious problems we face today can be traced to the lack of unity in the ranks of labor. As Samuel Gompers taught us, unity is labor's greatest asset. A divided labor movement cannot exert the economic and political power necessary to cope with the efforts of reactionary big business interests to restrain the progress of the nation's workers.

"I say to you here and now that there is no valid or justifiable reason to prolong disunity in the organized labor movement of America.

"In order to protect the interests of the nation's workers effectively, there should be and there must be a single, united labor movement in this country. I am happy to inform you that the American Federation of Labor is doing everything in its power to promote peace and unity in our trade union movement.

"At its recent meeting in Philadelphia, the executive council urged the Congress of Industrial Organizations to name a committee to confer with a like committee representing the American Federation of Labor for the purpose of drafting a plan to bring about organic unity and a merger of the two organizations.

"It is my sincere hope that such conferences will be held in the near future and that they will successfully accomplish the goal we seek — a united labor movement so large and so powerful that those who now boldly challenge us on the economic and political fronts will be forced to retreat."

## New York Issues New 'Record Of Employment' Slip

ALBANY, June 26—In the second of two far-reaching changes to be introduced in unemployment insurance administration in New York State since the start of the current benefit year June 6, employers will be required—beginning July 1—to give an official employment record slip to any employee who is laid off, dismissed or who quits his job.

### RED TAPE CUT

The first change, which took effect with the start of the benefit year, cut red tape by giving local unemployment insurance offices full responsibility to settle disputed claims formerly settled through correspondence and remote control by the central Claims Bureau of the State Labor Department's Division of Placement and Unemployment Insurance at Albany.

The second change, provided by an amendment to Unemployment Insurance Regulation 28 promulgated by Industrial Commissioner Edward Corsi, extends a system that has been in effect on an experimental basis with a limited group of firms for the past year.

It is expected substantially to improve the handling of benefit claims by speeding the settlement of valid claims, expanding employment opportunities for unemployed workers, and tightening controls against unnecessary or questionable benefit payments. The regulation requires a "Record of Employment" slip when-

ever an employee is separated, except that where layoffs are intermittent no individual employee need be given more than one slip in any calendar year, nor is a slip required at all for layoffs of less than four days.

The "Record of Employment" slip will give every separated employee notice of his right to apply for unemployment benefits and clear evidence of his insured employment; and subsequently, if a benefit claim is filed, the slip will be used to give notice of filing of the claim to the employer who issued it.

An employee, losing or quitting a job after July 1, will be instructed to keep the "Record of Employment" slip and, if he should apply for unemployment benefits thereafter, to turn it in with his claim, together with all slips he may have from other previous jobs.

The slips will permit the insurance office immediately to identify the firms with which the claimant had insured employment, and their use is expected to speed claims settlement and reduce disputes over earnings.

### KEEP "RECORD"

Tighter payment control is expected since the notice will give employers whose accounts may be charged, as well as the last employer, opportunity to give the unemployment insurance office timely information if they know any legal reason why the claim should not be paid.

Representatives of the Division of Placement and Unemployment Insurance throughout the State are soliciting the cooperation of unions in emphasizing to their members the importance of keeping all "Record of Employment" slips received from former employers — whether a claim for benefits is filed at the time or not.

Wallet-like unemployment insurance record books are being issued to benefit claimants as a convenient holder for preserving slips received from employers in the future.

### JOB RECORD NEEDED FOR JOB INSURANCE

Got one?



When you lose your job (or quit) your employer is required to give you

### A RECORD OF EMPLOYMENT SLIP

as evidence of insured employment with him in that calendar year

If your last job was insured and you didn't get a slip... go back and ask for it

KEEP ALL RECORD OF EMPLOYMENT SLIPS SAFELY IN YOUR INSURANCE RECORD BOOK UNTIL WE ASK FOR THEM

IF YOU DON'T HAVE SLIPS FOR ALL YOUR JOBS YOUR BENEFITS MAY BE DELAYED

STATE OF NEW YORK — DEPARTMENT OF LABOR  
DIVISION OF PLACEMENT AND UNEMPLOYMENT INSURANCE



# SIU Wins War Zone Coverage

Seafarers aboard contracted ships entering five zones along the China coast are protected against war risks by terms of riders supplementing the ships' Articles, Union Headquarters announced yesterday.

The riders will be attached to all Articles until agreement is reached with the operators on adequate bonus payments, personal effects allowances and attack bonuses.

The agreement on the war bonus payments will be made retroactive to the date that the Korean hostilities broke out.

Under terms of the riders now in effect, crewmembers of the affected ships will receive, in addition to basic wages and allowances, 100 percent of their basic wages while in the five specified areas rendered unsafe, including the waters around Korea.

Other provisions of the rider cover, among other things, attack bonus, war risk insurance, and personal effects allowance.

The amounts to be paid are still being negotiated and will be announced as soon as the agreement is signed.

## UNSAFE AREAS

The five areas marked as "rendered unsafe by hostilities" are described as follows (See map on page 16):

**AREA I**—All waters within and bounded by the following lines: beginning at a point on the China Coast at 23° north, thence east to the intersection with longitude 119° east, thence northeasterly to the intersection of a point at latitude 26° 15' north and longitude 121° east and thence west along the 26° 15' parallel of north latitude to the China Coast.

**AREA II**—All waters within and bounded by the following lines: beginning at a point on the China Coast at 33° north latitude, thence east to the intersection with longitude 124° east, thence north along 124° east meridian to the China Coast.

**AREA III**—All waters within and bounded by the following lines: beginning at a point on the China Coast at 26° 15' north latitude, thence east to the intersection with 121° east longitude, thence northeasterly to a point at the intersection of 30° north latitude and 124° east longitude thence north to the intersection of 33° north latitude and 124° east longitude and thence west along the 33° parallel of north latitude to the China Coast.

**AREA IV**—All waters within and bounded by the following lines: beginning at a point on the China Coast and 23° north latitude, thence east to 119° east longitude, then northeasterly to 30° north latitude and 124° east longitude, and from 30° north latitude and 124° east longitude southerly to Shokoto Sho, then westerly to Shichisei Seki, and then from Schichisei Seki westerly intersecting at the China Coast 23° north latitude.

**AREA V**—All waters within and bounded by the following lines: beginning at the China Coast and 124° east longitude, then south to 30° north latitude and 124° east longitude and from 30° north latitude and 124° east longitude, thence northeast to 38° 30' north latitude and 135° east longitude, thence north to the Siberian Coast.



Official Organ, Atlantic & Gulf District, Seafarers International Union of NA

VOL. XII

NEW YORK, N. Y., FRIDAY, JULY 21, 1950

No. 14

## Draft Eligibles Must Keep In Touch With Board

The US Armed Forces this week began inducting men under the recently-renewed draft law to meet manpower needs in the Korean war. Local boards throughout the country already are being expanded to handle the inductions.

This is how the draft system works:

All youths between 18 and 26 are supposed to have registered with their local draft boards. Men 19 to 25 are eligible for induction for a maximum of 21 months' service.

All men turning 18 must register with their boards within five days after their birthdays.

Practically all veterans of World War II are exempt. Husbands, men with dependents and students are eligible for defer-

ment. Inductions start with the 25-year-old bracket and work down in order to catch the older men before they pass beyond draftable age.

In response to an SIU inquiry, National Selective Service Headquarters stated that all men between 18 and 25 are subject to induction, including merchant seamen.

However, under the law, local boards are permitted to grant deferment to persons employed in any industry which they feel is essential and necessary to the national defense. Local boards have the option of granting deferment to merchant seamen under this section of the law.

So far, no regulation giving special consideration to seamen has been issued by Selective Service Headquarters.

## Panamanian Ship Signed To SUP Pact

For the first time in world maritime history, an American seamen's union—the Sailors, Union of the Pacific—has succeeded in establishing American working conditions, manning scales and wage scales on a Panamanian flag ship, the SS Phopho.

The fight to get the Phopho under an SUP contract was a long one and—for the company—a costly one, during which time the owner tried every trick in the book to enjoin the Sailors from picketing.

Finally seeing he was getting nowhere fast, the operator sold the ship to Henry Kaiser, who had the Phopho under contract to supply him with minerals from South America, on June 3. Shortly thereafter, Kaiser signed the history-making contract with the SUP.

### ENTIRE CREW

One of the major provisions of the agreement is that every man on the ship—licensed as well as unlicensed—is covered, which may set the pattern in the forthcoming campaign of the ITF to organize all sub-standard shipping now operating under phony flags—Panamanian, Honduran, Liberian among others.

Another provision permits the crewmembers to sue under the Jones Act, if they are hurt in the performance of their duties—especially important in view of the fact that Panama offers little in the way of protection to seamen sailing under its flag.

## Court Signs CS Order

The US Second Circuit Court of Appeals today signed the Stipulation Agreement, whereby the Cities Service Oil Company agreed to bargain in good faith with the SIU, reinstate men fired for Union activities and pay them wages lost due to company unfair practices, and to disestablish the company union, CTMA—thereby putting teeth into the NLRB Order.

Under the court action, both the company and individuals acting for it are liable for fines, and the officials to jail terms, if the order is not followed.

The Order was signed by Judge Learned Hand and Judge Thomas W. Swan.

The stipulation agreement was signed by the company, the Union and the CTMA on June 12, and was approved by the National Labor Relations Board on July 10.

The complete story will appear in the next issue of the SEAFARERS LOG.

## SIU Welfare Plan Begins Operations

Seafarers who still have questions about the SIU Welfare Plan—about how it operates and what is covered—should turn to page 3, where Secretary-Treasurer Paul Hall answers some of the questions that have been asked, and to page 14 where Assistant Secretary-Treasurer Joseph Volpian explains the administrative details. Further questions and suggestions for improvements are invited, and should be addressed to the Seafarers Welfare Fund, 51 Beaver Street, New York, N. Y.

## Bill Hamilton Dies Suddenly

William (Bill) Hamilton, SIU oldtimer and former Union official, died suddenly at his home in New York on July 15. He was 55 years old.

The news of Hamilton's death shocked his Union Brothers in the New York Hall and his shipmates aboard the cruise ship SS Evangeline. The popular one-time SIU Stewards Department Patrolman had recently signed on the Eastern Steamship Company vessel and had come ashore for a visit at home when he was fatally stricken.

Brother Hamilton joined the SIU Atlantic and Gulf District on Jan. 11, 1939 in the Port of New York, where he received Book No. 3400. Earlier he had been active in the American Federation of Labor seamen's movement, where he won a reputation as a militant fighter for better conditions.

### ACTIVE ORGANIZER

In the early days of the SIU, Brother Hamilton served as a member of the first Stewards Department Organizing Committee, and he took an active part in all Union beefs.

As Stewards Department Patrolman, a position which he filled for several years, Hamilton was respected for his fairness and efficiency.

Funeral services for the late Seafarer will be held at 8 o'clock tonight at Toppins Funeral Parlor, 216 Lenox Ave., New York City. At 10 AM tomorrow the body will be borne from there to Woodlawn Cemetery for burial.

Brother Hamilton, a native of the Canal Zone, is survived by his wife, Albertha, of 2441 Seventh Ave., New York City, and six sisters.



WILLIAM HAMILTON



Mrs. Albertha Hamilton receiving the \$500 death benefit check, the first under the SIU's Welfare Plan, from Assistant Secretary-Treasurer Joseph Volpian. On the right is Stewards Patrolman Freddie Stewart, an old friend and shipmate of Brother Hamilton.



# SEAFARERS LOG

Published Every Other Week by the  
SEAFARERS INTERNATIONAL UNION  
OF NORTH AMERICA

Atlantic and Gulf District

Affiliated with the American Federation of Labor

At 51 Beaver Street, New York 4, N. Y.

HAnover 2-2784

Reentered as second class matter August 2, 1949, at the Post Office in New York, N.Y., under the Act of August 24, 1912.



## The Sky The Limit?

You don't have to read a newspaper to know that our country is engaged in a war, or a national emergency, if you prefer.

Just trot down to your nearest grocer, butcher, clothier, or what have you, and make a purchase of a few of the commodities labeled as essentials. Like sugar, butter, coffee, meat and the like.

With few—if any—exceptions, you'll pay anywhere from five to 30 or 40 cents a pound more for these items today than you—or your wife or mother—did back on June 25.

Why? There isn't any sound economic reason. It's just that a few of the profiteering-minded got a sniff of the gunpowder blowing back from Korea, and they can't control the itch to make another killing—profit-wise, that is.

According to government-released figures — and Brother, are they conservative!—prices on 25-key commodities have gone up 10 percent since June 25. In other words, the buck you and other working men and women earned just a few weeks back is worth about 90 cents to you today.

At the same time, our government—and industry—assures us all that there aren't any shortages, and that, if anything, the country is favored with the most plentiful supply of foodstuffs and other essentials in our all-time history. In fact, there's a great big surplus.

As members of a democracy, the men and women of the trade union movement know full well that certain sacrifices have to be made when our national security is threatened. But we also expect the rest of the community, and here we mean the industry side, to accept its share of the sacrifices—just as it accepts the benefits of the democratic way.

The conduct of some sections of industry in the time of crisis is cause to doubt their patriotic fervor when they rant about the enemies of our way of life.

War profiteers are nothing more than fifth columnists. They are serving the enemy and not the cause and ideals which we are all so interested in preserving.

If the ethics of business men do not extend beyond their pocket books, then they must be awakened to the grim facts of life.

Labor, which bears the biggest burden in a national crisis—both on the battlefronts and the homefront—is entitled to insurance against sniping from its own lines.

Let's all knuckle down to whipping the enemy — without having to show excessive cash profits in the process. Peace and the essentials of life ought to be rewarding enough.

## Taxation, NAM Style

While we're on the subject of one-way characters let's not overlook the National Association of Manufacturers, which figured in the news again last week by way of fulfilling its all-consuming objective—the sandbagging of the mass of American working people.

Appearing before a Congressional committee considering new corporate taxes as a means of increasing revenue, NAM spokesmen proposed, instead, a manufacturers' tax as being more equitable. In other words, a sales tax, payable by the consumer.

NAM's reasoning is simple. Since there are more poor people than rich people, why shouldn't the poor ones assume the largest share of the tax burden.

What we'd like to know is: When is NAM going to propose something for the common good?

# "Talk About the Atomic Bomb!"



## Men Now In The Marine Hospitals

These are the Union Brothers currently in the marine hospitals, as reported by the Port Agents. These Brothers find time hanging heavily on their hands. Do what you can to cheer them up by writing them.

### NEW ORLEANS HOSP.

- R. CRUZ
- E. E. GROSS
- H. SCHOLEN
- J. LEE
- T. W. ULINSKI
- E. NAVARRE
- H. M. STALKER
- E. FOREMAN
- J. LYONS
- L. WILLIS
- D. D. KELLY
- L. A. HOLMES
- L. LANG
- F. LANDRY
- H. LAGAN
- A. D. THOMPSON
- J. BIEHL
- R. L. LAMBERT
- B. BLACKMON
- J. CALDWELL
- F. SHIMELFEING
- D. P. KOROLIA
- J. CURTIS
- L. TICKLE
- S. P. COPE
- E. MULHOLLAND

### BALTIMORE HOSPITAL

- F. PITTMAN
- G. L. WARRINGTON
- S. MIDGETT
- D. K. SORENSON
- M. D. WATT
- M. FINGERHUT
- J. BURKE
- S. C. HUDGENS
- J. M. PROHOWNIK
- L. B. MORGAN

### SAN FRANCISCO HOSP.

- JAMES HODO
- ALTON LEACH

- IKE ISAKSEN
- C. L. BARD
- HARRY PITT
- ED PRITCHARD
- BOB BOUCHARD

### BOSTON HOSPITAL

- FRANK ALASAVICH

### SAVANNAH HOSPITAL

- J. (Chubby) MORRIS
- W. C. SHEALY
- HERMAN NUNGEZER
- ROBERT E. MERRITT

### FT. STANTON HOSPITAL

- C. NEAL
- R. A. RATCLIFF
- P. SMITH
- J. LIGHTFOOT
- D. McDONALD
- A. McGUIGAN
- GIDLOW WOODS

Due to the switch over to the SIU Welfare Plan, this list is neither complete or wholly accurate. However, beginning with the next issue of the LOG, the Hospital List will be kept up-to-date and complete.

## Staten Island Hospital

You can contact your Hospital delegate at the Staten Island Hospital at the following times:

Tuesday — 1:30 to 3:30 p.m.  
(on 5th and 6th floors.)

Thursday — 1:30 to 3:30 p.m.  
(on 3rd and 4th floors.)

Saturday — 1:30 to 3:30 p.m.  
(on 1st and 2nd floors.)

### STATEN ISLAND HOSP.

- W. A. PADGETT
- A. LOMAS
- V. MILOZZO
- MOSES MORRIS

### ELLIS ISLAND HOSPITAL

- M. COLLINS
- GUY G. GAGE
- WALTER HUSSON
- A. JAPZON
- BEOW TEAN KNEW
- J. SPAULDING

### MOBILE HOSPITAL

- G. N. FORWOOD
- J. WAYLEN
- E. L. ZEDAKER
- L. E. McCUNE
- J. BENNETT
- H. TRAWICK
- J. THOMASSEN
- A. GEORGE
- D. HARRISSON

### MANHATTAN BEACH

- JOSE DeJESUS
- J. DRISCOLL
- J. M. LANCASTER
- E. P. LOPEZ
- J. PADZIK
- L. BALLESTERO
- R. A. BLAKE
- M. BRUNO
- V. W. CHESNER
- E. FERRER
- Q. TULL
- JOHN T. EDWARDS



# Welfare Plan Questions Welcomed By HQ

By PAUL HALL

Secretary-Treasurer, A&G District

The Seafarers Welfare Plan has been in effect almost a week now, and already both hospital benefits and death benefits have been paid out to Seafarers and their beneficiaries. Our Welfare Plan, the first to be won and put into effect on the east coast, is working smoothly and indications are that there will be no hitches in its operation.

The Plan was put into its final form less than six weeks ago, and since then the Union has attempted to acquaint the entire membership, both ashore and on the ships, with every aspect of the Plan.

A recent issue of the LOG, mailed to all ships, carried the Plan in its entirety, and at all shore-side meetings the officials have explained its operation. All in all, considering the far-flung nature of our organization and the difficulties of communication, the membership has received a fairly clear picture of the Plan in its present form.

As was expected, however, some members and ships' crews have expressed confusion on some points. This is understandable, and Headquarters is happy that these members have written in for clarification. Others have offered suggestions for improvement of the Plan. These letters, too, we have welcomed and wish to encourage. This article will attempt to answer the questions raised and comment on the suggestions, some good and others impractical.

Primarily, the Plan as it now stands has two purposes: to give the members in the hospitals sufficient money to cover their personal needs while in the hospital, and to cover all members with death benefits. That is the limit of the present set-up, though it is by no means the end toward which the Plan was aimed. Here are some of the questions raised:

**Are men in hospitals in inland United States covered under the Plan?**

Seafarers in inland hospitals are eligible for hospital benefits, if they are in a Marine Hospital or a United States Public Health Hospital. The US Public Health Service maintains hospitals in most large cities throughout the country, and nowhere in the country is a seaman many miles from a hospital covered under the Plan. Private inland hospitals, however, are not covered.

Approving payments to men in private hospitals would be taking a long chance, the trustees feel, because there is no way to check on the men, whereas the marine hospitals' records are standard and the trustees are willing to accept the discharges from these institutions.

**Are men hospitalized in foreign ports eligible for hospital benefits?**

These men do not receive the hospital benefits because they are already well taken care of under the provisions of the SIU contract. When a seaman is hospitalized in a foreign port, the company foots his hospital bill and continues to keep him on the payroll at full wages until the voyage is ended or until he becomes well, whichever is first. The seaman also receives full maintenance and cure, which amounts to \$42 a week. To add the Welfare Plan hospital plan benefits to the money already being received by the seaman might well give the operators an argument for discontinuing maintenance and cure payments now in effect.

**What does a member do to collect hospital benefits?**

Seamen entering an accredited hospital in a city where the A&G maintains an office will be taken care of by the official in that port.

Men entering these hospitals should have with them their discharge from the ship of a company which has signed the Welfare Plan (Ed. Note: The list of companies which have signed the plan so far is on page 14.), their seamen's papers and their Union book. Men who fail to collect hospital benefits in a port where the SIU has a Hall must apply to Headquarters for payments, but payments are slow.

Men who have been hospitalized in localities where the Union does not maintain offices should forward to Headquarters their hospital discharge, their ship discharge (from a company which has signed the welfare plan), their Z number, Social Security Number and SIU book or permit number. Payments will be mailed out.

**Who can be named as beneficiary?**

Under the Welfare Plan each Seafarer is covered by a \$500 death benefit. This money, unlike the former SIU burial fund, is paid out to the beneficiary named by the Seafarer whether or not they handle the burial. A Seafarer can name anyone he wishes as his beneficiary, his wife, a relative or a friend. The various SIU Halls will shortly have forms available for SIU members to fill out listing their beneficiaries.

This \$500 now covering every member of the SIU A&G District is not assignable. In other words, a man cannot borrow money against this insurance nor will the trustees honor the claims of anyone for debts. The money goes to the beneficiary named and no one else. If the member lists no beneficiary, the money goes to his next of kin according to the insurance laws of New York State.

**Are the next of kin of Seafarers who died since January 1 eligible for the death benefit?**

On January 1 the companies which had signed the Plan began contributing money to the fund. That fund lay dormant until a surplus was built up and on July 15 the Plan went into effect. The Union planned to start the Plan on July 1, but was held up until the Bureau of Internal Revenue gave its okay to the Plan. Death benefits, thus, are paid only in the cases of death on or after July 15. All death benefit claims are handled through Headquarters and should not be channeled through a branch.

**What is the Welfare Plan's Headquarters address?**

Although the administrative offices are at 11 Broadway, New York City, address all communications regarding the Welfare Plan to Seafarers Welfare Plan, 51 Beaver Street, New York 4, New York.

Those are the principal questions which have arisen up to now. No doubt others will arise in the future and, as they come up, will be answered at the regular membership meetings and in the SEAFARERS LOG.

Along with the questions that have come in, members and crews have offered suggestions for expanding the program. A good number of the suggestions have been considered by the SIU Negotiating Committee, and will be proposed if it is seen that the Fund can carry the load of the additional costs. Some suggestions, however, are well-intentioned, but would be sheer folly for the Plan to adopt, as the members would lose money and the fund would suffer unnecessarily.

**DISABILITY PAY SUGGESTED**

For example, one crew suggested that the Plan provide for disability payments, such as for the loss of an eye or a limb.

This the SIU would never wish to see incorporated in the Plan, because seamen are already well taken care of in these situations. For shore-

side workers, such a provision would have some merit, but seamen who are injured or disabled on the job receive compensation far in excess of shoreside workers for the same disability.

Take, for example, a shoreside worker who loses both eyes on the job. First he'd be sent to a workman's compensation doctor where he'd get a reduced rate on his treatment, but the rest of the bill he'd have to pay himself. The shoreside worker then would receive total disability pay for approximately two years, which would be somewhere around two-thirds of his regular pay. At the end of the two years, after several visits to the compensation board, he would be told he could have learned another trade in the two years (such as making brooms) and be cut off without further compensation.

**HIGH FIGURED AWARDS**

Seamen, on the other hand, get wages to the end of the voyage, plus \$6 per day while convalescing. The seaman gets transportation to the port of engagement and has all hospital and medical bills paid by the company. In addition, he has the right to sue, a right the shoreside worker does not always enjoy. In suing, the court takes into consideration the extent of his injury on his earning capacity and the number of his dependents. The court then rules accordingly. No flat rate of \$200 for a finger or \$1,000 for an eye, which is the method the compensation act uses. In maritime injury cases awards have run as high as \$125,000 in situations similar to the one described here.

Because of the excellent position the seaman enjoys for receiving compensation under law, the insurance companies have long fought to have the law changed. If the Union asked for and got disability insurance under the Welfare Plan this advantageous position might be jeopardized and perhaps lost.

Some of the other suggestions Seafarers made were for the establishment of a home for retired SIU members, greater hospital benefits, larger death benefits, payments to distressed families of SIU men and pensions.

**MANY BENEFITS**

All of these are fine ideas. We'd all like to be able to look to a future where, when the work years are ended, there will be a pension waiting or a nice big home on a quiet lake to take things easy, but at the moment and in the immediate future such provisions are not within the scope of the Plan. The Welfare Plan is only a few months old and there are a lot of years ahead of us, years in which our membership may drop to a lower level, thus cutting the payments into the fund by the operators. By taking it on the slow bell, we can feel our way along until we see how the surplus fund stands. If we see a large surplus building up, the trustees will set up additional benefits right away. After all, the purpose of the fund is not to save money, but to provide benefits for the members of the SIU. The more benefits the Fund can pay, the better off every member will be. But until the Union is positive the Fund can absorb additional payments without threatening the entire set-up, the best course is a slow one.

In the meantime, the Union trustees want the members to continue to send in their suggestions for improvement or criticism of the present set-up. The Union trustees are maintaining files on all membership suggestions, and will offer them in meetings with the company-appointed trustees for consideration by all parties. By the participation of all members, the SIU will know what the membership wants and needs for a better enjoyment of life. The purpose of the SIU is to give the membership the best conditions obtainable, and the suggestions and proposals offered by the members will determine the course the Union will set for the future.



## Disposition Of Laid-Up Fleet Key To Mobile's Shipping Future

By CAL TANNER

MOBILE—Shipping in the port of Mobile for the period of June 21st through July 12th was dead slow, with approximately eighty bookmen and twenty-one permits shipped for the three week period. We had a total of thirteen payoffs and eleven signons, plus seven ships in-transit during that time.

Ships paying off—all in good shape—included the Monarch of the Seas, Runner, Fairhope, Morning Light, Antinous, Puritan, Corsair, Wild Ranger, Desoto, Alcoa Ranger, Arizpa, Cavalier. All these ships were exceptionally good shape, with only a very few minor beefs on any of them—all of which were soon settled to the satisfaction of the crews involved.

### SIGN-ONS FEW

Ships signing on were the SS Hclystar, recently changed from NMU contract to SIU, headed for Europe with grain; Monarch of the Seas going back to Puerto Rico; Morning Light, Puerto Rico; Antinous on the twenty-eight-day coastwise run; Corsair on the three-week bauxite passenger run; Wild Ranger on the Puerto Rico run; Desoto on the coastwise run; Cavalier on the bauxite passenger run and Alcoa Ranger on the regular bauxite trade.

In-transit were the Chickasaw, Gateway City, Lasalle, Azalea City, all of the Waterman three-week express coastwise run; the Cedar Creek, of Ampac SS Company, running for the Navy; the Del Viento of the Mississippi SS Company, and the Catahoula of the Cuba Distilling Company. These in-transit jobs were contacted and necessary replacements furnished.

It was pointed out to the Brothers in the hospital that, effective the 15th of July, they would be entitled to the seven dollars a week hospital payment under the Welfare Plan.

The big question around the port right now is, when are they going to pull out the ships in the laid-up fleet?

Brother Robert Matthews, who is presently down in Mobile on business, went to the major operators and asked them if they had any plans for getting any of the ships in the laid-up fleet operating, and was informed that the Maritime Commission as yet had no orders on this point—so we will have to wait and see if the Korean situation is going to pick up shipping in this area or not.

One of the most anti-labor deals ever pulled in Alabama was directed against the Mobile Police and Firemen Associations recently.

### NO COP UNION

The City Commission passed an ordinance that neither the Police or Firemen could belong to a union, and gave the men about four days in which to sign a statement that they did not belong to any union, and has threatened to fire any of them that do not sign the statement.

Both the Firemen and Police have a local here. The Firemen have had one a couple of years, and the Police have just been granted a charter about two weeks ago for theirs.

Needless to say, all of organized labor in the City of Mobile have offered their cooperation to the municipal employees in their efforts to exercise their

God-given rights to organize in groups of their own choosing—and a bitter battle is in sight with the City Commissioners, who say they are going to enforce their infamous ordinance. Brother Robert Matthews, in line with SIU policy, has offered the city employees all the help we can give them.

Shipping prospects for the next two weeks look fair with five offshore ships and about ten coastwise jobs due to hit the port. However, we still have an overall beach of approximately two hundred bookmen and one hundred-twenty permits, so men wanting to ship quick had better by-pass Mobile for the present.

If and when they start pulling ships out of the Mobile laid-up fleet, which has approximately three hundred and fifty ships which could be ready for sea in seventy two hours, we will let the membership know via the LOG.

The strike of the city busses, which has been going on for almost a month, is still one hundred percent effective. A board of Federal conciliators are in Mobile now trying to help work out a settlement.

## WATERMAN'S RETIRING PORT CAPTAIN



Captain Robert Spearing, New York Port Captain for the Waterman Steamship Corp., shown at his desk shortly before his retirement. In his dealings with the Union, Spearing was highly respected as a "square shooter, who will be sorely missed."

Captain Spearing, who began sailing in 1909, said that his seven years' association with the SIU demonstrated that the Union was tough, but fair in seeking settlement of its beefs.

## Korean Strife Hypos New York Shipping

By JOE ALGINA

NEW YORK—Shipping picked up considerably in this port during the past few weeks, aided by the crewing of four Robin Line ships that were pulled out of lay-up for service in the Far East.

The entry of the SS Evangeline into summer cruise runs to the West Indies also spurred job activity here, notably in the Stewards Department. The Deck and Engine crews were taken aboard in Boston and the ship came here to pick up the Stewards Department, prior to starting her first run.

Ships involved in the port's activity were as follows:

Payoffs and sign-ons — W. E. Dowling and Julesberg, Mathiasen; Ames Victory and Couer d'Alene, Victory Carriers; Black Eagle, Orion; Sea Wind, Seatraders; Lake George, US Petroleum; Algonquin Victory, St. Lawrence Navigation; Cape Mohican, Mar Ancha, and the Eugenie, Carras, which went into layup.

All of these ships, as we have stated before, came under contract because of the continuing efforts of our Organizing Department. We cannot underestimate the value of the Union's organizing activities. The dividends are now more apparent than ever.

Other payoffs and sign-ons were the Emilia, Inez, Suzanne, Puerto Rico, Kathryn, Beatrice and Frances, Bull; Choctaw, Golden City, Claiborne, Waterman; Southstar, South Atlantic, and the Seatrain Havana.

Paying off were the John B. Waterman, Hastings, Waterman, and Isthmian's Steel Director. The four Robin Line sign-ons were the Robin Hood, Robin Goodfellow, Robin Gray and the Robin Kirk.

From the foregoing it appears that New York had a good number of ships coming in and going out, but this is no indication of job abundance. The reason is that the job turnover is

not what it was during the War and the period immediately following. Many men are staying aboard the ships.

While some may criticize this practice, the fact is that they are within their rights. As long as a man holds an SIU book in good standing and lives up to his Union and contract obligations, he is not compelled to get off a ship.

Since the start of the war in Korea, a lot of guys who sailed during the war and then went back to their peacetime occupations want to come out of the mothballs and get books. They should remember that the merchant fleet has not yet been increased to any degree as a result of the conflict, and that there are still plenty of regular seamen who are on the beach waiting to ship.

## Tampa Is Quiet On All Fronts

By RAY WHITE

TAMPA — While we're still getting the usual number of ships in this port, the men are not getting off as regularly as they once did, thus a definite slump in shipping. We did manage to get the Alcoa Partner in on Monday for a payoff, but she'd only been gone two months and needed but seven replacements.

Everything on the local labor front is going along smoothly, which is unusual for this city. Usually something is on the fire in one of the trades. Our mayor, notorious anti-laborite that he is, is up for re-election next year, so we expect him to be easy with the organized people in this town for a while now. He's the same man who used city prisoners as longshoremen during our 1946 General Strike.

Early this month the chief of police, a man named Eddings, resigned under fire. Talk about

If there is ever any need for manpower, it will be made known in the SEAFARERS LOG.

Speaking of the Korean situation, if any Seafarers in that area find anything of news value, they should jot it down and send it to the SEAFARERS LOG. If photos go with the stories, send them along, too. Some interesting yarns ought to come out of this battle.

No sooner do a few ships begin sailing into combat areas than a couple of guys start thinking about trotting around town in high pressure suits. We got a taste of that stuff during the last war. Our feeling is that if a guy wants to wear a high pressure suit he should apply to the army, or try to get his Mate's or Engineer's license. Unlicensed personnel don't look their best in these outfits.

## Philly Good Port For Rated Men

By STEVE CARDULLO

PHILADELPHIA — Shipping here in the Quaker City has been quite steady for the past two weeks with this area feeling its first shortage in a long time. That shortage has been in Chief Electricians. Since the new ruling on blue ticket ABs went into effect, we're also feeling a bit pinched in that department. Overall, the activity of the past two weeks has cut greatly into the backlog of men.

For the coming days shipping should continue to hold good. We've got five payoffs lined up for the next three days. They're mostly short trippers, but we do manage to put aboard a good number of replacements. We're not going to encourage a run to Philadelphia, but if rated men are having trouble getting out anywhere, come to this port where the wait will be a short one.

Since the Korean situation hit the headlines we've been flooded with calls from wartime sailors anxious to get back into the Union. It got so bad we had to station a man at the door to keep them in check. We're in no position to handle any re-invasion of these chaps, but it takes time to acquaint them with the facts of shipping.

Our only other cause of concern is the sudden upswing in the number of men missing ships. We've had several cases lately and the men have all paid the standard \$50 fine. This is one source of Union revenue we don't want, however. We want men to fill those jobs. A ship sailing shorthanded means the loss of four or five hundred in wages for someone.

A few of the old salts still around the beach are: Tanker Pete Denchy, Wally Kohut, Stash Bojko, Digger Cisiecki, Jack Racket Woturski and Ed Lamb. That's it for now from here.

## Baltimore Untouched By Shipping Flurry

By WILLIAM (Curly) RENTZ

BALTIMORE — Despite the flurry of activity as a result of the war in Korea, Baltimore remains untouched and is deep in the shipping doldrums. Of course, this is a peculiar sort of a port and may change overnight and be a buzzing hive of shipping activity. At least we'd like to see it that way.

For payoffs we had the Edith, Mae, Bull Lines; Venore, Chilore, Oremar and Steelore, all Ore Line ships. Not much, but we're plenty thankful for the Ore boats. They are as sure as taxes.

For sign-ons we had the Venore, Chilore, Steelore, Ore Lines; Steel Admiral and Steel Voyager, Isthmian; the Fairland, Waterman, and the Massmar, Calmar.

We also had a good number of in-transit ships, but they didn't do us any good.

We have heard that fifteen ships are coming out of the boneyard on the West Coast, which will help shipping there, but as for the East Coast it appears that we'll have to wait and see just how hot this war becomes.



# Sandcraft Hits Bottom, But All Are Safe

The SIU-contracted 247-foot dredge, Sandcraft, outward bound with 34 men aboard, was rammed and sunk by an inbound collier shortly before 3 AM on July 3 in New York Harbor's Narrows, off 86th Street, Brooklyn. All hands were saved from the swift-running waters, thanks to the fact that the craft was not loaded.

As it was, the Sandcraft went down in less than 10 minutes. Had the vessel been weighted down with sand cargo, Seafarers said, the crew would have been trapped below decks and drowned. All of the crew, with the exception of the pilot and the watch, were asleep in their quarters when the crash occurred.

## STRUCK ON STARBOARD

The coal ship was the 6,643-ton Melrose. A 15-foot hole showed in her bow where it knifed the dredge's starboard side, just aft of amidships. She did not sink and none on her was injured.

Most of the Sandcraft crew clambered on deck, and after Captain Robert Ammon gave the order to abandon ship, went over the side and swam furiously away from the stricken dredge as it lunged downward.

The crash was witnessed by British crewmen of the Cunard liner Media, anchored nearby. Her skipper, Captain D. M. McLean, issued an emergency call over the loudspeaker and a lifeboat was launched immediately.

With the voices of the victims directing them, the Media's lifeboat crew picked up 12 survivors. Nine others were rescued by the launch M. J. R., skippered by Reed Diggs. Thirteen men were taken aboard the Melrose.

Twenty-two of the men were taken to the Marine Hospital at Stapleton, Staten Island. Twelve, including Captain Ammon were taken to St. Vincent's Hospital in New York but left there after treatment.

The most seriously injured Sandcraft crewman was Jimmie

Purcell, who is still in the Marine Hospital being treated for back and leg injuries.

All personal effects of the Sandcraft crewmembers, except the underwear and pajamas on their backs, went down with the sandsucker.

The 12 Seafarers rescued by the Media crew acclaimed the British seamen for the treatment given them aboard the ship. Tony Garcia, W. J. Brady and Walt Gardner told the LOG that the British lads did a bang-up job.

"They treated us damned swell," said Gardner. "If it hadn't been for them, some of us would have been swept right out to sea in that fast-moving current. They had the boat down or the water before our ship sunk — that's how fast they moved."

When they were taken aboard the Media, the Seafarers received generous treatment from all hands.

"They kept coffee and chow going all night for us, and provided each man with warm and welcome blankets," Gardner said. "The nurse and doctor were especially kind."

## PLENTY OF TOBACCO

"The Media bunch searched their quarters and came up with every kind of American and British cigarette we wanted."

"I think I speak for all the rescued," Gardner said, "when I say that I was damned glad to see that Media lifeboat bearing down on us."

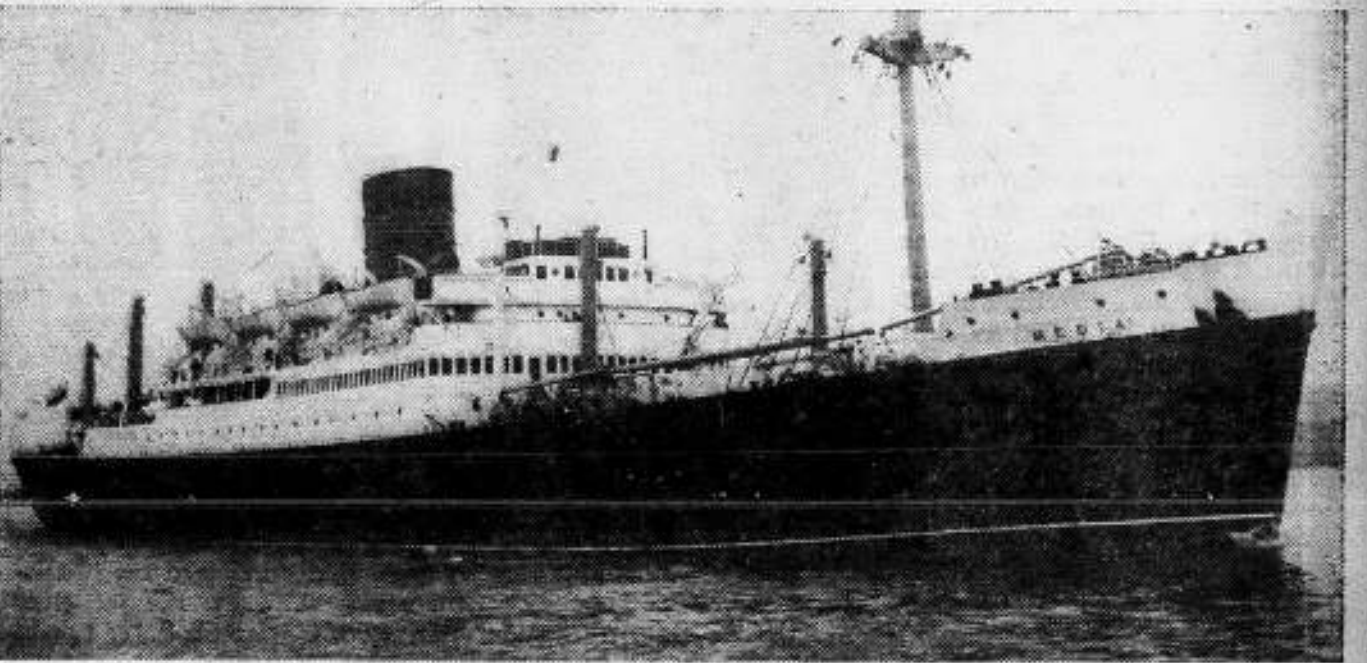
The sinking of the Sandcraft wasn't without one humorous incident. One of the crew, Pat McCoy, told about one of the survivors who pulled a water-soaked sock out of his pocket, and boasted:

"The rest of you guys lost your dough, but I got mine right here."

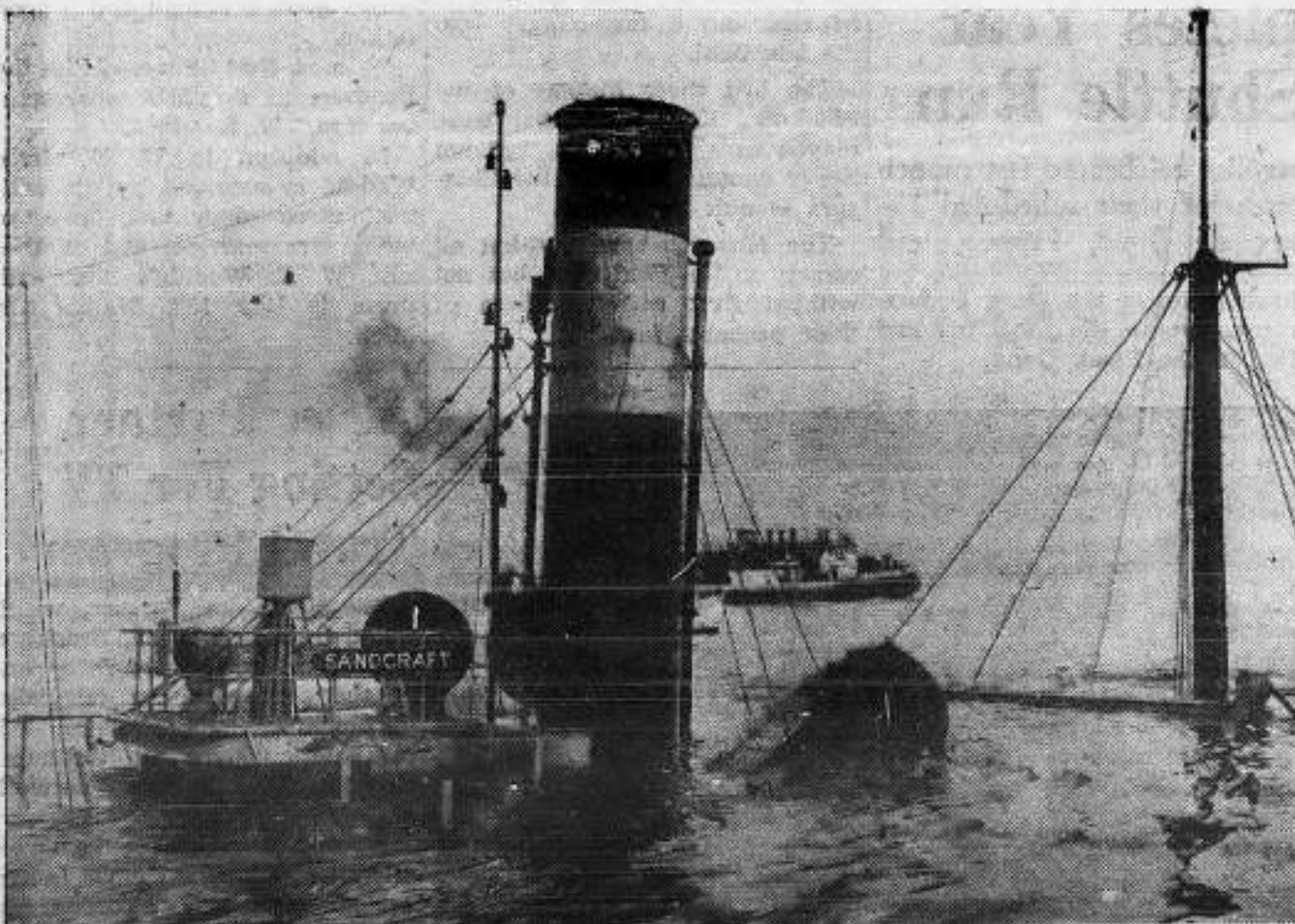
But when he unrolled it his delight changed to grief. He had grabbed the wrong sock; it was empty.



Some of the crewmembers of the dredge Sandcraft which went down in the Narrows, on July 3, in New York Bay, after colliding with a collier. Kneeling (left to right): Joe Carrul, Fireman; W. J. Brady, AB; Galileo Cascia, Fireman; Earl Dunlop, Oiler; Walter Gardner, Engine Maintenance. Standing: Loyd McGee, Steward; Peter Lint, Messman; Miles Stern, Messman; Anthony Garcia, Wiper; Emmanuel Agua, Pumpman; Worth (Charlie) Cothran, Messman, and Tony Stivers, AB.



The British-manned Cunard liner SS Media, which rescued 12 Sandcraft survivors in a matter of minutes after the sinking. Anchored nearby the scene of the collision, the Media had a lifeboat in the water before the doomed dredge went down. For the Media men's display of heads-up seamanship and for the generous after-rescue treatment, the 12 Seafarers voiced high praise for their benefactors.



ABOVE—This is all of the Sandcraft that remained above water following her crash with the collier Melrose. Crew didn't even have time to use lifeboats, one of which is seen next to the stack.



RIGHT—Wrapped in blankets and smoking cigarettes given to them by British rescuers, survivors picked up by the Media leave the ship for trip out to hospital. From right to left: A. Logan, 1st Assistant Engineer; Walter Gardner; a hospital attendant; John Holmross, AB; W. J. Brady, AB; Williams, 3rd Mate, and John Connolly, 3rd Assistant.





# SHIPS' MINUTES AND NEWS

## Del Norte Crew Adopts Own Shipboard Rules

Crewmembers of the SS Del Norte, sleek SIU-contracted Mississippi passenger-cruise ship operating out of New Orleans, have adopted a set of shipboard working rules, including a code of conduct, to insure smooth sailing for all hands.

Drawn up by members of the ship's Educational Committee and the department delegates, the rules won the approval of the crew at a recent regular shipboard meeting.

The rules — 18 in number — cover every phase of conduct essential to the smooth functioning of the vessel, from the proper use of the crew's laundry room to conduct in presence of passengers.

One of the rules, for example, reminds the men that "if you drink and are unable to control yourself and thus forget your obligations to our good Union, the SIU, and fail to fulfill our agreement, any member can treat you as unworthy."

The rules also outline the procedure to be followed in prosecuting good beefs. First, say the rules, turn the beef over to the Department Delegate, who will present it to the Ship's Delegate to get it squared away. If this is not successful, a meeting of all Delegates will be called to deal with the matter. As a final resort the beef can be turned over to the general ship's meeting for further action.

### HUMAN APPROACH

Rule 17 points up the human approach taken by the delegates who formulated the rules. Says this rule:

"Brothers, we all don't like the Fire and Boat drills, but the law says we have to have them, so help the other Brothers secure your boat and make them short and sweet."

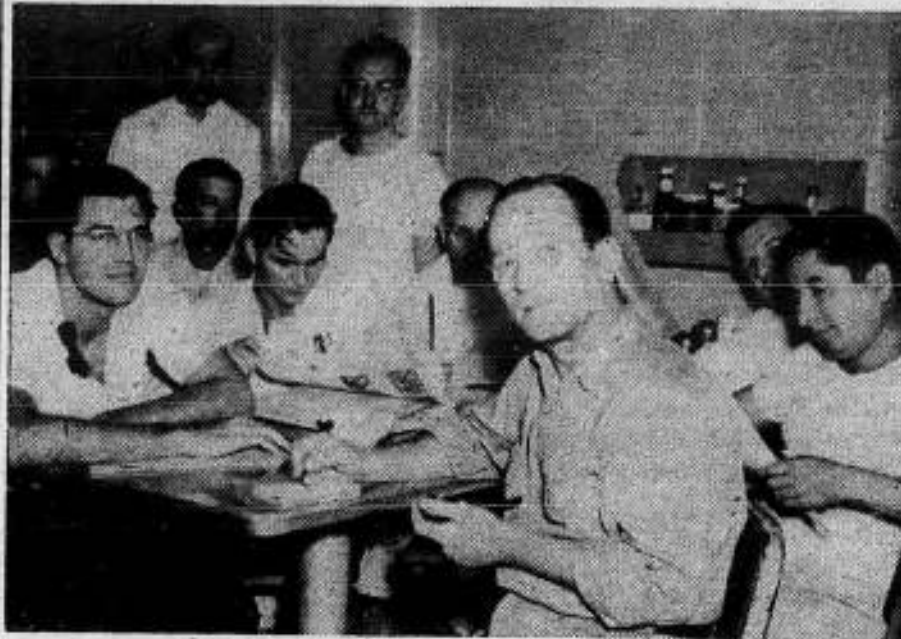
On emergency situations, the rules state that if one arises and a crewmember is therefore unable to stand his watch, he should contact his Brother on the watch below and make necessary arrangements with him for covering the watch. "This will help department delegates to keep things sailing smooth," the rules say.

The concluding rule, in keeping with SIU tradition, reminds all hands that "this SIU ship is a clean ship and your home. So, Brothers, not one, not two—but the whole crew must do its part to keep her sailing smooth!"

To make sure that every Del Norte man has an opportunity to acquaint himself with the rules, copies have been posted in suitable places throughout the ship. In addition, each crewman has been given his own copy.

Formulating the rules which were finally adopted by the entire crew, were A. (Blackie) Bankston and Thurston J. Lewis, members of the shipboard Educational Committee; Ralph T. Whitley, Ship's Delegate; Domingo Molina, Deck Delegate; Al Manffray, Engine Delegate; Al Brindley, Topside Delegate; Charlie Oylor, Waiters' and Messmen's Delegate, and Richard B. Carrillo, Galley Delegate.

## ACTIVITY ON A PASSENGER SHIP



Del Norte delegates as they formulated shipboard rules, which were later adopted at a regular ship's meeting.



Rain or shine, holly-stoning goes right on aboard the Mississippi Shipping Company's trim cruise ship. On the job here are (left to right): "Blackie" Bankston, C. Campbell, T. Lewis, L. Van Lofton, and J. Garlaaza.

## Petrolite Completes Year Of 18-Month Shuttle Run

Seafarers aboard the SS Petrolite celebrated last month the passing of the first 12 months of their scheduled 18-month shuttling between Port de Bouc, France, and Persian Gulf ports.

According to a report just received from Bosun V. Perez, the lads have demonstrated a remarkable faithfulness to their jobs, with only two men signing off articles during the entire period. Five others, however, reluctantly left the ship as medical cases.

### CREW UNITED

The Petrolite men have definitely established themselves as a credit to their Union, Perez said. The crew, as it now stands, will hold together for the next six months and bring the vessel back to her home port in shipshape SIU style, the Bosun confidently predicted.

"But as strong as this crew is," Perez said, "it's not too strong in the field of love. Cupid's darts went fast and furious through the crew's ranks, leaving many broken hearts and SIU pins behind, as mementos of the Petrolite for the years to come."

Since the signing of the articles a year ago, three new men

have come to the Deck Department, two to the Stewards and two in the Black Gang.



Steward Rosenstiel reached for his camera when these Petrolite deck men took their rest period during tank cleaning. Left to right, front row: Conticello, AB; Hager, DM; Zimmer, OS; Harrison, AB; Kestemont, OS. Rear row: Perez, Bosun; Clark, AB; Taylor, OS, and Myers, OS.

## 'Pop' Waddle Dies; He And Son Were Union Brothers

Jesse Waddle, a member of the SIU Atlantic and Gulf District since 1945, died in Oceana Hospital, Hart, Mich., on June 13, the LOG was informed this week. He was 61 years old.

Brother Waddle, affectionately called "Pop" by his Union Brothers and shipmates, was the father of Seafarer W. E. Waddle, who holds Book No. 139.

Jesse Waddle joined the SIU in Tampa, Fla., on March 3, 1945 and was issued Book No. 37124. He was a man who always could



JESSE 'POP' WADDLE

be counted on to do his share of shipboard work and, as a result, was respected as a good shipmate.

His seafaring son, W. E., paid tribute to his late father and Union Brother, stating that "he was a good shipmate and a good father."

"I know that he would like the Brothers in the SIU to remember him," W. E. added.

In addition to W. E., Jesse Waddle is survived by his widow, three daughters, two of whom are married, and another son. W. E. Waddle's home address is Box 132, Walkerville, Mich.

## Alcoa Partner Setting For TV Travel Program

The SS Alcoa Partner, which sailed from Erie Basin, Brooklyn, last Saturday, will serve as one of the settings for a television documentary scheduled for fall presentation over the Columbia Broadcasting System network early in the fall.

Aboard the SIU-manned freighter was Mrs. Homer Lange, armed with tape recorder and motion picture camera. Her month-long cruise on the Partner will take her over a large portion of the Caribbean area, including Bermuda, Virgin Islands, Trinidad, Venezuelan ports and Suriname.

Now we'll see how the Bosun sounds over television.

## 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.



# Digested Minutes Of SIU Ship Meetings

**STEEL NAVIGATOR, May 7**—Ship's Delegate reported that ship received only one overseas Bulletin during three and one half months of trip. Deck Delegate reported 13 hours of disputed overtime for Mate working on deck. Motion carried to have catwalk built around well-house. Motion carried that all repair lists be given to the heads of the departments in plenty of time so repairs can be arranged for. Motion carried to have books boxed and traded for new ones. Keys to be made for library, laundry and messrooms.



**STONEWALL JACKSON, April 17**—Chairman, Bob High; Secretary, C. Turner. Delegates asked to list disputed overtime on separate sheets and tally all overtime accounts. Motion carried to bring to the attention of the company and Union the poor quality of the goods sold in the ship's sloopchest. Ship's Delegate suggested that Union minutes form be revised to allow more space for Delegates' reports.



**STONEWALL JACKSON, June 18**—Chairman, Andy Anderson; Secretary, Jerry Palmer. Motion carried that each crewmember donate \$2 toward the purchase of spare parts for the washing machine. Ship's Delegate reported that he will see Patrolman about awning for the fantail. Steward reported that inoculations given crew in Korea were not followed up and men should check with the International Medical Board in New York to see what is required.

**STEEL MARINER, May 28**—Chairman, Steve Karlac; Secretary, S. C. Scott. Delegates reported several hours of disputed overtime. Good and Welfare: Vote of thanks given to Union for securing the Welfare Fund. Vote of thanks to Steward Sospina for his excellent preparation of crew meals. Shipboard Forum discussed the Union Welfare Plan and its administration. Crew pledged cooperation in filling out ship's roster for Headquarters.

**WILD RANGER, May 22**—Chairman, Lewis High; Secretary, Adolph L. Danne. Delegates reports accepted. New Business: Motions carried to have repair list made up, ship fumigated, water tanks cleaned and black gang rooms sougged or painted. Good and Welfare: Ship's Delegate spoke on delayed sailing in Mobile. Ship's Delegate reported on Headquarters' request for crew census.

**ROBIN KETTERING, May 21**—Chairman, Barney Speegle; Secretary, John Tilley. New Business: Frank Pasquali elected Ship's Delegate. Good and Welfare: Discussion on washing machine received from Robin Kirk. Agreed to see if converter could be purchased so machine could operate on direct current. Men asked not to steam clothing after 9 PM.

**ROBIN KETTERING, June 27**—Chairman, B. Speegle; Secretary, John Tilley. Motion carried that Robin Line Port Steward

be reminded that mattress company has promised to exchange mattresses for longer ones that fit the bunks better. Education: Discussion on Welfare Plan and proposed Vacation Plan. Suggestion made that SIU should publish a booklet acquainting Seafarers with maritime laws concerning seamen. Suggestion made that the two SIU movies be circulated among SIU ships.

**ALCOA CLIPPER, May 14**—Chairman, Joseph Wise; Secretary, Sam McDonald. Delegates reported everything as being okay. Motion carried that Carpenter put a bulletin board in passageway to be used for ship's business and minutes. Ship's Delegate opened Shipboard Forum and gave a brief talk on the advantages and benefits of the Union Welfare Plan. Membership went on record as being 100 percent in favor of the Welfare Plan. Crew voted thanks to Chief Baker Edward Caudell and Second Baker Eddie Rhoads for their swell baking.

**ALCOA CLIPPER, June 4**—Chairman, Joseph Wise; Secretary, Sam McDonald. Delegates' reports accepted. Suggestion to buy a microphone for use in crew meetings was turned down. Second Purser was given permission to come in and make announcements concerning the pay off and sign-on. Ship's Delegate explained to the membership the advantages of the Seafarers Welfare Plan. He announced that the ship's roster had been completed and would be forwarded to Headquarters from the first port touched.



**VENORE, May 14**—Chairman, T. E. Frazer; Secretary, W. Rogowski. Delegates reported on books and permits. Discussion on Headquarters' request for a ship roster. Crew asked that Headquarters send details of Welfare Plan to all ships. Discussion on how much voice a permitman has in Union affairs. Headquarters to be queried on this matter.

**ROBIN MOWBRAY, May 7**—Chairman, J. W. Samsel; Secretary, Amos Baum. Ship's Delegate reported on the new Overseas LOG, which received the unanimous approval of the crew. Crew told to discontinue sending laundry ashore in Beira as several Brothers complained of rash after using linen from Beira laundry. Miscellaneous suggestions for the improvement of meals made by various crewmembers. Good and Welfare:

Recommendation made that all clarifications that have been made up since the last agreement be sent to all ships. Crew was advised that the clerk in the dock post office in Lourenco Marques was overcharging for all letters mailed from that office. Men were advised to use downtown post office.

**JEAN, May 27**—Chairman, Arthur Frichs; Secretary, Victor Allen. Delegates reported everything in order. Good and Welfare: Suggestion made that washing machine be cleared as soon as possible after clothes have been washed. Deck Delegate reported a total of \$105 had been turned over to Brother Pat Dunphy, whose house in San Juan had been destroyed by fire.

**FRENCH CREEK, May 8**—Chairman, M. W. Townsend; Secretary, J. Harvey. New Business: Townsend elected as Ship's Delegate. Education: Discussion on benefits of SIU contract. Townsend stated that under the standard SIU contract he would have had \$75 more in take-home pay during the past month. CTMA men invited to attend meeting and learn about the SIU. Resolution carried to keep the mess-hall clean in accordance with the SIU policy of maintaining a clean ship.



**FRENCH CREEK, July 1**—Chairman, M. Townsend; Secretary, John Harvey. Ship's Delegate reported he had been receiving the full cooperation of the Captain and Steward. Engine delegate reported on matter of Fireman having to work while on watch. 1st Engineer agreed that practice was not favorable, but he could do nothing about it. Education: Ship's delegate Townsend gave a short talk on the fine way the crew has cooperated during the trip. Crew agreed to make less noise in passageways so off-watch men can sleep. Crew discussed Seafarers Vacation Plan and Welfare Plan.

**DEL CAMPO, April 24**—Chairman, Jimmie Stockman; Secretary, B. Horstall. Delegates reported everything okay except for disputed overtime on cadet working. Vote of thanks given Stewards Department for putting weight on entire crew. Suggestion made that the crew determine the financial status of the family of Brother A. Janaro, who was lost overboard in Santos.

**DEL NORTE, May 28**—Chairman, Bob Foster; Secretary, T. J. Lewis. Letter read from Ship's Delegate to Mr. Sabbione thanking him for arrangements in connection with the late Brother Bramble's funeral. Education: Discussion held on Union Welfare Plan and request from Headquarters for suggestions on Union Education. Crewmembers told to give their ideas to Delegates for transmission to Headquarters. Company personnel manager reported to crew that his office does not get repair lists in time to act on them. Repair lists were sent from Rio to both company and Union. New ship's treasurer elected. Athletic

(Continued on Page 8)

## Seafarer-Sam-says:

If your family or friends complain about not receiving the LOG any more, it is because they did not fill out the postcards sent to every subscriber.



Tell them that to get back on the mailing list they must fill out a new subscription blank.

## CUT and RUN

by Hank

Although New York has a lot of men on the beach shipping was slightly as terrific as the doggone heat—with full crews for three Robin scows out of the boneyard as well as other jobs. . . . The hottest conversation seems to be with the Brothers who are probably wondering if the ship they grab turns out to be Korea or Tokyo bound. . . . Anyway, the SS Ames Victory went out on a nice run—Norway and then the Mediterranean. . . . Those disappointed would-be shoreside carpenters, Les Ames and Pete Govozdich are ready to ship now. Say, where's "Whitey" Tesko? Ship already? . . . "Bull Line" Steve Carr is—you guessed it—on the Bull Line run right now while his shipmate Dom Darrigo has a butcher shop in Brooklyn on his hands. . . . Joe Melton, who every now and then breaks out with a heavy beard, came in a few weeks ago with his cousin from North Carolina. They sailed into New York in an automobile from way down yonder in Mobile. . . . Speaking of traveling—landlubber style—John Bananas did the same recently. He came all the way from New Orleans and what a sun tan he had. John is now headed West for his home town in Iowa, then Colorado and other places.

A letter from Carl Richard says he's in Cincinnati, Ohio, missing his shipmates while he's recuperating from an ailment. Swift recovery, Carl. . . . Electrician Ed Larkin is probably flipping a coin whether to start talking turkey for a job in Turkey or ship instead. He's even tried talking his shipmate, reefer engineer Edward Hallinan, who just sailed in, into doing the same. However, it's said by Electrician Ed Edginton that "woiking in Toikey" is not worth it. . . . Who's In Town: Charlie Scofield, the Electrician; Franklyn Webb; "Skippy" Guscasynsky. . . . Here are a few of the Brothers aboard the Couer d'Alene Victory: Dave Buckley, George Crosby, Philip Jordan who is 3rd Cook, George Pritiken and "Tiny" Thomas. . . . Brother Sid Lipschitz is aboard the SS Citrus Packer. . . . Donald "Big Time Tiny" Mease is aboard the SS Black Eagle while his shipmate is on the SS Evangeline.

It may sound familiar but we'll still say that the SEAFARERS LOG will be sailing free of cost to the homes of the following Brothers: Daniel Gunn of New York, Edmund Ralko of New York, Otto Hoepner of New York, Martin Machel of Ohio, Joseph Goude of South Carolina, Stanley Watson of New York, Gene Caston of Georgia, Darrell Barnhill of Missouri, Robert Kiedinger of Alabama, Oscar Blain of New York, F. J. Rundblad of New York, Vincent Meehan of New York. . . . George Boney, one of the nicest guys to meet, dropped in to say hello. He's still going to college studying law and the best of luck to him, indeed.

We're informed by one of his shipmates that John P. Wade is way over there in Wilmington, California, waiting for a scow. . . . Here in New York there's three of the swellest oldtimers you could meet. There's Freddie "Chips" Schoenborn and Gus Jockel and Scotty Robertson, too. . . . We're not going to mention too much about those survivors of the SS Sancraft which had been on the no-bonus Coney Island sand run. One of the nicest guys is Jimmy Dubose. However, we'll further mention that there were no serious casualties. Walter Gardner still has his mustache and Charlie Cothran also salvaged his mustache and that humorous gift of gab that his Sandcraft shipmate, Bruno "Ziggy" Worurski kinda makes fun of. Well, it's all in fun, isn't it? . . . The big news which probably is being discussed and appreciated by the membership is that about the Welfare Fund payments starting to be paid July 15 to SIU Brothers who are qualified.



(Continued from Page 7)

Director reported that football and baseballs are missing. Speed ball also reported broken. Brothers asked to cooperate in handling of equipment. Staff of "Navigator" given vote of thanks. Motion carried to go on record as mourning the passing of Representative John Lesinski. Editor of "Navigator" presented with a watch in recognition of his work.

§ § §

**ARIZPA, April 16—Chairman, W. Layton; Secretary, Lott.** All Delegates reported disputed overtime. Education: Report made on the history and progress of the Union since its inception. Good and Welfare: Suggestion approved to have witness accompany Ship's Delegate whenever he sees the Captain on official business.

§ § §

**ARIZPA, May 23—Chairman, J. Ward; Secretary, T. Scott, Sr.** Delegates reported everything okay. J. Ward elected Ship's Delegate. Ward accepted job under condition that the three delegates get together before carrying beefs topside. Motion carried that clarifications be posted on bulkheads concerning gangway watches. Letter to LOG concerning Thomas Sim Lee's gift of washing machine to Arizpa. Shipboard Forum: Welfare Fund was discussed with several members asking the exact meaning of welfare benefits and when benefits become effective.

§ § §

**STEEL CHEMIST, April 15—Chairman, Alvin See; Secretary, Andrew Anderson.** Delegates reports accepted. New Business: Motion carried not to sign articles until a definite ruling has been received from Union as to status of Oilers working 16 hours a day on port watches. Motion carried that the Mate give his orders to the Bosun and leave the deck gang alone. Good and Welfare: Discussion on Mate's tongue lashing of crewmember and waking off-watch men.



§ § §

**STEEL MAKER, April 30—Chairman, E. Lessor; Secretary, T. Concepcion.** Delegates reported that all repairs have been made by company. A. H. Southers elected Ship's Delegate by acclamation. Crew urged to ask messman for food instead of helping themselves in the pantry. Patrolman to be notified of the hard-timing actions of the 2nd Assistant Engineer.

§ § §

**STEEL MAKER, June 4—Chairman, John Farrand; Secretary, T. Concepcion.** Delegates reported all running okay. New Business: Ship's Delegate to contact Union to see if a statement of earnings can be given each crewmember before paying off. Delegate to also see if this requirement can be written into next agreement. Several suggestions made to Steward for improvement of meals.

§ § §

**STEEL NAVIGATOR, April 16—Chairman, J. R. Mason; Secretary, D. Maxwell.** Deck Delegate reported Mate working on deck. Deck Delegate also reported that ship has been leaving port when deck gear is not safely secured. Delegate reported Mate has been using hospital for

special cargo and baggage of passengers. Hospital to be cleaned up and made liveable. Report made on injury to Thomas Heston, who was hurt while cleaning holds when a sling parted. Report noted that Chief Mate immediately replaced all wire slings with new materials. Crew, however, took photographs of former equipment. All witnesses to accident have promised to give aid to Brother Heston in his case.

§ § §

**FORT HOSKINS, June 17—Chairman, H. Starch; Secretary, C. H. Wood.** Ship's Delegate gave a report on the Seafarers Welfare Plan. Department Delegates reported no beefs. Ship's and Stewards Delegates spoke on the status of the SIU contract. Good and Welfare: Discussion on slopchest and needed repairs. The Settlement Stipulation was explained to the crew, and the beneficial effects it would have toward securing a contract were outlined. The 25 crewmembers present applauded the fine work of the Ship's Delegates in keeping the crew informed of developments with the company.

§ § §

**RAPHAEL SEMMES, June 11—Chairman, D. Stone; Secretary, J. Hawinson.** Motion carried that in the future the crew will refuse to allow the company to backdate articles. The procedure, the Bosun pointed out, deprives the crew of a day's pay in a 31-day month.

§ § §

**CLAIBORNE, May 7—Chairman, Harry Grimes; Secretary, G. Thobe.** Ship's Delegate reported that the ship's fund stood at \$81.20. Men were cautioned against missing the ship. John Altstatt elected Ship's Delegate. Good and Welfare: Crew discussed and voted on purchase of a radio for the crew. By 13 to 7 vote the crew decided against the radio. Suggestion for having a softball team tabled until the next meeting.

§ § §

**SOUTHSTAR, April 25—Chairman, G. Scofield; Secretary, Lew Meyers. C. Scofield** elected Ship's Delegate. He asked each department delegate to handle his department's beefs, unless it becomes necessary for him to become involved. Reported that he would check stores with Steward and aid him if stores are needed. He asked that the crew keep its beefs to itself and not take them topside, as the Delegates are to handle that matter.

§ § §

**STONY CREEK, June 18—Chairman, D. Fuschillo; Secretary, R. Knowles.** Ship's Delegate John Shaffer resigned and asked that someone else take the job as he has held the position for a long time. Delegates instructed to stand by when stores purchased in Port Said are put aboard. Repair on steam line needed as similar situation on another ship caused men to be badly burned. General discussion on Seafarers Welfare Plan.

§ § §

**SOUTHPORT, June 11—Chairman, John Bragg; Secretary, Willie Wingo.** Delegates reported no beefs. Crew voted for the Union to put clarifications of agreement aboard the ship. Crew of the opinion that the present educational program of the Union is adequate and gave a vote of thanks to the Union's Educational Department.

§ § §

**CARRABULLE, June 18—Chairman, Turner; Secretary, T. Johnson.** Delegates reported on number of books and permits in



their departments. Motion carried that Patrolman straighten out the company on needed repairs. Education: Suggestion made that the crew send for Union rules and regulations to be studied by the entire crew. Clarifications of contracts to be sent to ship.

§ § §

**CHICASAW, July 2—Chairman, Charles Lee; Secretary, William Hughes.** Delegates reported no beefs. Ralph Seckinger elected ship's delegate. Discussion held on Welfare Plan with crew endorsing plan 100 percent. Discussion on transferring of hospital fund to general fund. Crew felt that money should be put in building fund instead of in general fund. An arrival pool to be made up to help build the ship's fund. Motion carried to buy no beer from ship's fund.

§ § §

**ALCOA PILGRIM, June 4—Chairman, Bill Laffoon; Secretary, E. Jarett.** Crew dissatisfied with baking being done aboard ship. General discussion held on SIU's educational program with crew of the opinion that the program is adequate, but felt that a condensation of all booklets issued in the past should be made up. Crew also of the opinion that a booklet consisting of maritime laws pertaining to seamen should be compiled.

§ § §

**DEL SANTOS, June 25—Chairman, James Tucker; Secretary, L. A. Finger.** Motion carried to rescind motion carried at previous meeting to purchase an electric steam iron as they are not practical on AC and DC. Delegates reported on repairs made and ship's donation to Bisso Strike. Tucker elected ship's delegate. Treasurer reported \$31.28 in ship's treasury. Because some crewmembers were working on overtime it was decided to postpone educational meeting until middle of the week.

§ § §

**SOUTHWIND, July 4—Chairman, G. Clark; Secretary, M. Peacock.** Airmail LOG explaining Vacation Plan and Welfare Fund read to crew. Gains made with Cities Service also read. Crew adopted resolution that, whenever the Welfare Fund builds up, action be taken by Headquarters to extend old age benefits and total disability benefits to all members. Welfare Plan in its present form endorsed by entire crew.

§ § §

**FORT BRIDGER, July 2—Chairman, D. Faircloth; Secretary, Creiru.** Question on who should paint 1st Assistant's quarters to be referred to New York Headquarters. Beale elected ship's delegate. Steward asked to buy better flour, sausages and coffee as past stores have been poor.

§ § §

**ROBIN TRENT, June 4—Chairman, C. O. Saunders; Secretary, H. Hockersmith.** Delegate reported that Mate has stated he will throw the book at any man

not doing his work. Crew requested to clean up the laundry after work and make it easier for men on sanitary work.

§ § §

**EMILIA, June 23—Chairman, Eddie Collins; Secretary, Clyde Parker.** Delegate reported Union will be notified of request for reimbursement for launch service not received while ship was at anchor at Arroya. Education: General discussion and study of general agreement. Repair list made up and approved.

§ § §

**ALCOA PARTNER, June 25—Chairman, W. Manley; Secretary, D. Fisher.** Crew discussed SIU's educational program. Repair list made up. Complaint made over lack of penicillin aboard.

§ § §

**WINTER HILL, June 21—Chairman, A. Weaver; Secretary, T. Griner.** Delegates reported small amount of disputed overtime, all of which was settled by the deck delegate. Delegates to report to Patrolman matter of ship sailing short-handed from southern ports. Education: Discussion on the shipping rules and general benefits of SIU. Requested that Steward make cold drinks for entire crew or not make them at all.

§ § §

**IRENESTAR, June 25—Chairman, F. Demasi; Secretary, L. Ange.** Motion carried to have ship fumigated. Motion carried for ship's delegate to send telegram to Port Agent to be on hand when ship docks to settle transportation matter. Repair list made up by delegates.

§ § §

**MOTHER M. L., June 17—Chairman, R. Hutchins; Secretary, Dick Lyon.** Delegate reported sufficient stores for trip had been secured in Rotterdam. Pat Fox, ship's delegate, reported on Welfare Plan and Vacation Plan. Suggestion made that at payoff the crewmembers make a voluntary donation to the ship's fund to compensate the ship's delegate for expenses he has incurred. The ship's fund to remain intact for the next trip unless the ship lays up, the money will then be turned over to the SEAFARERS LOG.



§ § §

**DEL VIENTO, June 21—Chairman, Gechenke; Secretary, Scotty Malvenan.** Welfare and SIU educational program discussed. Suggestion made that a booklet summarizing the history of the SIU be made up and issued to every new member of the Union. Baker asked to bake bread more often.

§ § §

**CHIWAWA, (Date not given)—Chairman, E. Baris; Secretary, Robert Hommel.** Letter to be sent to company concerning transportation for crew at Lake Charles. Oscillating fans to be procured for foc'sles. Education: Suggestions made for improving Union educational program. Proposal made that Union publish booklet giving a picture of conditions in the merchant marine before union agreements were won.

§ § §

**ALCOA PLANTER, June 11—Chairman, Edward Cole; Secretary, Hugh Gallagher.** Suggestion made that mail sent to the ship's delegate from the Union be opened by him alone so that

material inclosed will be posted properly and brought to the entire crew's attention. Crewmembers urged to keep recreation room cleaner.

§ § §

**ABIQUA, July 7—Chairman, Walter Lopez; Secretary, Frank Farmer.** Ship's Delegate reported \$6.25 in the ship's fund. Donald Gerow moved that crew send a letter of thanks and confidence to SIU organizers for doing a swell job in the C.S. fleet. Arrangements were made to change the ship's library. Repair list made up for presentation to the Captain.

§ § §

**SWEETWATER, June 25—Chairman, Max Lipkin; Secretary, W. Kehrwieler.** Motion carried to bring 2nd Cook up on charges for fouling up and missing ship. Discussion held on SIU Welfare Fund. Suggestions made that hospital benefits be enlarged and a home be established for aged Seafarers.

§ § §

**BENTS FORT, June 18—Delegates' reports accepted.** Deck Department disputed overtime for Memorial Day to be given to Patrolman as the Captain was not clear on matter. Suggestion made that man on watch go around and tell the crew the draw is to be made or the slopchest is to be opened.

§ § §

**BULL RUN, July 5—Chairman, W. Wentling; Secretary, C. Lawson.** Repair list to be made up to be turned over to Patrolman. Steward reported \$15.26 in ship's fund. Motion carried to limit ship's fund to \$35, providing the fund is not needed for a specific purpose, such as purchasing a new washing machine. Three man committee elected to purchase a washing machine.

§ § §

**STEEL DIRECTOR, May 15—Chairman, G. Smithers; Secretary, C. Conley.** Meeting called to act on communication from Headquarters concerning the Welfare Plan and the Union's desire to check the membership rolls for possible deadheads and freeloaders. The communication was explained to the crew by several oldtimers aboard who were familiar with the problem. Communication accepted and Delegates instructed to compile a careful list of all Brothers aboard as per Headquarters' request.

§ § §

**CAPE MOHICAN, July 12—Chairman, William Millison; Secretary, Stephen Bogucki.** Delegates reported the number of bookmen and permitmen in their departments. Education: Discussion on having library enlarged and see that sufficient reading material is put aboard. Good and Welfare: Patrolman to be seen about man who missed ship. Crew voted to use ship's fund for payment of repairs to washing machine. Patrolman to be asked if the Port Steward would have the ship's stores brought to the ship during the day when some of the crew is around to check them aboard.

§ § §

**KATHRYN, July 9—Chairman, A. Oquendo; Secretary, G. Kitchen.** Minutes of previous meeting accepted. Deck Delegate reported overtime dispute, other Delegates reported everything in order. Juan Rodriguez elected Ship's Delegate. Motion carried for the Ship's Delegate to confer with Patrolman concerning the posting of sailing time. Discussion on crew meals when working after 12 PM.



# The Seafarers In World War II

By JOHN BUNKER

## CHAPTER 12

### ACTION IN THE PACIFIC

Many a merchant ship was subjected to prolonged battle action during the fighting in the Philippines. The SS Alcoa Pioneer, for instance, experienced 103 alerts and 50 direct attacks during her 23-day sojourn in Leyte Gulf.

At 7 a.m. in the morning of November 19, 1944, three Jap suicide planes broke out of protective cloud cover and dived onto the Alcoa Pioneer, whose guns were instantly in action, joining those of nearby ships to hurl a gauntlet of fire that would have discouraged ordinary airmen.

But these kamikaze pilots were eager to die for their fatherland, and enter that land of infinite bliss promised to them in exchange for blowing an American ship to bits.

Two of them swerved off to dive on the nearby freighters, General Fleischer and Cape Romano, but the third kept at the Alcoa Pioneer through a hail of fire, crashing onto the bridge deck in an explosion that destroyed all the navigating equipment, demolished the stack, ripped up the decks and started fires all over the ship.

#### BLANKET OF FIRE

Even as the plane smashed into the ship every man was at his post, the navy armed guard at the 20 millimeters and the merchant seamen standing shoulder to shoulder with them as ammunition tenders and replacements.

Captain Andrew Gavin and the other officers were on the bridge as the kamikaze hit, pinning First Mate Daniel Noonan and armed guard Lieutenant Howard Jersild under the wreckage.

Pieces of the burning plane and showering shrapnel from the guns started a fire in a gasoline-laden forward hold, but Bosun Clark Smith and AB John Peterson put out the flames, and turned the fire hose on the burning midships section till the flames there were also extinguished.

All guns were kept manned, despite 20 casualties among armed guard and merchant crew. Navy gunners stayed at the forward 20 millimeters though they were badly burned and the gun tubs were punctured with shrapnel holes.

Sharing the battle honors was Captain Gavin's little dog "Skipper." Although hit with shrapnel, Skipper stayed on the bridge beside his master, licking the Skipper's face as Captain Gavin lay unconscious in the wreckage.

The ship's crew kept discharging cargo as though the vessel were safely at dock back in Frisco, working 18 hours at a stretch and turning to at the guns during the recurrent air raids.

#### HOME FOR MORE CARGO

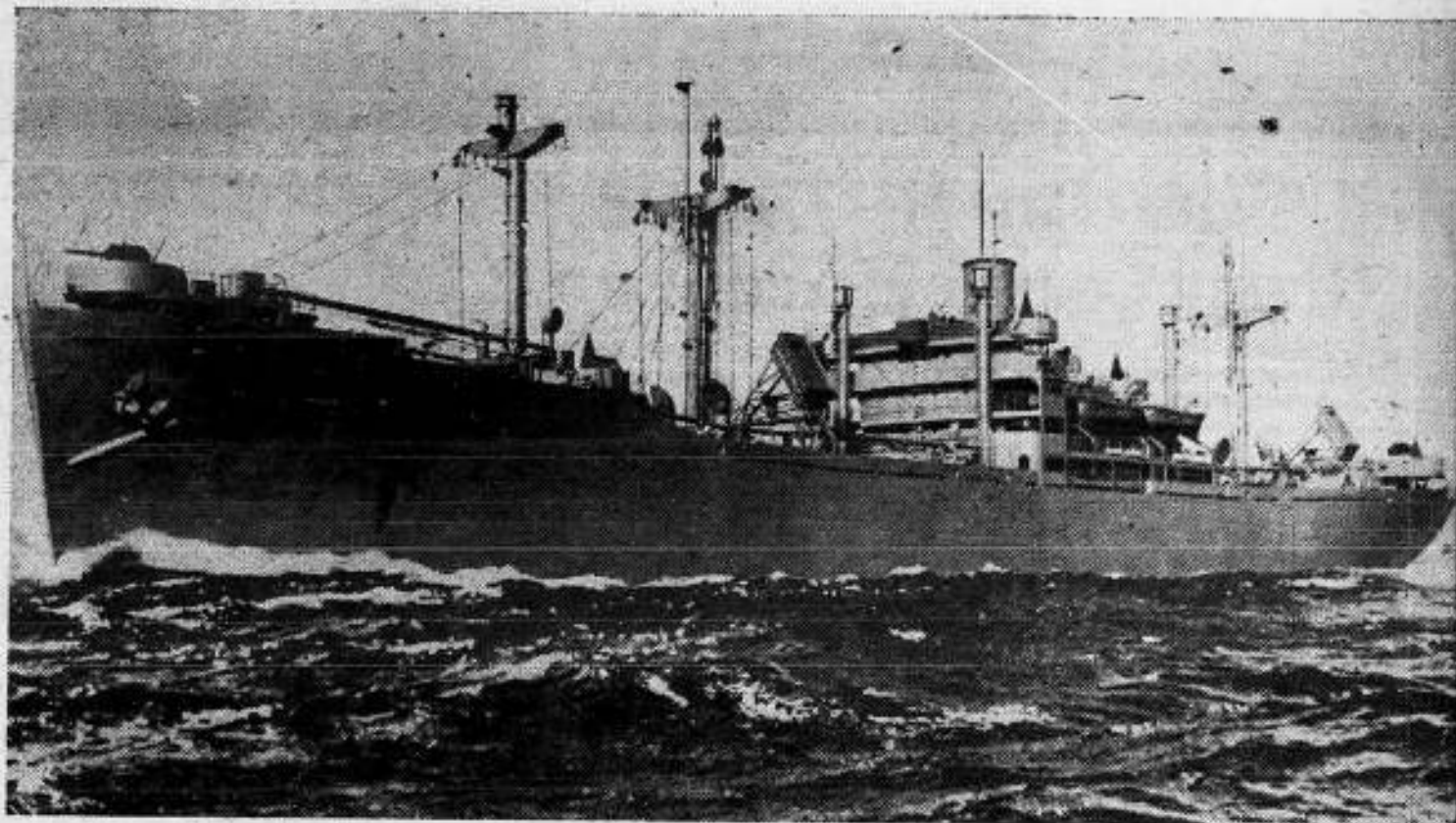
After discharging was finished, the merchant crew made temporary repairs to the midships house and the Alcoa Pioneer returned home under her own power, ready to fill up with another load for the fighting fronts!

SIU ships were among the huge fleet that landed marines and supplies on the volcanic, bloody isle of Iwo Jima.

And they were in the midst of the fighting at Okinawa where, on Easter Day in 1945, began the last great invasion of the war, a battle that lasted for 82 days and ended only after 90,000 Japs were killed in a maniacal defense of the "last stop before Japan."

In the 1,400-ship armada that launched this invasion was every type of craft built during World War II, a vast array of freighters, tankers, combat transports, invasion barges and warships.

A measure of the fury with which Jap airmen



A typical Victory-type freighter, many of them manned by SIU-SUP crews, which performed so valiantly during World War II.

sought to throw back the Americans at Okinawa is the staggering total of planes shot down during the fighting there—no less than 4,000 of them!

Kamikaze pilots made no differentiation between merchant ships or men o'war, the one being as good a key to eternal paradise as the other as far as these suicidal Nips were concerned. Many were the fighting freighters at Okinawa that battled nobly, but still were not spared from the onslaught of the "divine wind."

One of these was the SS Logan Victory (SUP), which arrived at Okinawa with a load of "hot stuff" for Buckner's battling doughboys.

#### KAMIKAZE'S TARGET

Only a few slingloads of cargo had come out of her holds before there was an air raid alert, followed by the appearance of three kamikazes swooping over the nearby hills.

Gunfire from the nearby Hobbs Victory blew one of the attackers to bits, sending its pilot riding the "divine wind" to the warrior's Valhalla.

The second suicide plane headed for an LST, while the third bore straight at the Logan Victory. Every gun that could bear was instantly



pouring a hurricane of lead and steel at this Jap, but it had no effect. Less than a minute later he crashed into the boat deck, exploding and searing the ship in sheets of flame.

Fire soon roared out of the Logan Victory as though it were being fanned by a giant bellows in the hold. The midships house was a solid mass of flame as the crew abandoned ship.

The Logan Victory blew up at 11 p.m. that night, followed by a veritable rain of steel fragments from the sky around her.

She was in commission only two months to the very day that she ended her career before the kamikaze onslaught by the embattled shores of Okinawa. She was another SIU-SUP ship that, in taking supplies to the beachheads, fought at the very front lines of World War II.

Before concluding this story of SIU ships in the war it would be greatly amiss to overlook the great job done by the many freighters, most-

ly Liberties, that carried supplies to the Russians by way of the Persian Gulf.

Riding often well below their Plimsoll marks and carrying huge deck loads, they freighted everything from locomotives and bombers to flour, shoes and black powder.

For the most part these ships sailed alone—without convoy on the long road to Iraq and Iran. To minimize losses from subs and raiders, some were dispatched across the South Atlantic to Cape Town, and some down the west coast of South America 'round Cape Horn; while still others crossed the South Pacific by way of the Tasman Sea, stopping in Australia briefly for bunkers before continuing through Jap-held waters west of the Indies.

Some of the "Persian Gulf ships" were sunk. The SS La Salle, an old Waterman ship, disappeared sometime after passing through the Panama Canal bound for Cape Horn, probably the victim of a German raider. Not a word of her fate has ever been reported.

#### MIGHTY DELIVERY JOB

Reaching the Persian Gulf, these freighters unloaded their cargoes at small ports, whose facilities were created by American engineers at American expense.

Unloading was done mostly by Army longshoremen and, during the summer months, in temperatures so hot work could only be done at night. Not a few merchant seamen succumbed from the heat of the Gulf.

On the voyage home, which was also undertaken without convoy for the most part, the ships faced additional peril from raiders and subs and a few, like the Jean Nicolet, were sent to the bottom by shells and torpedoes.

These ships on the Persian Gulf run contributed vitally to one of the biggest transport jobs the world has ever seen. They sailed their hazardous route to supply the Russian front, carrying a stupendous amount of war cargoes, the full extent of which has never been told.

This is another episode dealing with the role played by Seafarers crews in World War II. The author is a retired member of the SIU who, having sailed during the War, has first-hand knowledge of his subject matter. This thrilling story will, at the conclusion of this series, be republished in book form for those who want a permanent record of their Brothers'—and their own—sacrifices and heroism in the face of death.



# THE MEMBERSHIP SPEAKS



## Mail Snafu Can Be Averted By Giving Complete Address

To the Editor:

Mail, mail, why don't I get my mail?

There is nothing wrong with me on this question—except:

1. That I gave the party who wrote me an improper address. I forgot to mention the name of my ship, the company and the name of the agent in the port at which the ship would arrive. I told them to send it to Joe Seaman, Europe. I thought I was the only seaman going to Europe.

2. That I forgot to mention that people would have to mail letters to me seven to ten days

before the ship was scheduled to arrive. No, I figured air mail would send out a special plane to see that my mail reached me on arrival.

3. That I didn't say anything about the cost of postage. Put any stamp on the letter, it was only going a short distance—three or four thousand miles across the ocean.

Gee, fellows, if I had taken as much interest in my mail as I would want others to, there is a 50-50 chance I would have received it when I arrived in port.

A helpful suggestion on this score is that the post office has a special piece of stationery and an envelope with a stamp on it, all in one. The price is 10 cents and it can be mailed to anywhere in the world. It can be bought at any US post office to be mailed from this country.

I might mention, too, that most foreign countries have the same type of envelope that we can purchase for use in sending our mail while we are abroad.

Harvey H. Guenther

## SIU Patient Gets Ace Treatment In Vets' Hospital

To the Editor:

While making my usual bi-weekly pilgrimage to Beaver Street on ship's business and to pick up the latest Union news, I met Bosun Thomas P. O'Rourke, a friend and former shipmate. He had been taken off a ship in a Florida port recently, suffering from badly swollen neck glands.

Now fully recovered and ready to ship from our New York Hall, he told me of the exceptional treatment accorded him at the Veterans' Administration Hospital in Coral Gables, Fla.

Dr. Stone, resident physician, and his aides gave Tom the best possible care and Dr. Stone went out of his way to make the patient comfortable. The nurses seemed to have lots of time to minister to his wants, even though everyone who has ever been in a hospital knows that nurses have countless duties to perform in the course of a day's work.

The Red Cross people and the Veterans of Foreign Wars' auxiliary visited the hospital continuously, cheering the patients and supplying them with smokes, toilet articles, writing paper, etc.

Tom told me all those fine people seemed to take a personal interest in the patients and he expressed a wish that all Seafarers be told about it through the medium of the SEAFARERS LOG. Here it is, Tom! They've been told.

Bill Gray, Ship's Del.  
Seatrains New Jersey

## Douglas Wants Brothers To Visit Him In Drydock

To the Editor:

I am a patient at the Staten Island Marine Hospital. I would like this fact published in the LOG and a request for any of my friends who have a few moments to spare to drop me a line. I'm afraid this will be a prolonged stay.

Robert M. Douglas

## HI-YO STEEL RANGER



From Eddie Buzalewski come this photo of some of the crewmembers of the Steel Ranger. Left to right: George Welchon, Johann Fischer, "Red" Harding, Bill Shearer, Walter Ammann, Eddie Broader and Buzalewski himself.

## Log-A-Rhythms

### Sea Waves

By Book No. 46066

Dancing sea waves,  
leaping so high,  
Tossing the white foam  
into the sky.

Flashing like diamonds,  
throwing a spray,  
Tell me sea waves,  
Am I sailing her way?

I'm wondering sea waves,  
does she recall  
The day that she promised  
that I was her all?

Answer me, sea waves,  
is she being true?  
That is the question  
I'm asking of you.

## Monitor Article On Demostar's Voyage Called Inaccurate Picture Of Sea Life

(Ed. Note: The following letter is a copy of one recently forwarded to the Editor of the Christian Science Monitor by Lee Roberts, in answer to an article appearing in that paper on April 11. The Monitor article was written by Ernest L. Zaugg. Citing a voyage aboard the SIU-contracted SS Demostar, the article purported to show that newcomers to shipping are paid more than they would get for comparable jobs ashore. Overall, the story had a distinctive anti-Union flavor. Zaugg, incidentally, was aboard the Demostar. Roberts is not a member of the SIU but obviously knows the long, bitter struggle seamen have endured to bring their wages and conditions up to their present, decent level.)

The Editor  
Christian Science Monitor  
Boston, Mass.

Dear Sir:

In reporting on the American merchant sailor in the April 11 issue of the Christian Science Monitor, your Mr. Zaugg failed to mention that along with all the money they receive, the seamen are furnished sheets, blankets, mattresses and may have their eggs cooked to order for breakfast.

I am not surprised at Mr. Zaugg's type of reporting but I

am astonished that a publication with such a high standard as the Monitor maintains would permit such a misleading article to appear on its pages, unless, of course, the fable of the blind men and the elephant was a prologue to the article.

### BRIEF APPRENTICESHIP

Mr. Zaugg, who we will call "Salty Joe," as he referred to the seaman in his article, could find nothing to do so he read a book, then he moved his person from the farm to a merchant ship. . . . Having ridden on a ship for some months he is now able to write in an expert manner of the life aboard a merchant ship and the ways of the sea. "Salty Joe" should prove invaluable to the government and the steamship operators. They have been laboring under the illusion that it does not take months but years of experience to become expert in the ways of the sea and life aboard ship.

I know these "Salty Joes." At sea, "Salty Joe" is not part of the men who work continuously chipping and painting, splicing wire and rope and doing the endless jobs that must be done to keep the "ship up." He is not one of the men who take the ship from port to port over the shortest and fastest routes, missing the reefs, avoiding storms and collisions with fishing and other vessels. He is not one of the men who maintain the engine that runs days and days without stopping, oiled and greased so it burns a minimum of fuel.

### EARN THEIR PAY

When these men go to collect their pay they have no twinge

of conscience. But while the ship is being operated "Salty Joe" is either hiding from the Bosun or sitting on a hatch dreaming of himself as John Paul Jones in a three-cornered hat. In port, "Salty Joe" is still riding on someone else's shoulders. With his antics he stretches America's foreign relations almost to the breaking point.

Now let us examine an Ordinary Seaman:

He earns \$193 a month, plus overtime. When the vessel is at sea, he works seven days a week and is on call 24 hours a day. On Sunday he works and is paid eight hours overtime. His room and board is charged at the rate of \$1.20 a day. On this \$1.20 he pays FOAB.

### NOT SO MUCH

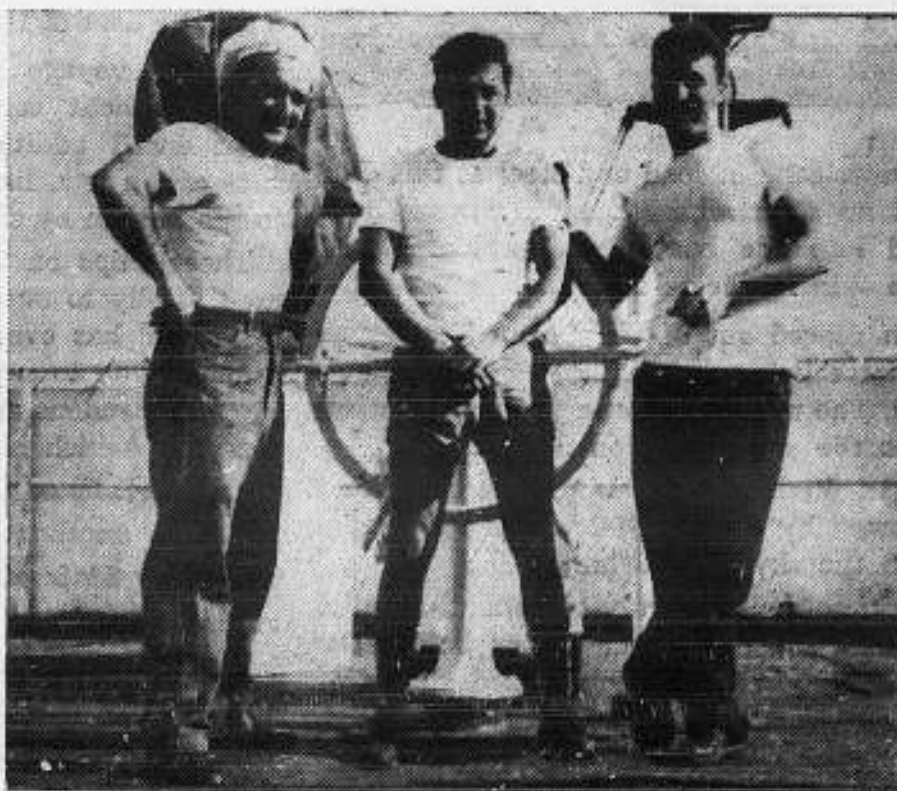
At sea the Ordinary Seaman can't spend any money for the customary things people working ashore spend money for, so after a voyage of 65 days he is able to go ashore with what seems like a good sum of money. But keep in mind that he hasn't been to a movie or stepped down to the corner to buy a shirt. Most of his wages are intact.

He doesn't work a full year, probably averages about seven months. I fail to see where he is overpaid and so well off. If the Ordinary Seaman happens to have a wife and a child or two, then it is really nip and tuck with him.

"Salty Joe" should retire to the farm and his book, and let his Brothers do the work, as they did before he read the book.

Lee Roberts  
107 Washington St.  
New York 4, N. Y.

## SHUTTLING SEAFARERS



Aboard the SS Fort Bridger on her current shuttle run between European and Middle Eastern ports is the trio of deckhands shown above. Left to right: Jake Fidew, AB; Ollie Olvera, AB, and Red Korsak, OS.



## Suggests Gifts Of Play Gear For New Building

To the Editor:

It occurred to me, while looking over our new Headquarters building in Brooklyn, that considerable space will be allotted to recreational facilities. While a considerable sum of money will probably have to be spent on reconditioning and modernizing the premises, it would be a nice gesture on the part of crews of our many vessels to voluntarily donate a suitable game, such as a basketball outfit, pool table, baseballs, which would help our Brothers on the beach pass the time away enjoyably.

### PLAQUE

On such large things as a pool table, a bronze plaque could be attached with the name of the donating ship inscribed.

If a crew were in doubt about what to donate, a list could be drawn up showing what is needed or usable, so as not to have duplication of gifts.

To the Brothers who will be fortunate to attend the grand opening of Headquarters, the gaiety and seriousness of the occasion should ever be in your memory.

The year 1950 will be one to be remembered in SIU history. Good contracts, good leadership, a welfare plan actually in operation. And our men on the ships living up to the contracts and even getting the unsolicited praise of the most hard-hearted shipowners.

And now, finally, a new Headquarters building that the membership may well be proud of.

John Jelletto

## BALTIMORE GET-TOGETHER



Four SIU specialists gather outside Baltimore Branch Hall for a group photo. Left to right: "Slim" King, bridge and checker champion; Gustave Svansson, Ore Line Machinist; Johnnie Greer, singer, and Ted Thompson, light champ of New England from 1909 to 1914.

## Helping Others Is Seafarers' Pet Hobby

To the Editor:

After perusing some back issues of the SEAFARERS LOG there is one impression that pervades my emotions and makes me proud to know that I am one of the fortunate members of our organization.

There are numerous accounts of incidents wherein our Brothers have come to the aid of those in need, not only in this country, but in all parts of the world. Benevolence is without a doubt one of the most gratifying of virtues.

There is a certain thrill to your

experience in the knowledge that you have made someone's life a little brighter, and you can bet that the person to whom you have been so kind also experiences a thrill.

One incident which will always remain a pleasant memory to me is the time in Port Elizabeth when a native who was unable to afford any luxuries in life, because he had a wooden leg and could not gain employment, boarded a bus with us as we were going out to the beach.

Enroute to the beach this na-

## Get Record Of Fever Shots Or Windup As A Dart Board

To the Editor:

Attention all Brothers sailing ships to the Pacific!

Everyone going to the Pacific area has to take several kinds of shots several times on said voyage. So before paying off, make sure the Captain gives you a record of the shots you have taken.

This is important because you may sail back to the same area within six months and all you may need is a booster.

Last year I made a trip to Japan. I had taken 11 shots. Upon our arrival in the United States, we asked the Captain to give us a record of these shots.

This is what he said: "I will mail them to you."

### MORE SHOTS

I am still waiting for it. Nine days after that payoff I took another Waterman ship going to

the same place, and I had to take all the same shots again.

I just completed two trips on the War Hawk. I had 11 shots, taken on our second voyage, as we were going to the Pacific. The same thing—no record of our shots.

Even though I am confined in the Marine Hospital at present, I hope to get another ship going to the Far East upon my



SPIDER KOROLIA

discharge within six months, I'll have to get the same shots over again.

So let's all get together on this and demand our shot record before the payoff. Let's not let them fool us by telling us they will mail them.

Spider Korolia  
US Marine Hospital  
New Orleans, La.

## Late Seafarer's Wife Thanks Yarmouth Crew

To the Editor:

I want to express my thanks to the crew of the SS Yarmouth and the men of the Union at Boston who sent flowers to my husband's funeral and who also sent me a gift of money.

I sent notes to the Union Hall and to the ship but I want to be sure that every one knows how I feel about their generosity. I thought I might be able to insert a card of thanks or a paragraph in the LOG.

I know it must have been a sacrifice for some of the men had not had a ship all winter.

Mrs. Christine Hunter  
Stow, Mass.

## Plenty Of Wild Life On The Steel Admiral But It's Confined To The Animal Cargo

To the Editor:

Here is an account of voyage six of the Steel Admiral, which is on the "fungus run." The trip started in New York. On sign-on day the Isthmian bigwigs almost broke their necks trying to get aboard in time for lunch. Due to icy roads and some fresh snow they were about an hour late and just in time for the payoff. The old crew went up to sign off only to find the bigshots running around in the officers' saloon with a sandwich in one hand and a cup of coffee in the other.

Everything was a mass of confusion, the Deck Department trying to payoff and sign-on,

the Mate was yelling for them to turn to, everybody had mistakes on their pay vouchers, everybody talking at the same time, and the shipping commissioner trying to get everybody signed on so he could go home.

The coastwise and the inter-coastal trip went pretty smooth with everyone getting acquainted with one another and the ship. Old man winter gave the Deck Department a very cold time. In Newport News, the Chief Mate had them drilling on raising and lowering gear. As they raised and lowered No. 4 gear twice before it was decided they were not going to use it.

### FAST BOAT

From San Francisco to Manila the Steel Admiral picked up her nickname "Fast Boat To Manila," a sister ship to the "Slow Boat To China." She broke the record for C-type ships by two hours, making the run in fifteen days and two hours. Not only was that record broken, but Red Pepper and Leonard Dower broke the record from Frisco to Yellow Bar by making it in fifteen days, two and one half hours.

In Saigon, crewmen should watch their step. The night before our arrival, two Greek seamen were killed just outside the gate. The natives have been having some big demonstrations so the crews going ashore should not make any stops at local bars around the gate.

Koshichang seems to be the favorite port for the crew. Some of the boys will be notifying the LOG to change their addresses

to the Ekk Lee Bar apartments.

In Singapore the company decided to run Barnum and Bailey Circus competition. We brought elephants, leopards, Asia cats, pythons, birds, and monkeys back to the States. In every port the ship was the center of attraction and in Belawan Deli, Sumatra, the gangway was like 42nd Street on a Saturday night. First time in history, that all the natives of Sumatra were gathered in one place at the same time and that was on or near the Steel Admiral.

### HEADACHE

Now that the animals are aboard, if you don't find the Deck Maintenance men in the mess hall shooting it they are out on deck shoveling it. The ship is beginning to smell more like a barnyard every day. One Ordinary Seaman has been locked up with the monkeys twice by mistake. He has spent so much time with the monkeys that he is beginning to smell like them.

From Cochin to Port Said the crew found it very difficult to get back to the modern way of life. They were having a tough time getting used to shoes, pants, shirts, etc. Most of the crew are awaiting the day that man can wear a sarong in the States and not be laughed at. From the number of sarongs this crew brought back that day is not too far away. Now that New York is only a few days away we are putting our hopes and dreams on next trip. With this we will say "selamat jalan."

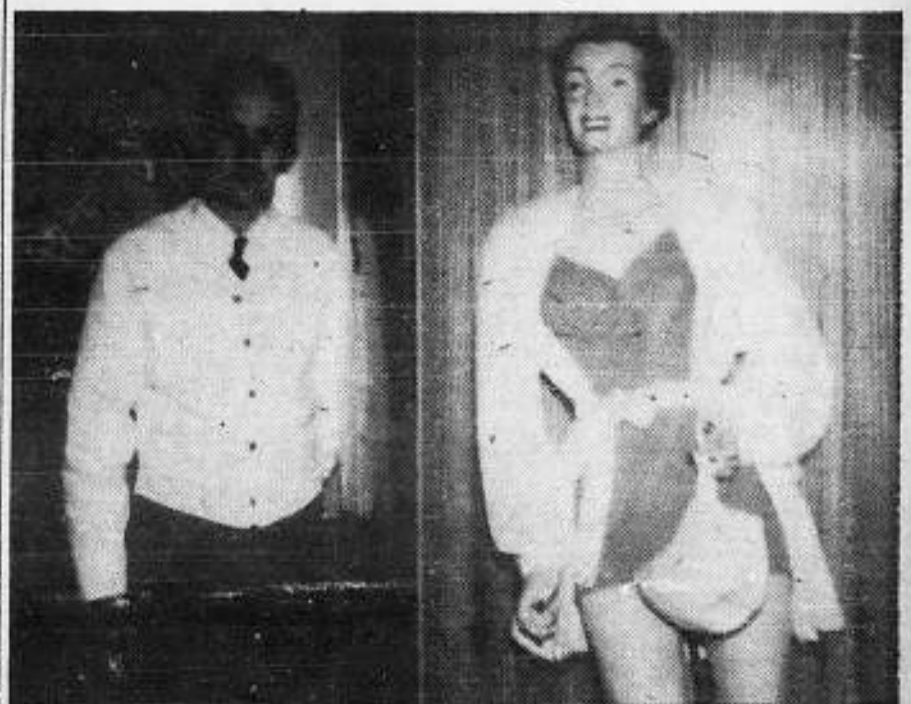
Crew, SS Steel Admiral

## Late Seafarer



Earl Allen, whose death in an auto accident was reported in the LOG recently, as he appeared in photograph taken shortly before the fatal mishap.

## A DEL SUD FIXTURE



Smoke Room Steward Bill Davis takes time out to have his photo taken with a beautiful but dumb bathing suit model aboard the Mississippi cruise ship. The "girl" is Maison Blanche (New Orleans) department store mannequin which graces the ship's store. Photo by G. H. McFall, Ship's Delegate.



# Minus His Typewriter, Whitmer Attempts To Prove The Pen Is Mightier Than Sword

To the Editor:

After swearing on a stack of old menus that I will write no more letters to the LOG about the quality of the food or the actions of the Mate on the Marymar, I have been released from the chain locker, where I had been shackled ever since my last letter was printed in the LOG. I am now determined to prove that the pen is mightier than the sword.

The other night a terrific explosion rocked the Marymar and as Ohannisian and Watson rushed into the 12 to 4 fore'sle, they found my typewriter had been sabotaged by some unknown character. Hence, the red pencil (which I took from the Mate's desk) I am using. On with the story—

### TOUGH TIDE

We had one of the men hurt on here, although not seriously. He was coming back from a happy shore leave in Seattle. Those of you who have been to Seattle know what a terrific rise and fall of the tide there is there. When the guy came back to the ship, the tide was out and he did not see the gangway leading from the dock to the crosstree at No. 3 hatch.

He slipped off the dock and fell down the stack, luckily landing in the starboard boiler, which was not in use. "Pimlico Joe," the Fireman on watch at the time, had just laid down the Racing Form and happened to glance into the dead firebox and saw the boy laying there. He pulled him out through the hole and revived him. It was none other than "Mighty Mouse" Bob Moylan, our Bosun who shipped on here in Long Beach when our old Bosun Jimmy Meehan got off because of illness in his family.

"Mighty Mouse" is another rebel from South Lawrence, Mass., and can he crack the whip. The only one he seems to miss is Dimitrious Konstatinous Vassilakis Skarvelis, the 8 to 12 ordinary, who can somehow manage to stay one deck ahead of him.

There are a few guys who want to have John Ohannisian and myself investigated by the

### Attention! Dewey Martin



Introducing your nephew, Wayne Monroe Wingate, born on Feb. 22, 1950, after you sailed out on the Steel Surveyor. Lending a supporting hand is your sister, Betty, proud mother — and no wonder — of good-looking Wayne.

Un-American Activities Committee for the simple reason that they found us drinking "Moscow Mules" in Pancho's, a Mexican cafe in Seattle. Our drinks were served by a lovely Italian waitress and mixed by an Irish bartender, while we were waiting for two Norwegian girls to join us. I think these guys are being unfair. We just happen to have cosmopolitan tastes.

### NO QUOTES

Got a beef, Ed. My mother saw the last letter I wrote to the

### Pals



Mitzi, a sleek Doberman pinscher, poses calmly with his owner, One Eyed Blackie. The Seafarer got the dog as a pup 18 months ago when he was recuperating from a spine operation. When Blackie is out at sea, Mitzi passes the time away in New Jersey.

## Two Seamar Lads Enter Hospitals In Boston, Cuba

To the Editor:

In behalf of the crew recently aboard the SS Seamar, I'd like to offer our best wishes for a speedy recovery to our former shipmate, Steward George Jackson—a good guy in our books.

George took ill as the ship was New York bound, about 100 miles north of Cape Macy. The vessel was turned around, and taken into Guantanamo Bay, where George was transferred to the Naval Hospital there.

We're hoping that by the time this is published George is well on the road to good health.

Roy Lundquist

(Ed. note: Since this letter was received, Brother Lundquist himself has become a hospital patient—Marine Hospital up in Boston—for a minor operation. He expects to be up and around in a couple of weeks. Meanwhile, we're wishing Jackson and Lundquist, a veteran of the Cities Service campaign, a speedy return to shipping.)

LOG and she told me: "No more quotation marks around Honest." She really raised the devil with me, so I hope you'll bear this in mind when and if you print this.

We are due in New York soon and we have no beefs in the Deck Department. Hope to have a clean payoff in Baltimore, so all the old familiar meeting places of the men of the Marymar better put out the welcome mat. The Seven Seas, Victoria and Beulah's will really jump when we get in.

Saw "Dutchy" Moore's letter in the LOG and I'll take the opportunity to remind him that those sweet South African girls can catch bigger fish than the tarpon he caught and they don't even have to go near the water. They just wait in Delmonico's, The Stage Door, The Windsor and many other of the fishing grounds on the South African coast. 'Nuff said, Dutchy!

Don't forget, boys, more LOG donations—A bigger and better LOG. I know we all want that. So let's get rolling.

Honest Al Whitmer

## Allen Is Working On The RR, But Remembers SIU

To the Editor:

Enclosed you will find a check for five dollars as a contribution to the LOG.

I have not sailed for about 14 months now, and have retired my book. But I still look forward to each copy of the LOG.

I am especially interested in the current debate on the compulsory vacations and am greatly enjoying the series on "Seafarers in World War II."

I am working for the railroad now but I still am greatly interested in the maritime industry and particularly the Seafarers.

James D. (Crow) Allen  
Raleigh, N. C.

(Ed. Note: Thanks for the donation, Brother Allen. Your receipt is on the way.)

### THIS FISH STORY IS NOT FICTION



Sailor Hall (left), Martin Breadoff and catch.

To the Editor:

In returning your LOG circulation card, I am proud to say that many seamen fish at my camp and am happy to say they catch their share.

I hear that Sailor Hall has come in for a little ribbing on some of his fish stories, but they are not all fish stories as the enclosed pictures will prove.

## THE CONSUMERS AND THE PRODUCERS



Deck Department men take it easy during coffee time aboard the SS Stony Creek in Bari, Italy. Left to right in front row: J. Gallagher, AB; G. Sakellis, DM; rear row: Pete Moreni, AB; F. Savoie, OS; R. Stanford, AB, and Bill Healy, AB.



In the Stony Creek's galley, meanwhile, two food masters are hard at the mulligan. Chief Cook O. Hadjilostas (left) peers into the steamer and Second Cook M. Brown does likewise into a gleaming pot.

## SIU Spells Freedom For Men In CS Fleet: Abiqua Crew

To the Editor:

We, the crew of the Cities Service tanker SS Abiqua, want to show our appreciation, and thank God, that there is such an organization as the SIU.

The time has come when we seamen of Cities Service can join ranks with the other free seamen of the SIU, knowing we have a complete and competent organization behind us.

To all the men who have made this possible, we give our wholehearted thanks. We hope this letter will reach other unorganized seamen who have been browbeaten and cowered with the hope that they, too, may some day be able to call themselves members and Brothers of the SIU.

Thanks to the SIU men on the Headquarters staff for the wonderful job they have been doing.

Here's hoping a full tanker-man's agreement is signed by the time this note of appreciation is received.

Crew, SS Abiqua  
Houston, Texas

### Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

Ted Morgan  
Carlson's Ferry, Fla.



# A Tour Through The New SUP Hall



The imposing new SUP Headquarters building fronts on Frisco's Harrison Street. The spacious, well-equipped structure provides practically every type of accommodation sought by its membership ashore. Several SIU affiliates have their West Coast offices in the SUP Headquarters.

On June 16, the Sailors Union of Pacific, West Coast affiliate of the Seafarers International Union, officially opened its resplendent new Headquarters building at 450 Harrison Street, San Francisco. All hands agreed that the two years from the ground-breaking on June 18, 1946, was well worth waiting.

In his greetings, President Harry Lundberg declared that members of the SUP may look upon the new Hall with "pride and honor."

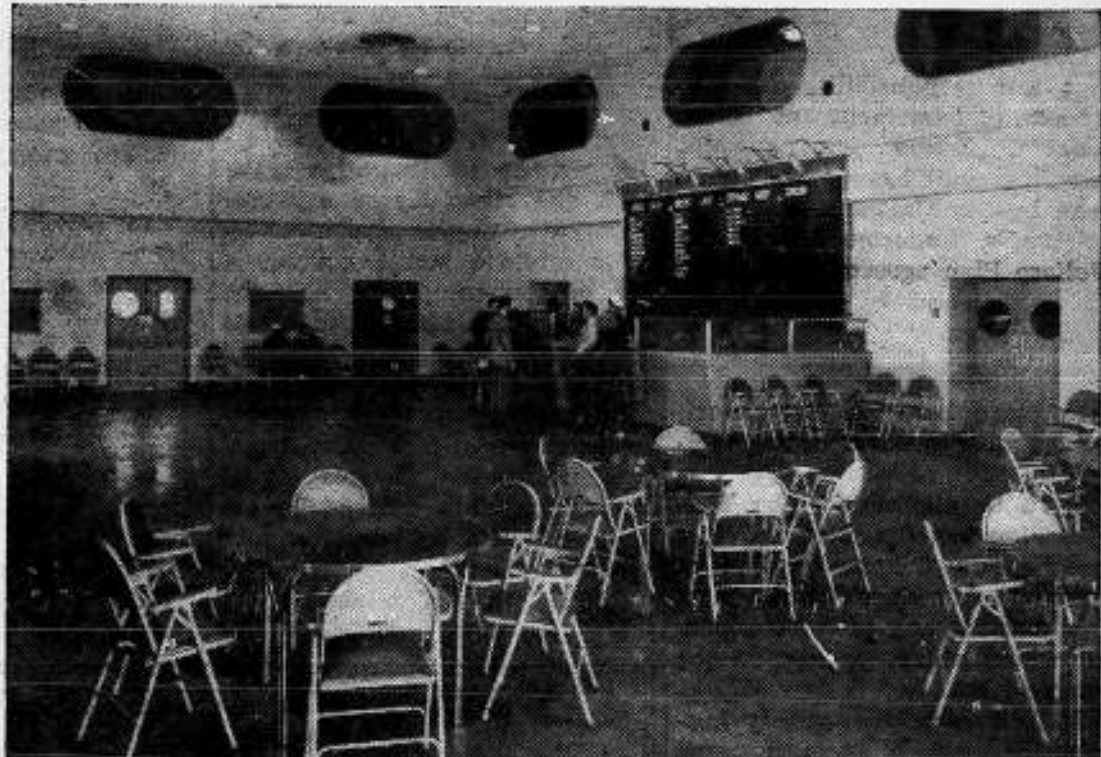
Director of Organization Lindsey Williams represented the Atlantic and Gulf District at the ceremonies. Governor Earl Warren of California was the principal speaker at the occasion.



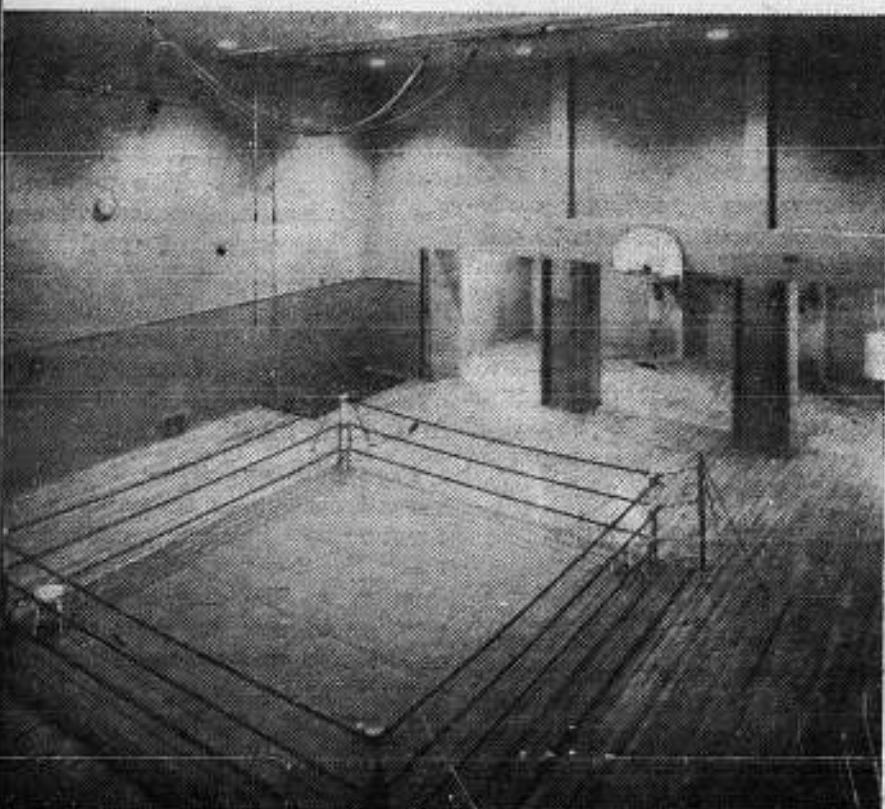
Here's a view of the restaurant operated by the SUP for its members and the public. In beefs, the chow hall will adequately fill the bill in feeding the membership.



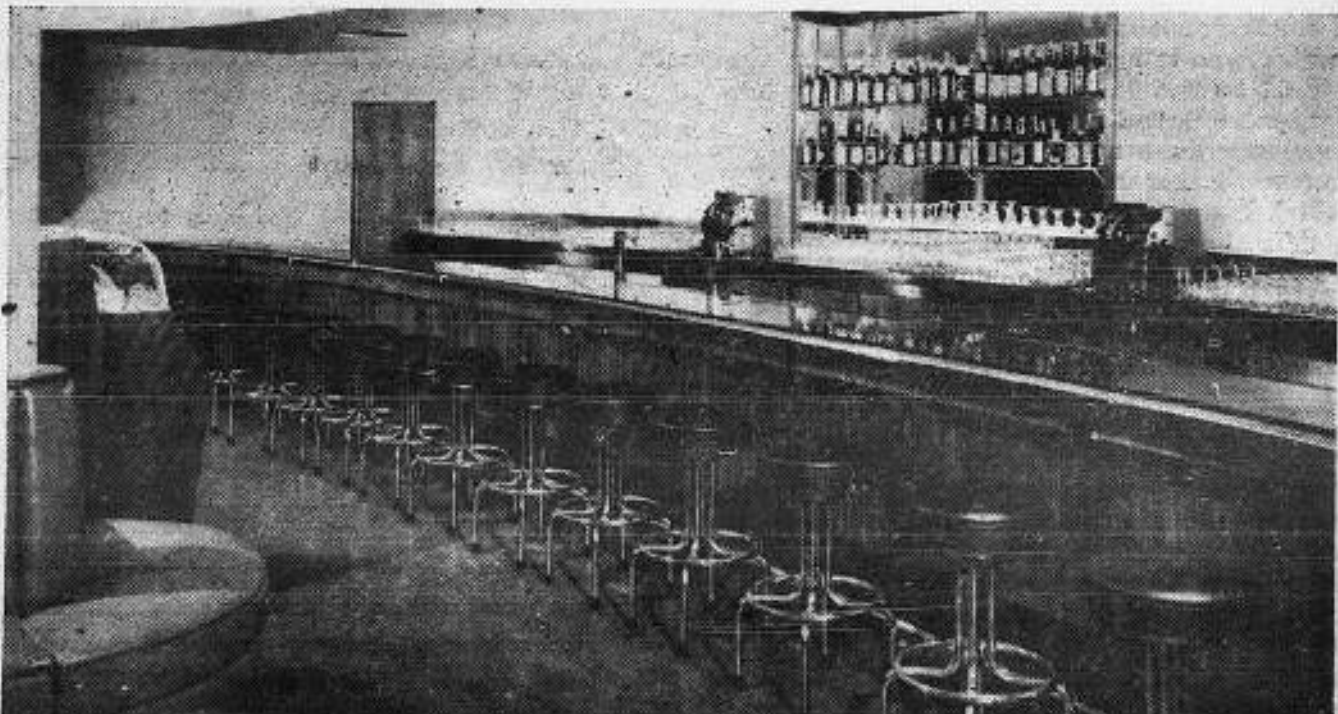
The auditorium seats 2,000 persons. Like the rest of the building, the auditorium is air-conditioned. The latest in acoustic equipment assures good hearing for all.



Members waiting for a ship can while away the time playing cards or by just relaxing in the Hiring Hall shown here. Windows on this floor afford a view of the city.



Muscle-minded members will work off extra weight in this gymnasium.



The Union operates this bar, which is open to the members and their guests. A large number of booths occupy the rear of the refreshment center. According to latest reports the bar and the restaurant, which are open until midn'ght, are especially popular with the membership, as the rushing business they are doing indicates. Besides being a source of pleasure to the members, the drinks and food are a source of revenue to the Union.



# Details Of SIU Welfare Plan Explained

As the Seafarers Welfare Plan swung into operation on July 15, Union members were advised to acquaint themselves with the few simple eligibility requirements for the hospital and death benefits payable under the plan.

Headquarters outlined the principal working features of the Plan in communications sent last week to all Atlantic and Gulf District Branch officials, who were urged to relay the information to the Seafarers in their ports.

In order to avoid any delays and confusion, men entering the Marine Hospitals should take with them their seaman's papers, their Union book and discharges from at least two or three companies on whose vessels they worked during the past 12 months. The latter recommendation was made to ensure that one of the companies, at least, is a signatory to the Plan.

The text of the Headquarters communication follows:

Beginning July 15, 1950 at 12:01 AM, the recently-negotiated SIU Atlantic and Gulf District Welfare Plan goes into effect, with the payment of hospital and death benefits replacing those previously paid as per the Union constitution.

Under the Plan, hospitalized Seafarers are to receive benefits of \$7 per week and beneficiaries of deceased Union members are to receive \$500 as death benefits.

The Union has agreed to accept full responsibility for the proper disbursement of these benefits. Errors in payment, therefore, will have to be made good by the Union. Hence, it is extremely important that the Welfare Plan agreement be fully understood and be followed out to the letter.

### ELIGIBILITY

In brief, here are the principal working features of the Welfare Plan:

1. To be eligible for the Welfare Plan benefits cited above, a member must have worked at least one day since January 1 of this year for any of the companies whose names appear on the attached list.

2. To receive the weekly hospital benefits, a member must be a patient in a US Marine Hospital, a US Public Health Hospital, or a hospital located in a port in the continental United States where the Union or an employer maintains offices. A member who is a patient in any hospital located in a seaport of continental United States is also eligible for the benefits, provided he entered that hospital as the result of an emergency illness or injury, requiring his removal to the institution from a vessel during the course of a voyage.

3. An employee shall not be entitled to receive hospital benefits until he has been confined in any of the aforementioned types of institutions for a period of seven full, consecutive days. Benefits will be paid for all time during which a member is hospitalized, beginning with the first full week of hospitalization. No payments are to be made for any period less than seven full days.

Qualified employees who are committed to an institution for the insane by a court order are specifically excluded from the hospital benefits but are eligible for death benefits. Time spent

in the hospital prior to the issuance of the court order qualifies a member for the hospital benefits.

You are only authorized to pay benefits to men who are hospitalized in your port. Any men applying for hospital benefits in your port, for time spent in hospitals in other ports should be referred directly to Union Headquarters for payment application, to avoid duplication.

4. Under the Welfare Plan, the payment of hospital benefits continues indefinitely, there being no one-year limit such as applied under the previous plan.

All applications for death benefits must be made to Union Headquarters in New York and must be accompanied by a certified copy of the deceased's death certificate.

### CHOOSE BENEFICIARY

Each member may designate whomever he wishes to be his beneficiary for the \$500 payment in the event of his death. Forms on which a member may designate his beneficiary are presently being prepared and will be available for distribution in all ports in the very near future. A sample copy of the forms will also appear in the SEAFARERS LOG.

This and other necessary forms will be sent to you under separate cover.

All Agents are cautioned to note that the temporary receipts for use in paying Welfare Plan hospital benefits differ from the ones used when the Union paid the benefits. The new receipt requires the "Z" number and social security number of the patient, the signature of a representative of the hospital in which he is confined and the name of one of the companies and the ship on which he worked for at least one day since January 1, 1950.

In sending your weekly reports on the payment of hospital benefits, enclose the receipts signed by the patients. The stubs are to be retained by you, for your own records.

Special provision has been made to allow eligibility for

## Companies Which Signed Welfare Plan

The following companies are signatories to the Welfare agreement. Men who have worked on any of their vessels for one day since January 1, 1950 are eligible for Welfare Plan benefits.

- |  |   |
|--|---|
| Actium Steamship Company                           | Mississippi Shipping Company              |
| Alcoa Steamship Company                            | National Cargo Carriers, Inc.             |
| American-Eastern Steamship Company                 | Ore Steamship Company                     |
| A. H. Bull Steamship Company                       | Oro Navigation Company (Carras)           |
| Baltimore Insular Line                             | Palmer Shipping Company                   |
| Calmar Steamship Company                           | Ponce Cement Corporation                  |
| John M. Carras, Inc.                               | Peninsular & Occidental Steamship Company |
| Construction Aggregates Corporation                | Seas Shipping Company                     |
| Coral Steamship Company                            | Seatraders, Inc. (Not Seatrade)           |
| Cuba Distilling Company                            | Seatrail Lines, Inc.                      |
| Dolphin Steamship Corporation (Operates SS Lilica) | South Atlantic Steamship Company          |
| Dry-Trans Corporation                              | Standard Steamship Company (Carras)       |
| Eagle-Ocean Transport Company                      | St. Lawrence Navigation Company           |
| Eastern Steamship Company                          | Strathmore Shipping Company               |
| Epiphany Tankers Inc.                              | Trans-Fuel Corporation                    |
| Federal Motorships                                 | U. S. Petroleum Carriers, Inc.            |
| Isthmian Steamship Company                         | Victory Carriers, Inc.                    |
| Mar-Ancha Corporation                              | Waterman Steamship Corporation            |
|  | White Range Steamship Company             |

benefits to a certain hospitalized members who had previously been employed by signatory companies for a long time. The names of these men appear on an attached list. Some of them may be in your local marine hospital and may previously have received monthly or bi-monthly checks from Headquarters. They are now qualified to receive the regular \$7 weekly benefits, which you are authorized to pay to them.

The foregoing information is given to acquaint the Agents with the practical aspects of the Plan with which they are concerned. It is advisable, however, that they study the full agreement for a broader understanding of its operation.

If you have any questions on the Welfare Plan, please submit them to:

Joseph H. Volpian  
51 Beaver Street  
New York 4, New York

## Korean Crisis Puts Spotlight On US Maritime Deficiencies

The Korean crisis has highlighted two serious United States maritime deficiencies, a grave shortage of passenger carrying ships and the lack of new construction in the nation's shipyards, National Federation of American Shipping reported recently.

In connection with the deficiencies, it was pointed out that a Long Range Shipping Bill has been approved by the shipping committees of both Senate and House, and is now awaiting action by the Congress.

### CLARIFIES ACT

The bill, designed to help correct present deficiencies, expands and clarifies the existing provisions of the Merchant Marine Act of 1936 to build the type of merchant fleet described therein, clearly within the framework of the same principle of parity.

In its semi-annual report on the status of the American Merchant Marine, the Federation said that on July 1 the total passenger carrying fleet of the nation amounted to only 52 vessels with a single trip capacity of 15,374 passengers.

Even with the addition of the 6 passenger ships currently under construction, the report stated, the nation's passenger carrying fleet will represent only about one-half of the vessels and capacity of the 1939 passenger fleet.

The report added that the military has said that the present troop lift capacity is about 50 percent of the requirements of a major emergency.

### FLEET DECLINED

Other highlights of the report showed:

(1) During the first six months of 1950 the privately-owned merchant fleet declined by 24 ships of 205,574 dwt. This was ascribed to the removal of vessels due to overage, conversion to non-seagoing types, or removed from documentation. As of July 1, the total fleet consisted of 1,182 ships

of 14,059,426 dwt. This total represented about 18 percent of the world's active merchant fleets. In contrast, the US possesses about 30 percent of all railroads in the world, and over 75 percent of the world's motor vehicles.

(2) The foreign trading fleet of US merchant ships dropped slightly, from a total of 8.2 million dwt. to about 8 million tons. Vessels trading in domestic coastal and intercoastal trades increased by about 400,000 dwt., while US merchant ships trading to the territories and possessions increased by about 100,000 dwt.

(3) At mid-year the privately-owned US flag tanker fleet consisted of 454 ships of 6,725,710 dwt., about 2½ million dwt. larger than in 1939, although a decline of 16 vessels from the total on January 1, 1950. The decline was due to scrapping of overage ships, conversion to other than tanker uses, and removal from documentation.

### TRADE DECLINE

(4) US foreign trade declined by approximately 300,000 tons per month in the first quarter of 1950, compared to a monthly average in 1949. This reduced volume, resulting primarily from virtual cessation of coal exports and diminished grain shipments, reflected itself in the decline of vessels bareboat-chartered from the government. This number dropped from 101 to 53 in the six-month period.

Not only has there been an overall decline in the volume of oceanborne foreign trade, but there has been a substantial reduction in US flag ship participation thereof, the first quarter of 1950 showing about 46 percent overall, and only 40 percent in the dry cargo trade.

Vessels in the National Defense Reserve Fleet, excluding tugs, barges, training ships and military auxiliaries, increased from 2,135 to 2,224 ships.

**SEAFARERS WELFARE PLAN**  
11 Broadway, Suite 612  
New York 4, N. Y.

Date .....

I, .....,  
(Please Print)

hereby designate .....,  
(Please Print)

.....  
(Address; Please Print)

who is my ....., to receive  
(Relationship: Wife, Mother, Friend, etc.)

the benefits under the Seafarers Welfare Plan upon my death.

Signed .....

Witnessed .....

Witnessed .....

Witnessed .....

This is the official beneficiary designation card that must be filled out and signed by all those wishing to assign the death benefits made available under the SIU Welfare Plan. It is important that all information—with the exception of the signatures which must be signed—be printed to insure complete legibility. Three witnesses are asked so that there will be no question of forgery or signing under duress. To protect yourself, fill these forms out as soon as they are made available to you.



# Minutes Of A&G Branch Meetings In Brief

**BALTIMORE**—Chairman, William Rantz, 26445; Recording Secretary, Al Stansbury, 4683; Reading Clerk, Leon Johnson, 108.

Motions carried to accept minutes of previous meetings held in other Branches. Trial Committee's recommendations in cases involving eight Brothers concurred in. Donation taken up for Robert O'Toole's burial. Agent's report accepted. Meeting adjourned with 380 Brothers present.

\*\*\*

**NORFOLK**—No meeting held because of a lack of a quorum. Eighteen members present.

\*\*\*

**TAMPA**—Chairman, R. White, 57; Recording Secretary, R. Hall, 26060; Reading Clerk, N. Ellis, 16.

Minutes of meetings held in other ports accepted. Agent's report accepted. Good and Welfare: Discussion on war bonus and other wartime measures. Vacation issue was also discussed at length. Meeting adjourned with 51 members present.

\*\*\*

**SAVANNAH**—Chairman, Jeff Gillette, 37060; Recording Secretary, M. C. McCranie, 45052; Reading Clerk, A. Smith, 36970. Agent's report delivered by Jeff Gillette in absence of Agent Bryant, who was in Jack-

## A&G Shipping From June 21 To July 12

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....				(No Figures Received)				(No Figures Received)
New York.....	199	156	168	523	143	132	191	466
Philadelphia.....	39	31	27	97	35	28	19	82
Baltimore.....	127	122	95	344	83	77	55	215
Norfolk.....	6	7	6	19	16	12	13	41
Savannah.....	3	5	2	10	2	4	6	12
Tampa.....	17	14	18	49	19	18	16	53
Mobile.....	64	56	44	164	32	33	36	101
New Orleans.....	58	60	87	205	71	74	89	234
Galveston.....	41	39	30	110	38	39	27	104
West Coast.....	61	52	54	167	66	57	58	181
<b>GRAND TOTAL.....</b>	<b>615</b>	<b>542</b>	<b>531</b>	<b>1,688</b>	<b>505</b>	<b>474</b>	<b>510</b>	<b>1,489</b>

sonville on Union business. Minutes of meetings held in other SIU Branches read and accepted. Gillette gave report on company the SIU is trying to organize in the South Atlantic area and urged all SIU members to try to get jobs aboard the company's vessels. Good and Welfare: Discussion on Yellow Cab situation in town. Meeting adjourned with 45 members present.

\*\*\*

**NEW ORLEANS**—Chairman, LeRoy Clarke, 23062; Recording Secretary, Bill Fredericks, 94; Reading Clerk, Buck Stephens, 76.

Charges against one member

read and referred to a Trial Committee. Minutes of meetings held in other Branches read and accepted. Agent reported that the business affairs of the port were in good shape but the bottom had fallen out of shipping. Agent Sheppard stressed the importance of voting in the coming senatorial elections in Louisiana and concluded his report with the latest developments in the Bisso Strike. Three Brothers were given the Oath of Obligation. Motion carried that any request for shipping card extension be acted upon by a committee elected at a regular meeting and their findings be acted

upon by the regular meeting. The committee to be composed of the same department and group of the member requesting the extension. Meeting adjourned with 470 members present.

\*\*\*

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

Minutes of meetings held in other SIU Branches read and accepted. Agent's report accepted. No New Business.

\*\*\*

**SAN FRANCISCO**—No meeting held due to lack of quorum.

\*\*\*

**BOSTON**—No meeting held due to lack of a quorum.

\*\*\*

**MOBILE**—Chairman, R. Matthews, 154; Recording Secretary, L. Neira, 26393; Reading Clerk, H. J. Fischer, 59.

Motions carried to accept minutes of meetings held in other Branches. Charges against various Brothers laid over until next day for Trial Committee action. Motion carried to excuse members not present due to bus and taxi strike. Assistant Secretary-Treasurer Matthews, subbing for Agent Tanner, reported on shipping prospects for coming two weeks. Matthews reported that the furniture and equipment had been ordered and would be delivered within two weeks. Membership also informed of the police and firemen's beef with

the city because of joining unions, and of the help the SIU would offer them. Meeting adjourned with 133 members present.

\*\*\*

**PHILADELPHIA**—Chairman, A. S. Cardullo, 24599; Recording Secretary, D. Hall, 43372; Reading Clerk, G. Seeberger, 6932.

Minutes of meetings in all ports accepted except that of New Orleans. Motion carried that New Orleans abide by the national shipping card. Charges against five Brothers read and referred to a Trial Committee. Motion to try one Brother before the entire meeting. Motion lost. Meeting adjourned with 76 Brothers present.

\*\*\*

**NEW YORK**—Chairman, Lindsey Williams, 21550; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, Eddie Mooney, 46671.

Minutes of meetings held in other ports read and accepted. Trial committee's recommendations read and accepted. Charges against Brothers read and referred to a trial committee to be elected the following day at the Hall. Motion by W. J. Brady, carried, that the part of the SIU agreement which calls for \$300 payment for personal effects lost in a ship disaster be made to be a minimum amount to be paid by the company with the exact figure to be determined by the value of the actual effects lost. In the Headquarters report, the Secretary-Treasurer announced that the new Headquarters—Port of New York building had been purchased outright, after the city had approved issuance of an occupancy permit for the structure. Plans are now being made for altering the building to meet the needs of the membership, he said. He also pointed out that Seafarers are covered by riders to ships' Articles for risks incurred in the Korean war areas. Meanwhile, the Union will negotiate an agreement covering adequate bonus payments and similar compensation. The Secretary-Treasurer also stated that the Seafarers Welfare Plan would begin payments of hospital and death benefits on July 15.

# Personals



**GEORGE W. CLINE**  
Contact your father, Scott Cline, Greenway, Ark.

**GEORGE FINN**  
Get in touch with your lawyer, 500 Fifth Avenue, New York City.

**RED BRAUNSTEIN**  
Pfc. Leon T. White would like you to write to him at this address: 8023 Composite Service Company, APO 24 Unit 3, c/o PM, San Francisco, California.

**ROY FITTS**  
Contact Mrs. V. J. Fitts, Springville, Mississippi.

**ARMOND GILBERT**  
Ethel Hill, 396 Hancock Street, Brooklyn 16, New York, asks that you get in touch with her.

**CHARLEY BRADEN**  
Earl J. Laws wants to hear from you: 1215 Exchange, Emporia, Kansas.

**WILLIAM E. PEPPER**  
"Please mail copy of the divorce papers to Mrs. Gertrude Pepper, PO Box 1801, San Francisco, California, as soon as possible."

**PAUL S. JANIDLO**  
Contact Paul M. Goldstein, Suite 506, 1201 Chestnut Street, Philadelphia, Pennsylvania.

**JOSEPH CATANZARO**  
Get in touch with your father at 2115 Belmont Avenue, New York City, as soon as possible.

**L. C. BURTON**  
Get in touch with your sister, Sarah Burton Nottingham.

**SAMUEL PARKER**  
Contact James E. Whitt, 1902 Rogers Street, Savannah, Georgia.

**RICHARD R. LEIKAS**  
Your brother, Matt, has an important paper for you to sign and some money for you.

**DON J. PEURALA**  
Your sister is getting married on July 22. Your mother is ill and asks that you write her at 1306 South 10 Street, Manitowoc, Wisconsin, giving your return address.

**JAMES W. ROONEY**  
Get in touch with Death Benefits Department, New York Life Insurance Company, New York City. A Mary J. Rooney (maiden name) has named you beneficiary.

**JEPHTHA DANIEL**  
Get in touch with Carmin G. Novis, Assistant Supervisor, Department of Welfare, 29-28 41 Street, Long Island City, New York.

**GEORGE F. MARTIN**  
Write to your mother at the old address: 11312 Brunswick Avenue, Garfield Heights 25, Ohio.

**A. W. SEIGER**  
Contact Joseph Baruch, 282 South 5 Street, Brooklyn, New York. You can call EVERgreen 4-1484, between 9 AM and 2 PM.

**JULIAN T. LELINSKI**  
Contact your daughter Miss Phyllis Lenz c/o Radio Station WLIO, Sixth and Walnut Streets, East Liverpool, Ohio.

**ERNEST LEE WATERS**  
Marvin R. Friedman, Assistant manager of the Whalen drug store at 261 Eighth Avenue (23 Street), New York City, is holding your membership book for you.

**WILFRED R. SHEA**  
"Selling property. Your signature important. Soon leaving state. Write or phone: Mom"

**HENRY BERT DONAHO**  
Contact P. K. Blidsoe, Navasota, Texas.

**ROBERT EARL ENSAR**  
Your mother asks you to write her at 128 Aldharn Avenue, NE, Knoxville, Tennessee.

**ALEXANDER FERRUCCIO**  
Contact Sister Mary Damascena, C.S.B., Superior, The Home of the Little Flower, Hale Street corner Gordon Avenue, Hyde Park 36, Massachusetts.

**ELMER SHIPP**  
Get in touch with your home, in Cardele, Georgia.

**DAVID McDONALD**  
**TED BROWNHAM**  
**MATT FIELDS**  
**JOHN MURPHY**  
Communicate with William L. Standard, Room 305, 38 Park Row, New York City.

**GERALD D. MARTIN**  
Contact the Dispatcher at the Baltimore Hall.

**JOHN DUBOWSKY**  
You have \$80 in Travelers Checks at Bill's Bar and Grill in Tampa, Florida.

## Directory Of SIU Halls

SIU, A&G District		ASST. SECRETARY-TREASURERS	
BALTIMORE.....	14 North Gay St. William Rantz, Agent Mulberry 4540	Robert Matthews	Lloyd Gardner
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	Joseph Volpian	
<b>S U P</b>			
BALTIMORE.....	14 North Gay St. William Rantz, Agent Mulberry 4540	HONOLULU.....	16 Merchant St. Phone 5-8777
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	PORTLAND.....	111 W. Burnside St. Beacon 4336
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	RICHMOND, Calif.....	257 5th St. Phone 2599
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	SAN FRANCISCO.....	450 Harrison St. Douglas 2-8363
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	SEATTLE.....	86 Seneca St. Main 0296
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	WILMINGTON.....	440 Avalon Blvd. Terminal 4-3131
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	<b>Canadian District</b>	
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	MONTREAL.....	463 McGill St. Marquette 5909
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	FORT WILLIAM.....	118 1/2 Syndicate Ave. Ontario Phone 3-3221
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	HALIFAX.....	128 1/2 Hollis St. Phone 3-8911
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	PORT COLBORNE.....	103 Durham St. Phone 5591
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	TORONTO.....	86 Colborne St. Elgin 5719
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	VICTORIA.....	617 1/2 Cormorant St. Empire 4531
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	VANCOUVER.....	565 Hamilton St. Pacific 7824
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	SYDNEY.....	304 Charlotte St. Phone 6348
BOSTON.....	276 State St. Ben Lawson, Agent Richmond 2-0140	HEADQUARTERS.....	463 McGill St. Marquette 7377



# Bernstein Explains His Case To Congress

Just about a month ago, Arnold Bernstein, of the SIU-contracted Arnold Bernstein Lines, appeared before the Subcommittee on Maritime Affairs of the House Committee on Merchant Marine and Fisheries, to present his case for a reconversion and operating subsidy for two former army transports.

The SIU, of course, has a very definite interest in Bernstein's quest, and we present the following excerpts from his testimony because we believe that in it he has definitely proved the need for the type of service he wants to offer.

Meanwhile, it is interesting to observe that the slowness of official action—if not outright stalling—has forced Bernstein to charter two foreign flag ships for the tourist trade, thus depriving the government of taxes, US seamen and shipbuilders of badly needed jobs and American shiphandlers of a ready market for their supplies.

Bernstein's testimony follows:  
Mr. Bernstein: I am Mr. Arnold Bernstein, of Arnold Bernstein Lines, Inc., New York.

With the permission of the committee, I will restrict my views to the sale of the General William Weigel and the General John Pope.

Owing to special circumstances, it will not be possible to execute the sale of these vessels until after June 30.

### SPENT HALF-MILLION

Our organization, the Maritime Commission, and the shipyards spent more than \$500,000 to develop this deal. I would like to put before the committee the reasons why I believe this deserves the aid of the committee.

In this year approximately 350,000 to 400,000 passengers will cross the Atlantic. Of these passengers approximately 80 percent, probably more, will be American citizens. Of the 80 percent only 8 percent, or even less, will be traveling under the American flag. The reason is there is only one ratable passenger steamer under the American flag now crossing the North Atlantic, but 2 years from now we hope there will be added a superliner.

We have on the borders of Canada and the United States and western Europe approximately 400,000,000 people, of which a certain percentage would be willing and able to travel if there were sufficient tonnage, and especially if there were rates which would permit them to go across the Atlantic.

Of the total trans-Atlantic fleet only approximately 7,500 accommodations are provided for tourists for low-priced cabins. These approximately 7,500 accommodations can have a turn-over during the year of approximately 100,000 low-priced accommodations. That is the maximum.

### P-2S WOULD HELP

The two P-2s, if reconverted, will carry each 750 passengers; both together 1,500, and annually 15,000 accommodations.

The average rate now offered to the tourist is approximately \$350 a round trip. A lot of Americans do not go on ships where they are restricted to the end of the vessel and restricted quarters and not permitted to use the better parts of the vessel. We intend to offer a round-trip rate from \$280 up to a maximum of \$400 and permit the traveler to

use the vessel with no restrictions. There will be the same possibility to make use of comfortable and reputable social rooms.

We arrived at our thinking because of the fact that during the year practically 85 percent of the line is sold out. If we consider the low-priced accommodations, they are sold out over the whole year, proving that there is a terrific demand for low-priced accommodations.

I believe in the present situation there is a terrific demand for low-priced accommodations, but there is the impossibility of enlarging the fleet under the American flag because superliners are very expensive. We have no big chance now to add American tonnage in the North Atlantic. There is one exception: lower venture. We can bring out these vessels, the General Pope and the General Meigs, early enough for the next season, and that will be only the start. We are willing, with the help of the authorities to develop this line

because there is a limit on the ships available. If you would be willing to arrange the tonnage, we could bring in 10 such vessels, and even that number would not be sufficient to satisfy the demand for such low-priced accommodations.

Those are the principal points that I would like to bring to the attention of the committee.

We have worked very hard to develop this venture. We hope the committee will recommend, independently of all other questions in the bill, that permission will be granted to sell the two vessels, the General Pope and the General Meigs, after the first of July.

The Chairman: You intend to operate single-class passenger vessels; is that it?

Mr. Bernstein: Yes.

Mr. Weichel: You are not in the shipping business now?

Mr. Bernstein: I have under an agency agreement one shipper for this season, a vessel under the Panamanian flag, one class, 600 passengers.

Mr. Weichel: You just have an agency; you have never owned or operated ships before?

Mr. Bernstein: I was part owner during the war of a cargo vessel, I was the president of the old Bernstein & Red Star Line that operated approximately 80,000 tons of combined passenger and freight vessels.

### PRE-NAZI FLEET

Mr. Weichel: Before the war?

Mr. Bernstein: Before the war.

Mr. Weichel: Foreign-flag ships?

Mr. Bernstein: Ships under the German flag.

Mr. Weichel: And if the time is extended you hope to be able to buy these two ships and operate them under the American flag; is that it?

Mr. Bernstein: My fleet was taken over by the Nazis. I was myself deprived of all my property. I came over with the intention of reorganizing this trade under the American flag. I have worked since I came over here in 1929 on this project. I char-

tered vessels after the war, Liberty vessels.

Mr. Weichel: You have been chartering under this wartime act?

Mr. Bernstein: Yes; 13 vessels.

Mr. Weichel: Liberty vessels?

Mr. Bernstein: Yes.

Mr. Weichel: Hauling bulk cargo under the ECA business?

Mr. Bernstein: There was no ECA. It was just to take care of the freight transportation of grain and coal just after the war.

Mr. Latham: Do you plan to operate this with or without a subsidy?

Mr. Bernstein: No passenger line between New York and Europe can operate without a subsidy. A vessel that we would have to pay \$85,000 approximately in wages would be operated under a foreign flag for approximately \$25,000.

Mr. Latham: Your plan is to buy the ships and apply for a subsidy?

Mr. Bernstein: I have applied already.

## Map Of The Far East War Bonus Area



This is the map of the five bonus areas in the Far East war zone. For details see story on page one.