

# SUP To Get All-Out SIU Aid If Operators Force A Strike



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## BME Signs Isthmian To Contract, Gets Best Conditions In Industry

The SIU-affiliated Brotherhood of Marine Engineers this week signed an agreement with Isthmian Steamship Company covering the 250 regular and relief Engineers employed on the company's 37 ships.

The announcement was made by BME Secretary-Treasurer pro-tem Charles King, who hailed the new agreement as "opening a new era for the Isthmian Engineers who have been bewildered and disgusted over the MEBA leadership's arbitrary strike call in the Isthmian fleet."

The contract gives the Engineers the highest pay in the industry.

The agreement signed is subject to ratification by the Engineers in the Isthmian fleet, a provision never included in contracts signed by the leaders of the MEBA.

Moreover, the BME agreement contains a unique provision giving the union the right to reopen the contract to discuss wages or any working condition at any time.

The contract provides for an immediate 3.62 percent wage increase and other monetary gains and improvements in working conditions.

Indicative of the improvements secured for the Engineers are the provisions upping the Night Relief Engineer rate from \$2.03 per hour to \$2.23 per hour.

In addition, the Engineers are guaranteed penalty pay for 16 types of cargoes. Under standard MEBA contracts only one cargo, sulphur, is considered a penalty cargo.

The emergence of the Brotherhood of Marine Engineers as the representative body for the Engineers in the company came as a result of the MEBA tactics in the Isthmian fleet, whereby the CIO Engineers union failed to submit the issue of a strike to the membership before throwing up picketlines, and brought down the wrath of the Engineers involved.

Almost to a man the Engineers refused to accept the strike call, and stayed on the ships.

The so-called strike won no support from other unions in the maritime industry, with the exception of Harry Bridges' communist-controlled West Coast longshore outfit, which has been independent since its ouster

from the CIO for following the commie line.

Requests by MEBA men in the Isthmian fleet to the BME for true union representation and a democratic set-up, coupled with a recommendation by the AFL Maritime Trades Department that the BME step-up its organizing activity where its representation is needed, brought the Brotherhood of Marine Engineers into the picture.

Simultaneously, the AFL Maritime Trades Department said it was unable to support the MEBA "strike" against Isthmian, in view of the fact that the CIO Engineers had only recently violated picketlines of the SIU-affiliate cannery workers during their strike against

the Alaska Fishing Industry in the Bering Sea area.

The complete repudiation of the MEBA leadership and their questionable labor policies is evidenced by the fact that the Isthmian ships are moving—with the Engineers aboard.

### SEEK COVER-UP

Of the 134 Engineers aboard Isthmian vessels that have come into US ports to load or unload cargo, only six Engineers were reported to have followed the MEBA line and left the ships.

Aware now of the consequences of their arbitrary and undemocratic action, the leadership of the MEBA has been casting about for a cover-up, and appears to have settled on the idea of accusing the Brotherhood

of Marine Engineers of being "a puppet of the SIU."

Maritime observers see behind this baseless charge the fact that the MEBA is envious of the solid, all-out support given to the Brotherhood of Marine Engineers by the Seafarers International Union and the powerful AFL Maritime Trades Department.

The MEBA, on the other hand, finds itself totally without support within even the CIO, and has found its only backing from Bridges' non-affiliated longshoremen's union—an alliance that has created considerable suspicion as to motives, particularly since Lee Pressman, one-time legal darling of the communist

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## Stewards Dep't School Will Cook With Gas

When the SIU opens the doors to its Union-conducted Cooks and Bakers School in the new Headquarters building, the Seafarer students will embark on a curriculum embracing all the most up-to-date methods of galley and bakery operation in use today.

The program to be followed in the new school is rapidly nearing its final form, as a result of extensive studies being overseen by Frenchy Michelet, chairman of the committee of stewards department men selected to formulate plans for the school.

The facilities are being set up by the SIU principally to serve as an upgrading school for men of the stewards department, to give them the opportunity to qualify for higher ratings and commensurate higher pay.

### HIGH STANDARDS

Likewise, the school will teach the men the high standards of galley operation and food preparation maintained on SIU-contracted ships, and will aim toward evolving more efficient operations.

Incorporated into the program will be data from the store books and other stewards department literature distributed by the various steamship companies to their ships, as well as material supplied by the AFL unions in the food preparation field: butchers, bakers, hotel and restaurant employees and culinary workers. Each of the SIU-

contracted companies supplied material to the study made.

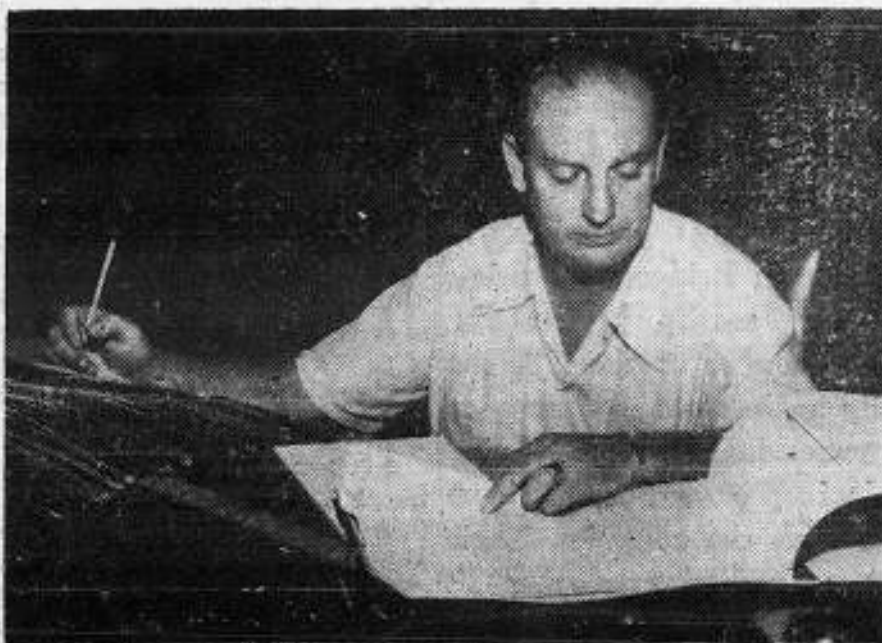
Also incorporated in the program is data supplied by the various vocational schools in New York City offering courses in food preparation.

One of the subjects to be taught, which evolved from the study, will be a simple method of bookkeeping to be used by Chief Stewards.

The school itself will offer the students the use of the latest and most modern galley, bakery, butcher shop and cafeteria facilities as a workshop.

Among the facilities are ovens capable of turning out 100 large loaves of bread an hour, a complete steam table, grills, deep fryers, ranges, mixers, meat cutting apparatus and a walk-in box with capacity equal to that aboard the average Liberty ship.

Supplementing the instruction in the classrooms will be a series of lectures on all phases of baking, meat cutting, preparing, cooking, serving of food and keeping of proper records. Lectures will be given by experts from the various unions in the culinary field.



Frenchy Michelet, chairman of the committee charged with planning the new SIU Cooks and Bakers School, is shown correlating data received from various sources, which will be used to set up the courses of study.

The membership of the SIU Atlantic and Gulf District in meetings in all Branches on August 15, voted unanimously to set up a four-point program of all-out financial, physical and moral support to the Sailors Union of the Pacific should the operators force the union to strike to gain its demands. Outstanding in the program is the allocating to the SUP equal shipping rights on SIU vessels unaffected by a walkout.

Earlier the membership of the Sailors Union of the Pacific in a resounding demonstration of solid support had voted almost unanimously to call

a strike if the demands of the union are not met in negotiations to replace the contract which expires on September 30.

Armed with the authority to call a strike, the SUP negotiating committee has served word on the Pacific Maritime Association, the West Coast organization of shipowners, that it is seeking enlarged manning scales, a change in the overtime structure, an increase in wages and a 40-hour week. The SUP also seeks "substantial gains" in the Pension and Welfare Plans and asks an industry-wide Vacation Plan.

### "FULL AID"

Immediate support of the SUP's demands came from the SIU's Atlantic and Gulf District, where Secretary-Treasurer Paul Hall announced the District's "full support of the SUP's contractual demands." The A&G's support came after its members in the last regular biweekly meetings in all Branches voted unanimously to adopt a four point platform of support, calling for:

1. One hundred percent support of the SUP financially, morally and physically;
2. Allocation to the SUP equal shipping rights on those SIU vessels which will not be affected by the strike;
3. Work with all affiliates of the Maritime Trades Department and all-out support, not only to the SUP, but to any other AFL affiliates which may be hit at the same time by this or any other beef;
4. Notification to all interested parties in the maritime industry of the A&G's position in this matter.

Along with the A&G's pledge of support to its fellow affiliate, the SUP is assured of complete support from the AFL Maritime Trades Department.

The SUP is one of the MTD unions which early this month signed a mutual aid pact, guaranteeing all affiliated unions complete support when contracts expire on September 30.

Member unions signing the pact were the International Longshoremen's Association, Radio Officers Union, Masters, Mates and Pilots, United Marine Division (ILA), Brotherhood of Marine Engineers as well as the Atlantic and Gulf District and the Sailors Union of the Pacific.

Action by the SUP toward a new contract began on August 6th, when crews of SUP ships quit work and met in branches on all coasts to discuss proposals drafted by the Union's negotiating committee.

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### Let's Clean House

No one knows better than union men the feeling of being tossed in jail on a phony rap. The history of unionism in America has had many such incidents, which have helped make unionists staunch supporters of civil rights and justice.

The recent round-up of leading communists on Smith Act charges and the conviction of 11 party brain-trusters have been criticized by some as being a blow to the rights of Americans, and one that could foreshadow a crackdown on labor unions.

The fuzziness of this thinking is clear, for these people are not up on phony raps. There is a law which makes their practices a crime, and putting them in jail is no different from imprisoning dope peddlers.

The communists have screamed that they are being persecuted, yet indicative of the communists' feeling for law is the fact that eight of the communists picked up are now fugitives. They have shown that communists will use the law when it favors them, but will abandon and disobey it when it goes counter to their wishes.

An incident that demonstrates the complete disregard communists have for their homeland, and their unflinching allegiance to Russia, was shown recently when in Kaesong, where the Korean truce talks are taking place, a British communist, reporter for the London Daily Worker, came from behind the communist lines and was interviewed by UN newsmen. When asked how he felt when he saw British prisoners of war being brought in wounded and ill, he remarked: "We don't allow for emotion."

Communists, unmoved by the suffering and death of their countrymen in a struggle that could mean the end of western civilization, are traitors and rate no sympathy or defense.

Labor realized the danger of the communists long before the present government probes and trials. Labor saw the menace they constituted to the free trade union movement and set about cleaning its house.

Today on the waterfront only one outpost remains, that being Harry Bridges' west coast longshoremen's organization. Bridges has been cut from the CIO for following the red line and is in disfavor throughout the country, except by one union, the Marine Engineers Beneficial Association. The MEBA, despite still being in the CIO, has shown its complete disregard for that group's anti-communist policies by working with Bridges and using in its operations a lawyer who was fired by the CIO for communist activities. A former member of the CP, the MEBA's attorney has strangely maintained contact—or reestablished it—with Bridges, something no other genuine trade unionist has done. Unionists, once burned, have learned that you do not work with the commies. Their end is not trade unionism, but furthering of the CP dogma, as any "former commie member" can testify.

Toleration of the communists and those in league with them in the country, or on the nation's waterfront, is to play with disaster. To defend them is suicide. The communists are clearly arsonists in democracy's house.



## Congress Passes High-Profit Bill

Congress—led by its coalition of reactionary Republicans and Dixiecrats—has kicked the American people in the teeth again.

At the same time it has given consumers something to remember when Election Day rolls around, November 4, 1952: High prices for food, clothing and shelter and guaranteed profits for Big Business.

Here's what the Act does:

- It prohibits rollbacks in prices of farm and factory goods — meaning nearly everything you buy. The prohibition on rollbacks means higher prices because producers who have played fair with consumers and held down prices must now be allowed to catch up with the profiteers.

- It permits businessmen to add practically all their costs to the prices of the articles they sell. Previously, the Office of Price Stabilization (OPS) had allowed them to include in their prices only costs of material and labor. Now a manufacturer can double or triple his expenses for advertising, say, and raise his price to cover those expenses. But no allowance is made for cost decreases.

- It knocks out slaughter quotas on livestock. The ban means OPS will not be able to channel available cattle to registered slaughter houses. This in turn means black market slaughterers can grab all the meat they can get.

- It permits wholesalers and retailers to get the same margin of profit as they got in the May

24-June 24, 1950, period—just before the Korean war began. This means prices will pyramid all down the line until it reaches the consumer. That means you.

Suppose a wholesaler's cost on an article is \$10 and he sold it before Korea for \$11. That means he made a profit of 10 percent. Now suppose his cost increases by \$5. Under the new law he will not add just \$5 to his selling price of \$11—to make the price \$16. He will add his pre-Korean profit margin of 10 percent to his new cost of \$15. That means he will add 10 percent—or \$1.50—to his new cost of \$15. Thus the selling price will be \$16.50 instead of \$16. And the retailer will handle his increased costs the same way.

- It allows rents to be increased 20 percent above 1947 levels. Rents in state or local areas that have their own laws must go up faster than the national average before Federal controls could apply to them. And local governments can take controls off critical defense areas after one month.

- It makes no provision for defense housing. This means that thousands of servicemen and defense workers and their families will have to live in huts and hovels in mushrooming defense areas. At least 50,000 moderate rental units in Government-financed housing are needed immediately.

- It provides for more tax handouts to Big Business in building or expanding plants. To get Big Businessmen to contribute to defense production, the

Government has to allow them to subtract the expense from their taxes over a period of 5 years instead of 20. This is called "accelerated amortization." So while taxes are high for you, they are low for Big Business.

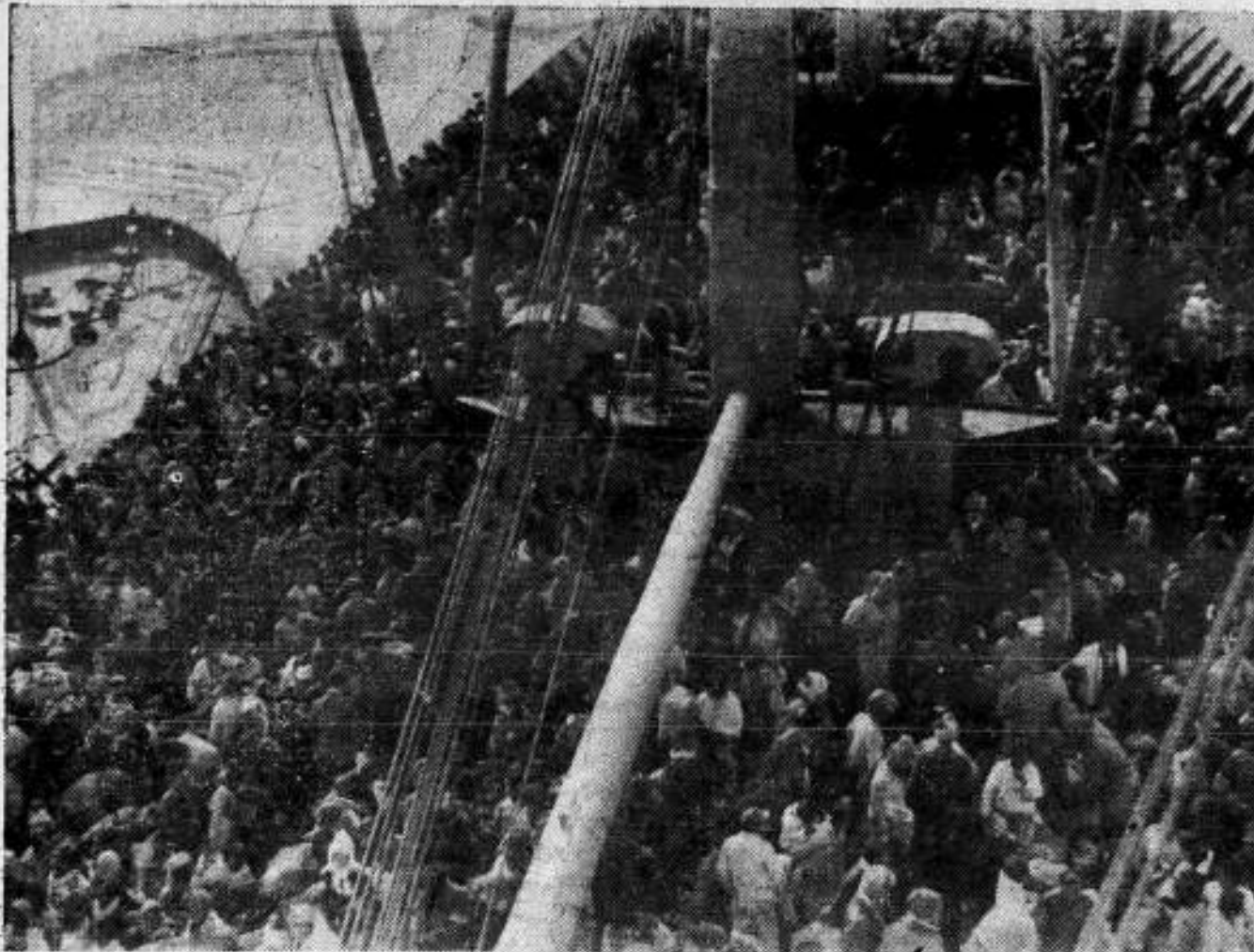
- It says nothing about poor quality of goods being sold for the same price that good quality used to be sold for. So a poor quality shirt, for instance, can sell for the same price that a good quality shirt sold for before Korea.

- It prohibits the President from acquiring or building defense plants even though private industry refuses to build them. This means that Congress is willing for the President to draft boys but not property.

- It exempts from all controls lawyers, doctors, newspapers, advertising, gas transportation, telephones and other businesses and services which make up about 15 percent of the average family's budget. A 10 percent increase in the cost of those items is equal to a loss of 2 cents an hour in the pay of the average factory worker.

- It gives food gamblers a green light. The Government is unable to make speculators in commodity exchanges put down more than 7 percent when they buy wheat, cotton, soybeans, butter or other commodities for resale. This means that while a workingman has to pay one third down for a car, a gambler in the New Orleans cotton market has to put only one fourth down for a bale of cotton.

## Refugees From The Advancing Communist Armies



Some of the 11,000 North Korean refugees who jammed every bit of space on the SS Madaket when Hungnam, Korea, was evacuated last winter are shown on the vessel's deck. The SIU-manned C-2 removed the refugees under navy gunfire while the communists threatened the outskirts of the city. Story on page 8.

## Tampa Central Labor Body Backs Pittman For Mayor

By RAY WHITE

TAMPA, August 18—The Central Trades and Labor Assembly of this city has officially endorsed the candidacy of State Representative Clair Pittman for mayor of Tampa.

The action was taken at a specially called meeting on August 14, to which all affiliated unions were urged to send delegates. As a result, this was the best attended meeting in many months.

Pittman, who was endorsed because his legislative record "proved him to be consistently fighting for the welfare of the common man," is opposed by the incumbent, anti-labor Mayor Hixon and Floyd Golden.

### NO BACKING

About Golden, the CTLA said it could find nothing in his record to recommend him for the job.

About Hixon, however, the CTLA had plenty to say.

"The memory is still fresh in our minds," the CTLA statement said, "of his failure to do anything about this city's deplorable bus service; his failure to correct conditions that have existed at Municipal Hospital, and the failure of the Police Department to clean up gambling and vice that have tended to corrupt the morals of this community."

"Furthermore, we are unable to forget the armed intervention of City police in behalf of management in several labor disputes."

It's that last part that makes it personal for us Seafarers, for it was Hixon and his cops that broke our picketlines here during the 1946 General Strike, to make Tampa the only port in the country that was not shut down tight.

Pittman, on the other hand, has an excellent record as far as the ordinary guy is concerned. Among other things, he led the

successful fight to increase unemployment insurance benefits for those in seasonal occupations; he fought to extend the protection given workers under the Workmen's Compensation Act; he opposed the move to put a sales tax on the necessities of life; and was a leader in the fight for an improved City Civil Service Bill that was passed by both Houses, although subsequently vetoed by the Governor.

Since the delegates at the meeting represented more than 20,000 AFL members, it would seem that Pittman has better than a fair chance on election day, September 4.

As you can see, this campaign is the big thing in Tampa, and everything else is kind of pushed into the background. But the Seafarers are still in business here. Shipping is still good, in a steady, unspectacular sort of way, and beefs there are none, which makes us very happy.

## In For A Visit



Rocky Benson, onetime LOG contributor, is enhancing the Tampa beach in a pair of pants he got from an Indian in the Canal Zone. Rocky says the beer and night life in Christobal are the same as ever. Going back, Rocky?

## Shipping Is Much Too Good To Overlook Getting Your Validated Papers, Says NO

By LINDSEY WILLIAMS

NEW ORLEANS, August 16—The affairs of the port are in very good shape with no beefs pending. Since the last report there have been no major beefs in the port and very few minor ones.

Only the routine overtime, food and repair beefs came up, with all of them settled to the satisfaction of the parties involved.

There have been no beefs among the membership since the last report, and all is very quiet as far as gashounds are concerned.

Shipping has been very good these last few weeks, with 274 members registering and 330 shipping on regular jobs.

The outlook for the coming two weeks is not too hot as far

as payoff ships are concerned, but from all indications we will have the in-transit ships and they are a definite help to the shipping situation.

Practically all in-transit ships hitting here took replacements to help add to the number of men shipped.

### LIST OF SHIPS

Since the last report we had the following ships' paying off: the Alcoa Puritan; Del Aires, Del Valle and Del Mar (Mississippi); De Soto (Waterman); Carrabelle (Cuba Distilling); William Carruth (Dry Trans), and the Ocean C (Ocean Trans).

Signing on were the Alcoa Puritan; James B. Duke, Del Oro and Del Mar (Mississippi); Carrabelle (Cuba Distilling); William Carruth (Dry Trans), and the Ocean C (Ocean Trans).

In-transit callers included the following Alcoa ships, the Pegasus, Clipper, Roamer, Corsair and Ranger; the Seatrain New Jersey and Seatrain Texas; Steel Scientist, Steel Maker and Steel Fabricator (Isthmian); Monarch of the Seas, Fairland, Chickasaw, Fairhope, Stonewall Jackson, Morning Light and Gateway City (Waterman); Catahoula (Cuba Distilling); Tuskegee Victory (Orion); Polaris Sailor (Dry Trans), and Julesburg (Mathiason Tankers).

The SS Joyce Kilmer of the Mississippi Shipping Company is still here in port, tied up because of the Todd Drydock strike.

The crew is still on board the ship, as they are on foreign articles, and are enjoying their stay in port. The ship is shut down completely and they are eating and living ashore.

### DOCK VOYAGE

The ship has been on articles since July 23rd, so it looks as though the company will pay the crew off after the month is up, as we are certain they don't like the idea of paying a full

crew wages, subsistence and lodging when the crew doesn't have to lift a finger and do any work whatsoever.

All hands are again warned and advised to get their new validated papers. The deadline of September 1st is drawing very close, and after that date no one can ship without these new papers, unless the deadline is extended again.

Shipping is very good, so don't get caught short on the beach without validated papers in hopes that the September 1st deadline will be extended. The chances are that it will not be extended any further, as this date is itself a 30-day extension.

At last night's regular meeting there were two committee reports read concerning Brothers that had got gassed up and missed watches while on foreign articles and the ship was in port over the week end.

As a warning to the Brothers that like to gas up while they are supposed to be working, they should remember the recommendations of the committees.

The membership has realized that we have contracts to pro-

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## Finnish Labor Quits Commies, Joins ICFTU

The Finnish Federation of Labor withdrew from the communist World Federation of Trade Unions and voted affiliation to the International Confederation of Free Trade Unions.

Finnish leaders, some of whom were guests of the AFL on a visit to Washington last year, dealt the Red-led WFTU one of its worst blows in formally withdrawing.

The WFTU and Russia's so-called trade union movement sent its top officials as observers to the Finnish meeting.

Irving Brown, AFL representative in Europe, and J. H. Oldenbroek, general secretary of the ICFTU, represented the free world trade unions.

Britain, Norway, Sweden and Denmark also sent noncommunist trade unionists as observers and demonstration of support from the free world.

## Isthmian Contract Provides Top Conditions For BME Men

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party, is playing a key role in development of MEBA strategy.

The Isthmian situation recalls the MEBA's callous indifference to the welfare of its membership aboard the Isbrandtsen ships almost two years ago, as a result of which MEBA men in that fleet flocked to the Brotherhood

of Marine Engineers and have been covered by an BME contract ever since.

In a vain effort to win support of the National Maritime Union, which has a contract with Isbrandtsen for the unlicensed seamen, the MEBA resorted to low tactics, including issuing of leaflets calling the NMU "scabs, finks" and similar smears.

The NMU recognized the Brotherhood of Marine Engineers as a bonafide labor organization, and the unlicensed men of the NMU ignored the phony picketlines of the MEBA.

In answering the MEBA's campaign of slander against the NMU, and the foul-up of the Isbrandtsen Engineers, Curran said: "A trade union (MEBA) that declared itself to be 68 or 70 years old . . . should certainly have a better method of operation than they presently have down here."

The signing of the BME contract with Isthmian brings to over 70 the number of ships covered by the AFL Engineers Union.

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# Shipping Is Much Too Good To Overlook Getting Your Validated Papers, Says NO

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tect and greater gains to make in the future. These gains cannot be made when a few members that don't give a damn foul up.

It must be remembered that every time there is a foul up on a ship the company definitely keeps track of the beef and will bring it up when it comes time to negotiate a new contract for better and greater gains.

Anytime you feel the urge to gas up then get off the ship and stay away from the Hall. Get as gassed as much as you want to, but mixing liquor and Union affairs and your job just don't work and the membership doesn't like it one damn bit. They definitely want to see more gains made for the SIU, and they want to go forward and not backwards.

## MTD THANKED

At the last regular meeting, Headquarters report to the membership was read and was accepted and concurred in unanimously, with a vote of thanks extended to all of the affiliated members of the Maritime Trades Department of the AFL. New Business from the various ports was read and accepted. The Quarterly Finance Committee's report was read and concurred in unanimously. Headquarters Tallying Committee's report on the constitutional changes was read and concurred in unanimously.

We had a report from the SS Del Norte telling of two of our

## Seattle Cool, Serene, Has Good Shipping

By JEFF MORRISON

SEATTLE, August 15—Unlike the rest of the United States, we're not moaning about the weather. Cool breezes, balmy days and an absence of sweaty brows make this town an ideal spot in which to spend the summer.

However, there aren't many SIU men summering here — they're shipping out almost as fast as they arrive in here.

In the past two weeks we paid off the Seawind (Seatraders) and Purplestar (Traders). In-transit we took care of the Bienville (Waterman), Sea Comet (Colonial) and the Calmar and Portmar (Calmar).

## BEEFS CLEARED

The Seawind had paid off before I arrived, and the Purplestar was clean on overtime beefs, though a few repairs had to be squared away.

We can use ABs, Firemen and Oilers to fill expected vacancies on the ships due to payoff here during the coming two weeks.

If the blurb on the weather makes any men with these ratings want to hike up this way, come on ahead, but with shipping the way it is don't expect to stay long.

Needless to say, we did not have sufficient bookmembers around to call a meeting, and the future looks like we'll be facing a near-empty Hall next Wednesday.

Meanwhile on the beach here are the following oldtimers: W. D. Cunningham, R. B. Vicherman, F. England, E. T. O'Mars and J. P. Stanford.



LOUIS O'LEARY

Brothers who got killed during a fire and boat drill.

While hoisting number-three lifeboat, the boat falls broke due to the limit switch failing to work. Both bodies were recovered, and from the last report they were being brought back to the United States by the Del Norte.

Brother Audley Chisholm was an OS on the ship from New Orleans. Brother Charles Buser, Jr., was an AB on the ship, and was from Texas. Both were well known members in this area, and will be missed by their many friends, as they were both swell shipmates.

Also reported as passing away since the last report was Brother "Pee Wee" Warren. Brother Warren was on a vacation in Georgia and broke his neck while diving into low water.

Pee Wee was a swell shipmate and did practically all of his shipping out of Florida ports and New Orleans, as he was a good passenger ship man. He, too, will be missed by his many shipmates.

In the New Orleans Marine Hospital are the following Brothers: R. Cruz, E. E. Gross, W. O. Cara, C. Ray, D. D. Kelly,

## Former NLRB Official Goes To WSB Post

The former chief law officer of the New York Regional National Labor Relations Board, which handled the SIU's long drawn case against the Cities Service Oil Company, has assumed new duties in Washington with the Wage Stabilization Board.

Miss Helen Humphrey, who earned widespread respect for her legal competence from labor, government and management circles during her 12 years of service with the NLRB, has become head of the WSB's National Enforcement Commission.

During her years with the NLRB she served as Chief Law Officer in Philadelphia, St. Louis and New York NLRB offices and was active in thousands of labor-management disputes.

Early this year Miss Humphrey went to the WSB as chief of the Litigation Section of the Legal Division, and for the past two months has been acting Associate General Counsel of the ESA Division.

A native of Detroit, Miss Humphrey was in private practice before joining the NLRB in 1939.

L. Lang, K. Raana, O. Celestine, L. T. Link, R. J. Burke, T. Ter- rington, C. Dalhgren, J. E. Mil- ler, J. A. Teague, S. McDonald, T. Kiiski, T. McLees, M. D. Hibbs, H. F. Henry, N. R. Grana, W. T. Hardeman, C. E. Wallick, B. Fitte, W. K. Sutherland, L. R. Tickle, J. Mayrbat, T. E. Lee and J. R. Adams.

With the coming in of the SS Del Mar we saw quite a few oldtimers among them — Louie Bourdonnay, Robert Callahan, Polly Arena, Douglas Craddock, Leo Crawford, Harry Wolowitz, Calvin Medley, Gus Brosig, Duke Hall, Tully Robertson, Charlie Breaux, Joe Vaccaro and George McFall.

At present on the beach here in New Orleans is Brother Louis O'Leary who recently came in on the SS St. Johns Victory of the newly acquired Bloomfield SS Co.

Bloomfield is one of the best companies under the SIU banner, says Louie. The trip on the St. Johns Victory was one of the best he had made on any SIU ship, with a swell crew and a swell bunch of officers. She was a good scow and a good feeder.

## VOLUNTEERS

Brother Louis O'Leary, better known as "Legs" O'Leary by the oldtimers, is one of our members who is always ready and willing to volunteer his service whenever and wherever the occasion might arise.

O'Leary says that the Welfare Plan is one achievement of the SIU he is proud of, and holding book number 12 shows that Brother O'Leary has been around for quite some time.

Brother O'Leary has taken active parts in all SIU beefs and strikes from the original Isthmian Beef in 1939 and the Bonus Beef before the last war. O'Leary was also active in the SIU anti-commie beefs, and has been outspoken in his praise for the membership's recent action on the constitutional amendments.

Like most members that make their homes here in New Orleans, the cultural center of the nation, O'Leary is looking forward to the day when our New Orleans Hall will be air conditioned, as it is hot as hell down here.

## Philly Gathers Enough Men For Branch Meeting

By STEVE CARDULLO

PHILADELPHIA, August 16—The past two weeks have been slow, with us handling but four sign-ons and payoffs, which were the Winter Hill (Cities Service), Joseph Pulitzer (South Atlantic) and the Evelyn and Carolyn (Bull).

We were more than able to call a meeting, inasmuch as we had 75 men present when the gavel dropped. The meeting approved the minutes of the Branches, Headquarters report, Secretary-Treasurer's financial reports and the Tallying Committee's report.

Other than this the local front is quiet, though not cool. Some fellows have been inquiring about available ships running to the Arctic, but, unfortunately, nothing is running that way now. Some of the fellows will settle

## Money Due

Overtime checks for the following men from Cities Service are being held at SIU Headquarters, 51 Beaver Street, by Frenchy Ruf:

Alt, Donald .98; Averitt 1.47; Benenate, Nathan 3.93; Boven, Louis W. 1.96; Bossert, Ernest .98; Brace, Clarence 1.96; Bradbury, Ivan 4.34; Brennan, Thomas W. 1.96; Brown, George .98; Byer, Henry Jr. 1.96; Capuzzis, John .98; Carrans, A. .98; Carraway, William 3.93; Carraway, William 2.48; Case, Alfred 5.62; Condon, Thomas P. 3.87; Crane, Harold 13.26; Crosby, Edward 13.76; Crusser, William 1.96; De Felice, Edward A. Relay Check; Di Pietrontonic, John 2.48; Demarets, David .98; Eikenberry, Albert .98; Ells, Leonard .98; Farrell, Edward .98; Fitzsimmons, P. .98; Foley, Joseph .92; Funk, Richard 62.56; Gray, Cecil 6.48; Griffin, Timothy 1.24; Guiden, J. 22.22; Guitran, Wilfred .98; Hartman, J. 6.16; Hanninger, R. J. 1.24; Jacobs, R. F. 4.91; Jomides, Peter .98; Kronberys, Paul .98; Lawless, W. F. .98; Leston, Juan 3.93; Levak, John .98; Luhrs, Herman 6.04; Lupton, Joseph C. 6.04; Macauley, James 12.77; Maculatis, A. 7.52; McCann, T. 6.19; Magash, Nicholas 2.48; Mahash, Nicholas 7.52; Mahash, Nicholas 3.73; McIntyre, W. 5.94; Matthews, Charles .98; Michael, Robert 1.90; Mayhew, Orville 62.56; Mays, Percy .92; Mays, Robert L. 27.50; Molineaux 6.04; Moore, Julins .98; Munden, John C. .98; Meyers, Darwin 1.85; Nye, Dow 1.24; Parks, Williard 4.34; Parsons, Frank 13.76; Parsons, Frank 4.34; Peragallo, Joe 7.41; Permay, Jose .98; Peterson, Albert 1.24; Preston, James .92; Ray, James 5.56; Re, Manuel 1.24; Reynolds, Delvin 4.96; Reynolds, Delvin 2.48; Richardson, Hans .98; Robichanz, Orvis A. 27.50; Romano, James 14.74; San Filippo, Joseph 1.97; Savdie, Francoie .98; Spencer, Edmund 4.67; Staniechi, J. 6.04; Staples, H. .98; Stodolski, Joseph 1.24; Stubbe, Walter 1.47; Syarythi, Edward 2.95; Tablas, Jose .92; Tallaksen, Roy E. 1.24; Thibodeaux, Clarence 13.26; Treasway, W. E. .98; Tyler, C. 6.94; Valente, Arnold 6.04; Vante, Adolph 1.24; Walker, Thomas 1.17; Williams, Hugh 9.92.

## Shipping Fine In Port Boston

By JIMMY SHEEHAN

BOSTON, August 15 — Shipping has been good in this port the past two weeks, what with 63 men dispatched to jobs. Paying off here during that time were the Government Camp and Abiqua (Cities Service), Oceanstar (Dolphin), Wanda (Epiphany) and the Michael (Carras).

There were a few minor beefs on the Oceanstar and Michael, but they were settled aboard ship in the crew's favor. The Government Camp, which had taken on a few acting ABs and Oilers in Lake Charles, wanted to dump them at this end for full-fledged men, but we made them hold on to those men.

## SAW CREW

We went aboard the Steel Rover and gave the crew the lowdown on the current MEBA beef with Isthmian. The men were instructed to remain on the ship, if the Engineers pull any walkoff, and not to take any kind of action without consulting the nearest SIU Port Agent.

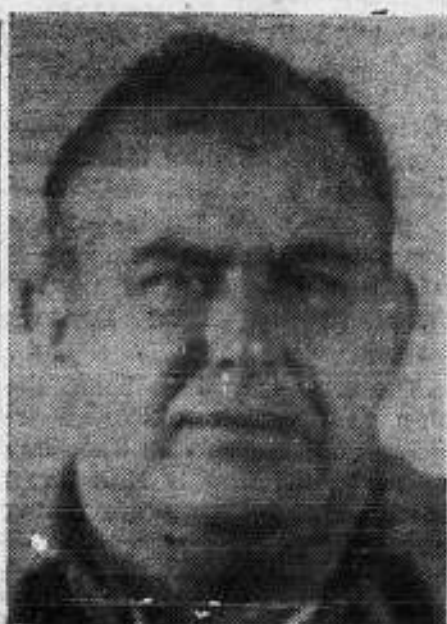
Although we didn't have enough members around on meeting night to form a quorum, the following oldtimers were in for a brief time: George Murphy, A. Pinchook, Mike Dalelio, Don Averall, Joe Preshong, Joe Germaino and Roy Johnson.

Also G. Stabelle, Chuck Connors, George Morley, Will Willridge, H. Ryan, Ed Amerault, Harry Smallwood, Eddie Miskosky, I. Jomides and John (Red) Obrien.

## HELP EM OUT

Talking about oldtimers, who know (or should know) what it is to work on a Union ship under a Union contract, we are after the work permits to get them to read our Union literature, especially those pamphlets which deal with shipboard activities. What they can't get out of these booklets, they can get from the Brothers who have been around longer than they.

I represented the Boston Seafarers at the funeral of the son of Danny Donovan, international executive board member of the AFL longshoremen, and conveyed our deepest sympathy.



MIKE MICHALIK

One fellow who isn't letting this Philadelphia heat bother him is Mike Michalik, who came ashore this week from the Winter Hill, where he has been doing a mighty good job of cooking for the past nine months.

He has come ashore to do some shoreside cooking, and he's going to be sorely missed by the crew and officers on the ship.

Mike is no newcomer. He has belonged to various waterfront unions since going to sea. In his opinion the SIU is the best in contracts and policy. Mike says only the SIU could have stuck with Cities Service and landed a contract.

Among those on the beach for the time being are Boo-Boo Sampson, the Bosun, Ralph DiPaola, Henry McCullough, who has come off the famous SS Bullfinch, and Gene Nowokunski.

for a Persian Gulf run, feeling that they could probably find the weather a bit cooler over there.

# Here's What I Think

QUESTION: What is your favorite run, and why?



F. AGOSTO, Ch. Cook:

I prefer the runs to the Far East. Those trips are usually long and give a fellow a chance to get settled on a ship and build up a nice nest egg. Those short trips are over before a fellow gets to know his shipmates. In the Far East I like Djakarta, or Batavia as it was once known. Their prices are reasonable and a fellow can enjoy himself without digging too deep into his bankroll. I'm waiting for a long run now, but I'll settle for something less if a Far Eastern job isn't available.



F. DEVLIN, Ch. Elect.:

I'm not a bit fussy where I go or what I ride on, as long as it is an SIU ship. Others I've ridden on recently aren't for me. My last trip was to Ireland, which is a nice country. Dublin was one of the best ports I've been in during my seagoing years, and it's not because I'm Irish that I say that. Overall, however, regardless of whether the trip is long or short, the country hot or cold, it doesn't matter to me. I get the same pay for doing my work no matter where the ship goes.



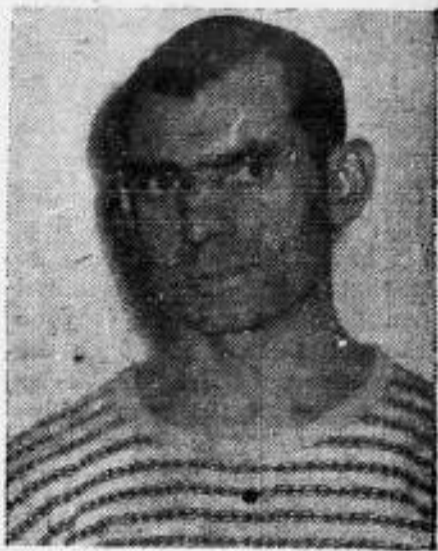
JIM GOLDER, BR:

Taking the good with the bad, I prefer the Robin Line run to South Africa. There in Capetown and Durban I really enjoy myself, but up the East African coast I stay on the ship. Those ports aren't for me. In Capetown, however, the people, that includes the women, are very nice and congenial. The prices, too, in these cities are easy to take. One feature that I like is that the trip gives a fellow 18 days to recuperate from New York going down and 18 days to rest up from Capetown on the return trip.



JOHN BLUITT, Dk. Maint.:

I like the Robin Line run to South Africa. Capetown is a nice city and the people down there seem to be very friendly to American seamen, more so than the people in other ports I've visited. A big advantage to taking a Robin Line ship is that it is a way to beat out the winter. The three-month trip cuts all the cold weather out of a year, and makes all year a summer. I make at least one trip a year down there and have made the winter run a couple of times. There's a Robin ship on the board now that I'm hoping to get.



A. FASE, Bosun:

My preference is for the North European run serviced by Waterman ships. I come from Holland and my immediate family lives there. As a result I have a home at either end of the trip, which makes the run a short one for me. Not only do I enjoy Holland, but I also have friends in Belgium and Germany, so every port is of interest to me. If I can't get a ship to this range, I'm not fussy where else I go as long as there is a ship under me. Maybe I'll be lucky and hit one to Europe this time.

## Baltimore Shipping Takes A Dip

By EARL SHEPPARD

BALTIMORE, August 15—By comparison with regular peacetime shipping we are having a boom, but compared to what we have had during late weeks, shipping is definitely off.

We handled 11 payoffs, 10 sign-ons and 6 in-transits, a definite slackening off from the past weeks.

### ODD CASE

All the payoffs were handled in short order and beefs were few and far between. On one ship, however, the Anne Butler (Bloomfield) we had an odd incident.

It seems the Wipers were ordered to sougee the engine department passageway bulkheads on their sanitary work time. Although they squawked, they did the work and turned in overtime for it. Upon arrival in port the overtime money was paid, but it seems that the Captain had logged both men for it in the meantime.

It was a trifle humorous to us because the Skipper paid the overtime for the work, which is admission that the work was done, yet he logged the men because they didn't do the work or didn't do it well enough.

### NEW SKIPPER

Well, after making the poor Wipers wait all day at the Commissioner's office, the Captain finally agreed to lift the log. You Wipers don't have to dread this job, as the Skipper has been transferred to another ship.

Around the Hall, we're running in good shape. Little by little we are cleaning out the

Hall of unnecessary gear, broken down and surplus equipment and gashounds. We hit on a new stunt. We keep one gashound standing around as an exhibit, so the youngsters coming in can see what a horrible fate awaits them if they insist on kicking the gong around.

One guy here who is not kicking the gong around is Zeb Gherman, who is laying for a Bosun's job. Zeb came into the Union in 1944, when the building assessment first was approved. Zeb says he's seeing now how that assessment and the others that followed are paying off in new buildings and modern facilities.

### MAJOR STEP

According to Zeb, the big reduction in expenses when the Headquarters office moves, plus the additional facilities offered the membership, will be one of the major steps taken by the



ZEB GHERMAN

SIU. A big boost to the SIU's prestige, too, Zeb says.

One beef we've run into now and then, though not on any particular ship now in port here, is the complaint by the Messman that he is looked upon as the personal servant of the crew.

### NO VALET

The Messman is on the ship to serve the crew its meals and clean up after those meals, not to stand around cleaning up night lunch messes or waiting on the nightly card games.

Clean up your own debris after using the messroom, and take care of the chinaware. Remember, there will be other crews that may want to use those dishes.

## In Galveston



W. L. VICKERS

## Shipping Skids For Galveston

By KEITH ALSOP

GALVESTON, August 16 — Shipping has slowed down in this port, and the men who used to look to Galveston for a fast job are making tracks to other ports. Can't say we blame them much, because if things keep on getting slower, there won't be any shipping at all.

Two ships, the Martin McCarver (Waterman) and the Sunion (Kea) paid off during this period and signed on again. Fourteen ships were here in-transit, including some SUP-contracted vessels, but they didn't help much, insofar as getting our men off the beach was concerned.

Among the oldtimers here is Winston Lewis Vickers, who ships out of Galveston (when there are jobs to be had) as Chief Cook. Vickers joined the Union in 1945, and really got initiated into the efficient way the SIU operates when he did picket duty in New York during the 1946 General Strike. He missed the Isthmian Strike the following year, as he was at sea, but he's had his hand in most of our beefs since then.

Also on the beach at this writing are H. C. Thorton, R. H. Connors, J. Martin, W. Lanier, R. Hubbard and A. Smith.

Four of our Union Brothers are currently in the Marine Hospital here and would appreciate hearing from their friends. They are Cecil N. Lewis, V. F. Wilmoth, Frank Fisher and Roy E. James. Drop them a line and cheer them up.

As far as the Branch meeting goes, it's the same, old story—no quorum, no meeting.

## Go After Your Rating

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

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

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

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

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

# Lake Charles Gives Rated Men Real Red Plush Carpet Welcome

By KEITH TERPE

LAKE CHARLES, August 16—The land of magnolia blossoms, mint juleps, cypress swamps, gently flowing bayous and Robert E. Lee (the soldier not the ship—for benefit of damyankees!) is presently experiencing the hottest weather in 20 years.

Comments like "whew! 104 today!" are as common as fleas on a hound dog's back. It is so hot that I feel like a criminal when I ship some one (anyone I can get, in fact) out from the cool recesses of the Lake Charles Hall to one of the many ships that have called in for replacements during the last two-week period.

Although the Robert E. Lee was not one of the vessels in this port we did have the Lone Jack, Bents Fort, Winter Hill, Fort Hoskins, Paoli, and Chiwawa (all Cities Service tankers on coastwise runs); the Petrolite (Tanker Sag Harbor), and Wanda (Epiphany), both in-transit.

And men were shipped to the Fairhope (Waterman), and the Benjamin Fischer and the Mission Santa Barbara (SUP).

## CAN'T ESCAPE

The Santa Barbara has left here three times in the last couple of weeks and seems to end up right back at the dock in Port Arthur each time. I guess there must be something about the Gulf that draws it back for these return engagements. The California Standard also showed up here with a crackerjack SUP crew aboard and it, like all the other ships that passed through, was in good, clean shape all around.

With the exception of a few performers every ship was in a "beefless" condition, and it is interesting to note the vast change on the CS ships. They were, without an exception, "happy ships."

The crews were doing a smart, efficient job and the old feeling of pressure and tension is rapidly being replaced with one of harmony for all concerned. Any of the membership that desires regular coastwise runs, pork-chop payoffs, good clean ships and top quality chow would do well to jump on one of these coastwise tankers. And once you are aboard for "Keith's sake" don't pile off down here in Lake Charles—rated men are at such a premium in this port that we roll out the red plush carpet as soon as we see one coming.

## OLDTIMERS

A few of the oldtimers that passed through here recently and got this blue plate special treatment were: Moody Willis, ex-CS voluntary organizer who has returned to the fold after some interesting trips with Waterman and Isthmian, Tommy Moore, Bob Kiendinger, Yullee Crews, George Hair, "Chico" Rivera, and Roy Lundquist.

Rivera, who is now wearing the kahki uniform that they supply you with free in the infantry, spent a two-week leave here before taking off for Japan and Korea.

Most of this time was spent around the Lake Charles Hall and, as Chico puts it, "Soaking up as much of the SIU as I can before I take off to be Private Rivera again."



CHICO RIVERA

Active in the CS organizing drive and also in organizational work with several other tanker companies, Chico can lay claim to quite a bit of active sailing with the SIU before Uncle Whiskers decided that he would be more useful elsewhere.

"The guys that are in the SIU," says Chico, "just don't realize how lucky they are to be able to still sail."

The things that Chico liked about the SIU when he was still able to enjoy them seem to him "twice as nice now." Any of the things like smooth, efficient representation, happy ships, comfortable and commodious Halls, top conditions—all are taken too much for granted, in Rivera's opinion, by many of the members.

## OT TWITCH

"All of these things mean a lot more than the average sailor realizes; it really took the army to set me right."

He recalled that when he first was inducted last spring he kept having the nervous twitches in his writing hand every time they turned him to on OT—"But they

don't supply any contract there or OT sheets," he added.

Most important of all, Chico feels that having SIU membership means a job—and like MacArthur, Chico says "I'll be back" to one of these choice SIU jobs in about 1953.

## TO FAR EAST

At least there will be one consoling thought for Chico while he is in Japan. The crew of a ship that recently returned from there reported to me that all Japanese girls are strict democrats. Every time they were out with one, all she said was "No Dewey—no Dewey."

Everything is smooth and quiet on the local labor scene. Regular meetings were held and attended for all Lake Charles labor groups, but the Seafarers. Ours is the usual reason these days in all ports—no quorum.

The Central Labor Council held its regular bi-monthly meeting, and was attended by yours truly as representative for the SIU; however, there was nothing other than routine business handled at this meeting.

Let me urge again that men stay aboard their ships in this port. Every man paying off here may constitute a drain on the Union's physical and financial resources in the event that a replacement is not available in Lake Charles.

## LONG HAUL

As you must know from past reports, such a situation means that the replacement has to be secured either from New Orleans or Galveston, a jaunt of around 200 miles at Union expense.

And with the obvious possibility that he may not arrive in time to make the ship, each man paying off is leaving himself wide open for charges, if the ship sails short due to no relief arriving.

Leaving you with that thought I will now crawl back under my magnolia blossom and inhale another mint julep — until next time.

# Savannah Sends SOS: 'Ship Out Soon'

By E. B. TILLEY

SAVANNAH, August 16—Like the weather, shipping has been very hot here. We paid off two snips and signed on three others, while seven others passed through here in-transit.

The payoffs were the Southwind and Southstar (South Atlantic). The sign-ons were the Southstar, Southwind and the R. E. Lewis (Bloomfield).

Now that the word has gotten



FRED BEVILLE, Jr.

around that shipping is booming here in Savannah, the gashounds are coming out of the woods looking for berths. Despite our need for men, these birds aren't finding us greeting them with open arms. The Savannah Hall, they've learned, is no place for a gashound.

On one of the in-transit ships we had a returning passenger, Fred Beville, Jr., who has just returned from a trip to Europe. Fred is just out of high school and had never before met union men in action.

He was loud in his praise of the SIU men aboard and expressed himself in a letter, wherein he termed the SIU "a democratic organization of which our nation can be proud."

Another recent visitor to our place of business was Curt Starke, SIU oldtimer, who also is now on the Southland. Curt says he wants the members to know that he is still doing his part to keep the SIU ships sailing, and today Seafarers should spend more time at sea to take up the slack. On Curt's recent trip he visited the Festival of Britain.

# Personals

NICHOLAS BACHOUKAKIS

Get in touch with your sister-in-law, Mrs. Gabrielle Umsted, 217 Mason Court, Baltimore 31, Maryland.

\*\*\*

H. BUCKLEY

(SS Azalea City)

Your gear is in the Baltimore Hall. Pick it up.

\*\*\*

EDWARD MCCORMACK

Contact Ed Mooney or Jim Murphy, SS Puerto Rico, Bull Line, 115 Broad Street, New York City. Urgent.

\*\*\*

THOMAS MARINAKIS

Will this man, formerly of the SS Mochicon and several Isthmian ships, get in touch with George B. Petite, 214 E. Lexington Street, Baltimore, who says it is a matter of importance.

\*\*\*

JOHN ZIELINSKI

Contact your home. Your mother is very ill.

\*\*\*

GEORGE F. MARTIN

Your mother is staying with your sister, Irene, who is now married. She would like to hear from you, as she is worried. Her address is: Mrs. Mary Martin, 7601 Ottawa Road, S.E., Cleveland, Ohio.

\*\*\*

JOHN MURPHY

Contact James Martin, 572 E. 138 Street, Bronx 54, New York, who is out of the Army and wants to see you.

\*\*\*

AL PORTER

Your personal papers, left in 1949 with Mrs. Marty Rankin Chamberlin, is being held for you at the New York Hall.

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BAGGAGE ROOM

The Headquarters baggage room has been closed. Seafarers having gear there are requested to call for it as soon as possible. Any gear remaining when the building is vacated will be turned over to charitable organizations.

# Wilmington Says Shipping There Is Excellent

By SAM COHEN

WILMINGTON, August 18 — Shipping has been excellent for SIU men in this port, so much so that we have had to constantly call the SUP to furnish men for our contracted ships.

We are furnishing the jobs to men in the International, so that's what really counts in the long run.

We paid off the Sea Comet (Zenith), Fairisle (Waterman) and San Angelo Victory (Sea-trade). The Sea Comet and San Angelo Victory signed on again.

Stop-offs here were the Seacomet (Colonial), Portmar, Alamar, Massmar and Yorkmar (Calmar) and the Steel Traveler (Isthmian).

## BAD SACKS

On Zenith's Sea Comet (which is a Liberty, the other is a tanker) we found the mattresses in bad condition and the bed-springs worse. We had these replaced and the icebox repaired.



FRANK FELD

On the San Angelo Victory, the chill boxes would not open from the inside because the handles were bent. These were fixed.

On the Fairisle there were no beefs, but the night before she departed she looked more like a tanker than a freighter. While loading she had an oil spill that covered the entire deck to a depth of four inches.

J. Parks, Bosun on the Fairisle, said he thought for a minute he was back in the oil fields bringing in a gusher.

## NO MEETING

As in past weeks, we did not hold a meeting because of the lack of a quorum, though we did manage to find one book-member around. He is Frank Feld, a comparatively new member, having joined in 1947.

Feld is a former Navy man, who served on the carriers Saratoga and Shangri La (the one Doolittle's men flew from when they bombed Tokyo).

Now shipping as FWT, he finds the life of an SIU seaman a paradise compared with the nonsense of working on a navy ship. The Union benefits, Welfare Plan, high pay and representation are more in keeping with the way life at sea should be, according to Feld.

Other than Frank we also found a few other oldtimers around, including Curly Goodwin, Max Byers, Bob Bouchard, Clem Thompson and Art Wirt.



CURT STARKE

# REPORT OF **The Seafarers WELFARE PLAN**

## REPORT NUMBER NINE

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

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

### Period Covered By This Report

Cash On Hand

US Government Bonds

Estimated Accounts Receivable

Hospital Benefits Paid In This Period

Total Hospital Benefits Paid Since July 1, 1950

Death Benefits Paid This Period

Total Death Benefits Paid Since July 1, 1950

July 29 - August 11

\$92,935.46

\$754,023.44

\$170,000.00

\$2,762.00

\$59,497.00

\$9,000.00

\$68,000.00

If anyone had any doubts whether or not the Welfare Plan was in business to stay, the rise of the fund into the seven-figure bracket should dispel that question.

Furthermore, the fund's cost of operations has proved to be less than first estimated, when it was figured that it would take approximately four percent of the total income to administer the Plan, an amount much lower than set by insurance companies in the field of handling such set ups. However, the cost of operation of the SIU's plan has been found to be much lower than that set by insurance companies or even as estimated by the SIU, being actually only 2.5 percent of the money received. The insurance companies charge around 10 percent to administer such a plan.

During the first year of operation the administrative expenses were \$38,431, which included the purchase of office equipment and a 3-year fidelity bond. The actual expense of operation was around \$29,000, which was reduced to around \$20,000 by administrative payments made by other plans administered through the same office, such as the SIU Vacation Plan.

This very low operating figure is a source of great pride to the SIU in itself, but the story goes further. The \$750,000 invested in bonds will pay something like 2.5 percent, or something like \$20,000 per year. The investment

of further funds to make the bond holdings a million dollars will make the Plan more than pay for itself.

The soundness of the SIU's determination to operate its own Plan with a minimum of overhead, and without the sapping of money by the insurance companies, has been proved. Not only does the SIU Plan operate more inexpensively than the other plans, but also, as has been shown by the reaction of hospitalized Seafarers, the personal relationship between the Plan and the SIU members has been maintained, a relationship completely lacking in the impersonalness of insurance company-administered plans.

During the period since the last report, the money paid out to hospitalized Seafarers dropped from \$3,888 to \$2,762, which can be attributed to the fact that Seafarers in some hospitals receive their payments once a month and were covered in the last earlier report.

This report, in marked contrast from the last one, shows the payment of death benefits to the beneficiaries named by six Seafarers who died recently, and entails the payment of \$9,000. In the last report not a single death claim paid.

In the period covered by this report, 161 Seafarers received hospital benefits.

## Shipping Keeps Getting Better In Port Mobile

By CAL TANNER

MOBILE, August 16—Shipping continues to be better than good and, from the way things stack up now, the next two weeks will be even better.

During this last period Mobile had nine payoffs, four sign-ons and three ships in-transit. The payoffs included five Alcoa ships, the Pointer, Ranger, Corsair, Patriot and Cavalier; and four Waterman scows, the Fairland, Phillip Barbour, Morning Light and the Monarch of the Seas.

The Phillip Barbour and Alcoa's Pointer, Ranger and Roamer signed on. In-transit were the Steel Scientist and Las Vegas Victory (Isthmian) and the Chic-asaw (Waterman).

In the coming two weeks 13 ships, nine offshore and four coastwise, are due in for payoffs and replacements. In addition, two Alcoa Libertys, the Rudolph Kauffman and the Martin Behram, are due out of the boneyard around the 29th for full crews. Looks good.

A welcome visitor to the Hall the other day was Brother Ran-



RANDOLF BASS

dolf Bass, who is Bartender on the Alcoa Cavalier. Bass was remarking about the numerous gains that the SIU had made in the past few years.

"They are all remarkable—the Vacation Plan, the Welfare Plan and the rest—particularly when you compare what we have now in the way of wages and conditions with what we didn't have not so many years ago.

"And the SIU has surpassed all the others in this respect—why, the NMU is only now trying to bring their contracts up to SIU standards. I wish them luck—every seaman is entitled to the conditions we have—but the chances are that by the time they get rid of the 'inequities' in their contracts, we'll have new gains and they'll have to start all over again."

Bass is particularly enthused about the winning of innerspring mattresses on the Alcoa and Mississippi ships, and says it won't be long before they're aboard every SIU hip.

On the beach at the present are H. Bliss, D. Vrocher, K. Lewis, D. Chestnut and A. J. Howard. But the chances are that they will not be here long, unless they are waiting for a certain ship, on a certain run, with a certain Skipper, and manned by one specific Bosun,

(Continued on Page 13)

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

| KINGS COUNTY BROOKLYN, N.Y. |       | USPHS HOSPITAL STATEN ISLAND |        | USPHS HOSPITAL NEW ORLEANS |       | USPHS HOSPITAL MANHATTAN BEACH |       | USPHS HOSPITAL SAN FRANCISCO, CALIF. |       | USPHS HOSPITAL SAVANNAH, GEORGIA |       | USPHS HOSPITAL BALTIMORE, MARYLAND |       |
|-----------------------------|-------|------------------------------|--------|----------------------------|-------|--------------------------------|-------|--------------------------------------|-------|----------------------------------|-------|------------------------------------|-------|
| Snyder, John W.             | 10.00 | Monahan, J. J. Jr.           | 10.00  | Adams, J. R.               | 10.00 | Rivera, Ruperto                | 50.00 | Botelho, Arthur                      | 10.00 | Goude, Joe                       | 10.00 | McNally, Bernard James             | 10.00 |
|                             |       | Morello, Francisco A.        | 10.00  | Blanchard, Leslie          | 10.00 |                                |       | Buzik, E.                            | 20.00 | Johnson, G. F.                   | 20.00 | Barrett, William W.                | 10.00 |
|                             |       | Morris, Frank                | 10.00  | Burke, R. J. P.            | 20.00 |                                |       | Ghattin, Jack                        | 20.00 | Lofley, L. L.                    | 20.00 | Bellard, John E.                   | 30.00 |
|                             |       | Morris, William J.           | 10.00  | Campbell, C. A.            | 10.00 |                                |       | Chang, Gee                           | 20.00 | Moore, W. W.                     | 20.00 | Bjork, Hennin                      | 30.00 |
|                             |       | O'Neill, F.                  | 20.00  | Cara, Wilson O.            | 20.00 |                                |       | Danbach, Edwin                       | 10.00 | Newman, G. W.                    | 20.00 |                                    |       |
|                             |       | Pelasoja, R.                 | 10.00  | Celestine, Oliver          | 20.00 |                                |       | Downing, Darrell                     | 10.00 | Rogers, H. L.                    | 10.00 |                                    |       |
|                             |       | Pepper, William              | 20.00  | Cruz, Rogelio              | 20.00 |                                |       | Grant, Herbert E.                    | 20.00 | Skipper, John H.                 | 10.00 |                                    |       |
|                             |       | Pereira, T.                  | 20.00  | Dahlgren, C.               | 10.00 |                                |       | Hart, G. F.                          | 10.00 | Walters, E. L.                   | 10.00 |                                    |       |
|                             |       | Pilutis, Joseph              | 20.00  | Ferree, Earl               | 20.00 |                                |       |                                      |       | Wolfe, William J.                | 7.00  |                                    |       |
|                             |       | Platt, E.                    | 20.00  | Fitte, Ben                 | 10.00 |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Polise, Edward               | 20.00  | Grana, N. R.               | 10.00 |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Prescott, Jack               | 20.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Rivera, Ruperto              | 10.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Rueda, Juan S.               | 20.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Sanchez, Charles E.          | 20.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Sikes, Oneal                 | 10.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Swienchosky, Stanley         | 10.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Tesko, Edward                | 10.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Thomson, Hugh                | 30.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Vidal, Rafael M.             | 10.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       | Yanik, Joseph                | 20.00  |                            |       |                                |       |                                      |       |                                  |       |                                    |       |
|                             |       |                              | 880.00 |                            |       |                                |       |                                      |       |                                  |       |                                    |       |

(Continued on Page 13)



# SHIPS' MINUTES AND NEWS

## Seafarer's Adventure-Packed Trips Rival Hollywood Epics Of The Sea

Wherever Seafarer Florenz Paskowski may be now, adventure can't be too far away. The veteran Seafarer is undoubtedly off on a ship somewhere adding to his string of unusual sea experiences. Already in his book—collect-

ed during his last two trips to sea—his ships have gone through a fire at sea, run aground, lost part of a cargo, entered port under gunfire and handled 10,000 passengers at one loading.

What would be enough excitement for a couple of movies began for the Seafarer late last year when Paskowski sailed for the Far East aboard the Waterman C-2 Madaket with a cargo for Korea. A long series of shuttles between Korea and Japan went off without a hitch, until the ship found itself involved



FLORENZ PASKOWSKI

in the evacuation of Hungnam, when the United Nations troops took to the sea to escape capture. Then his Errol Flynn-like adventures began.

In the Madaket's first trip into the North Korean port, the ship took aboard 850 U. S. troops in the freezing cold. The Madaket men quartered them in every bit of available space, including the engine room, where some men bedded down over the boilers to keep warm. That was a picnic compared with what was to come. Back to Hungnam went the ship, where by now the communist forces were in the outskirts of the city.

### UNDER FIRE

"This time we had something to worry about," said Paskowski, a veteran of sailing through World War II. "It was like the Normandy beachhead. The Big Mo' was there and hundreds of other navy vessels. At night the sky was lit up like the Fourth of July and the ships bombarded the coast to keep the enemy away from the port."

The Madaket swung into the dock area while the shells of the navy thundered and whistled through the air. There, sitting in the front seat of the war, the crew took aboard 11,000 North Korean refugees.

The ship left on Christmas

Eve and, according to MST records, was the last ship to leave the port.

"Everyone was sick on the trip south," said Paskowski. "As anyone can imagine, a ship built to carry 12 passengers suddenly was filled everywhere with thousands of humans, all of them trying to stay alive and care for themselves."

The Madaket docked at an island near Pusan and discharged its passengers, then headed for the States, where the crew paid off at Stockton, Calif.

But that's only half of the story of this Seafarer's adventures. Paskowski headed East to find something a bit easier on his constitution and found himself aboard the Robin Doncaster.

Like on the Madaket the outbound trip was uneventful. But in Linda, East Africa the ship ran aground and everyone was put working to free her. The ship finally became clear and proceeded on until outside of Durban she ran into bad weather and lost all her cargo in No. 1 hold. The Doncaster survived that as well as an epidemic of influenza and malaria that swept the ship. Paskowski found himself in bed with both illnesses.

### NOT ENDED

The Doncaster finally cleared herself of the African coast and headed back for the States, but there was more to come. Six days out of Capetown a thin spire of smoke was seen trickling out of the No. 3 hold. The crew rushed to fire stations and played water on the hatch sides to keep heat from the rest of the ship, while the vessel raced for Ascension Island.

The fire was kept under control until the ship docked and the hatch covers raised. "As we pulled off the covers, a gush of smoke and flame billowed out of the hold," Paskowski reported. The crew turned the hoses into the hold and played them

into the cargo of sisal for hours.

"Some of the boys had to go down into the hold with the hoses. It was hell for them," he said. It was five days at Ascension Island for the ship while she dumped her cargo of burned sisal and transferred the salvaged sisal to other holds.

The rest of the trip was uneventful.

We haven't heard from Brother Paskowski for several weeks now, but he'll probably be in soon, with another batch of pictures and a story that could only happen to Florenz Paskowski.

## Easy With That Sledge



Reported as being "hard working deck men" Will Vaughan and Keefer Dutch busy themselves on the deck of the Alawai during a recent trip. John Santos submitted the picture.

## Alaska Off Limits To Seamen; Crew Burns

Whittier, Alaska, is one port where Seafarers will find plenty not to do when they go ashore, but if the crew wishes to go ashore a bus operates every hour from the pier which will take them anywhere they can't go.

This bit of doubletalk confronted the crew of the Mankato Victory which put into this port recently and spent two weeks seeing plenty of nothing.

Crewmember Robert D. Neidermeyer reported to the LOG that the men of the ship were confronted with a memorandum from the MST representative in the port which outlined the "privileges" allowed the crew, as prescribed by the commanding officer of the port.

### GO NOWHERE

The crew was informed that they could not use the PX, could not use the barber shop, could not attend the movies and could not enter the bars in the town.

Also, the crew, they were informed, could not get hospital

attention, "only emergency cases of your vessel will be handled," they were told.

There was, however, offered the crew the opportunity to go to church and the bus operated every hour from the dock area. Neidermeyer's comments on the restrictions were blunt: "The MST runs this deal like a con-

centration camp. The only way we could possibly go anywhere in this port would be by wearing a high pressure suit."

It was a happy crew, Neidermeyer reported, that sailed from Whittier back to the land of the free.

Following is the "directive" handed the Mankato crew:

### Port of Whittier Facilities and Regulations Authorized and Prescribed by Commanding Officer, Port of Whittier

#### 1. FACILITIES (Personnel)

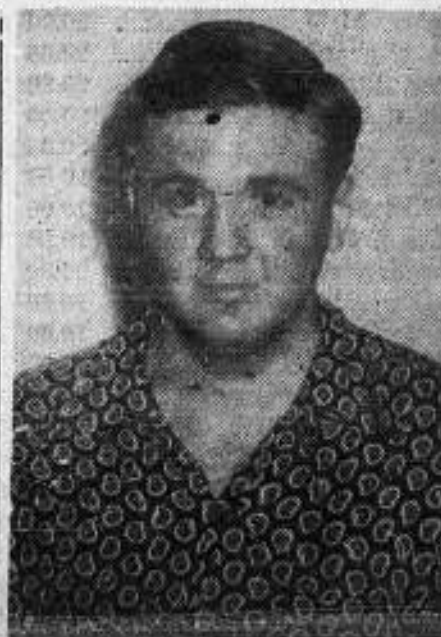
- (a) HOSPITAL: A small dispensary is maintained. Only emergency cases of your vessel will be handled. Clear requests for treatment by calling MST Representative at 110.
- (b) POST EXCHANGE: Post exchange facilities are not available to crew members of your vessel.
- (d) CHAPEL: Protestant services are held at Post Chapel on Midway Avenue each Sunday at 1100 hours. Catholic services are held at the Post Chapel as follows: Mass every day at 1715 hours, and on Sunday at 0930 and 1830 hours.
- (c) BARBER SHOP: Barber shop facilities are not available to crew members of your vessel.
- (e) MOVIES: In accordance with Headquarters, Port of Whittier Memorandum #53 dated 1 June 1951, movies are not available to members of your crew.
- (f) CLUBS: "Hanging Hook" enlisted tavern at Eastern Avenue, and non-commissioned officer's club are not open to crew members of your vessel.
- (g) BUS SERVICE: Maintained hourly to the dock area.

## 'SIU Fights For You,' Coone

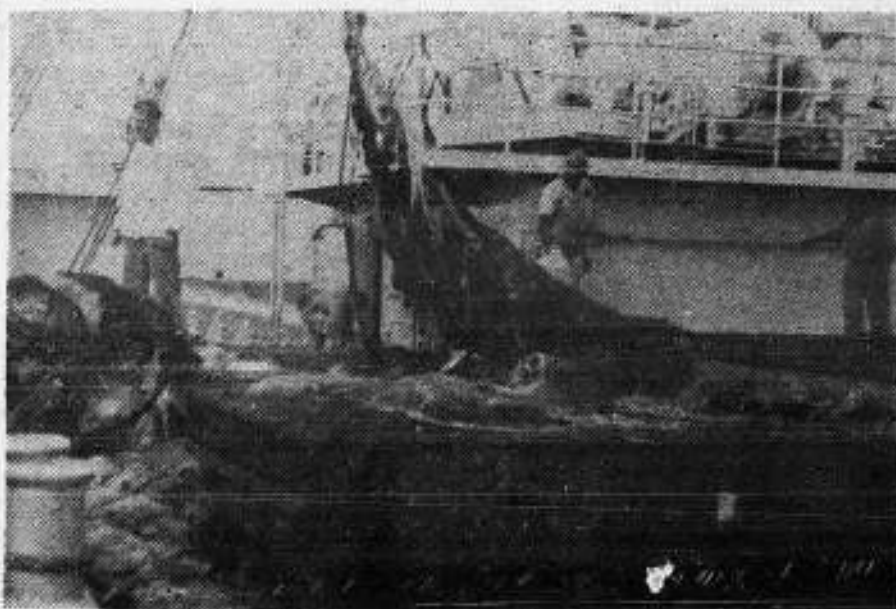
If anyone has any doubt that the SIU will fight for his rights in a good beef, they should put their doubts to an end, says Paul Coone, who has just collected \$849 from Cities Service for being unceremoniously fired for union activity.

Brother Coone, who is in the army, wrote the LOG this week to thank the Union for its work in his behalf. Coone stated, "The award I received should convince anyone who is undecided about whether or not to pull for the Union. The SIU fought my fight for me and my receipt of the back pay due me is the result."

Coone reported that he has lost 42 pounds in the Army and is counting the days until he can return to sailing in the SIU.



PAUL COONE



Longshoremen at Ascension Island remove the burnt sisal from the ship's hold. The damaged cargo was removed from the ship onto lighters, and the salvaged cargo transferred to other holds.



# Digested Minutes Of SIU Ship Meetings

**YARMOUTH (Eastern), July 10**  
 —Chairman, Allen Cobb; Secretary, Stanley Johnson. The delegates reported that four jobs in the steward's department would need replacing to fill the quota. Motion made and carried that the SIU send the stewards department only men competent to perform the kind of work for which they were ordered.

**ROBIN HOOD (Seas), July 8**  
 —Chairman, John Logan; Secretary, P. J. McManus. Delegates reported no beefs. Motion made and carried to accept the five issues. Motion made and carried to get clarification on readjustment of assessments.

**GREENSTAR (Traders), August 1**  
 —Chairman, Raffael Martini; Secretary, William J. Clegg. It was brought to the attention of the steward to see that a sufficient amount of night lunch was in the ice box. It was suggested that money left over from the washing machine be turned over to ship's fund.

**WILLIAM JAMES (Bull), June 16**  
 —Chairman, Mangold; Secretary, Frank Purthe. Delegates reported no beefs. Letter received from Headquarters on increase of union dues to be thoroughly discussed by membership on next meeting. Suggestion by Bosun to see Chief Engineer about hot water.

**July 13—Chairman Mangold; Secretary, Frank Purthe.** Delegates reported everything okay. Motion by Ship's Delegate to vote on Vacation Plan and Union dues increase.

**SEA COMET (Zenith), June 27**  
 —Chairman, Larson; Secretary, V. E. Wilson. Delegates reported no beefs. Delayed sailing from Long Beach was discussed. Steward and engine departments to put in for the overtime.

**ALCOA PILGRIM (Alcoa), July 15**  
 —Chairman, R. D. Schwartz; Secretary, M. P. Zalick. Delegates reported no beefs. Everybody on board is reported to be happy.



**BRADFORD ISLAND (Cities Service), July 9** — Chairman, Wallace Frank; Secretary, E. Nayden. Bosun explained his beef to members on crew shortage, \$32 in overtime involved. The ship's fund is reported to have \$28.68. Motion made that \$5 be drawn from ship's treasury toward the purchase of periodicals for ship's crew.

**STEEL ADVOCATE (Isthmian), July 4** — Chairman, Angelo Miglio; Secretary, I. Zompetti. Delegates reported no beefs. It was suggested that the Mate provide flashlight for bow watch for safety reasons. Beef raised on improvement of night lunches and cold suppers.

**ALAWAI (Waterman), July 4**  
 —Chairman, Koaffer; Secretary, Weber. Delegates reported no disputed overtime. It was suggested that Messman wait on watch men first and designate special seats for watch.

## SEAFARER SAM SAYS

When applying for admission to a Marine Hospital make sure you have your most recent discharge with you -

1. To secure admission.
2. To get your hospital benefits.

**E. A. BURNETT (Isthmian), July 8** — Chairman, Crumpler; Secretary, Martin. Delegates reported everything okay. Motion made and carried that all members donate something to LOG. It was suggested that delegates have repair list made up and checked.

**WANDA (Epiphany Tanker), July 17** — Chairman, G. L. Kersey; Secretary, B. H. Amsberry. Delegates reported that the Mate does not want to put any overtime. The Ship's Delegate asked members to cooperate in keeping the recreation room clean and in taking care of the cots.

**GOVERNMENT CAMP (Cities Service), July 15** — Chairman, Ed Glazder; Secretary, Joe Coady. Delegates reported no beefs. Motion made and carried that ship's fund be open for donations at all payoffs and new crewmembers be asked to contribute to washing machine repair fund. Educational literature available, and importance of reading was explained by Ship's Delegate.

**ALCOA RUNNER (Alcoa), July 8** — Chairman, R. Eden; Secretary, L. Gormandy. Delegates reported all was well, except a few hours of disputed overtime. Discussion of repairs from last trip.

**July 21—Chairman, J. Oasse; Secretary, R. Eden.** Delegates reported no beefs. Everyone was asked to help keep laundry room clean to prevent having it locked up.

**NOONDAY (Waterman), July 21** — Chairman, Oscar Blain; Secretary, J. P. Wetzler. Delegates reported \$33 in the ship's fund. Discussion on what to do with ship's fund.

**ANNE BUTLER (Bloomfield), June 16** — Chairman, Thomas Walecki; Secretary, John Breen. Ship's Delegate reported delayed sailing hours disputed, otherwise no beefs. It was suggested that members be a little more quiet during off-working hours. A question was brought up about rusty water.

**MONROE (Bull), July 23** — Chairman, A. Fricks; Secretary, Doug Acker, Jr. Delegates reported no beefs and all repair work completed, with the exception of painting the engine department quarters. Suggested that a donation of cigarettes and money be taken up for a former crewmember who has been in the Marine Hospital in San Juan. Members want more dishes put out during meal time.

**BRADFORD ISLAND (Cities Service), July 23** — Chairman, Mark Oliver Jr.; Secretary, E. Guillory. Delegates reported ship

sailed short of two men, \$26.97 in ship's fund. Ship's Delegate spoke on Union policies concerning tank cleaning of Cities Service contract. Also explained that permitmen may stay aboard the ship over sixty days.

**STEEL FABRICATOR (Isthmian), July 23** — Chairman, McCranie; Secretary, Pierce. Delegates reported everything okay. Motion carried that a small column be run in LOG on the standings of sports.

**GREENSTAR (Triton), July 21** — Chairman, P. Chamblain; Secretary, R. Martini; Delegates reported everything okay. Ship's Delegate gave short lecture on Union principles for the benefit of the new permitmen.

**GOVERNMENT CAMP (Cities Service), July 9** — Chairman, Bob Bowes; Secretary, Mike Nash. Delegates reported no shipboard beefs and fairly smooth sailing. Motion made and carried that donations be accepted at Baltimore payoff for purchase of a washing machine for crew.

**July 15—Chairman, Ed Glazder; Secretary, Joe Coady.** Delegates reported no beefs. Educational literature available and importance of reading it was explained by Ship's Delegate.

**CANTIGNY (Cities Service), July 1** — Chairman, A. Hickey; Secretary, Leroy J. Verret. Delegates reported poor grade of soap used instead of brand agreed upon. Motion made that contributions be taken for ship's fund.

**July 18—Chairman, George W. Chamblain; Secretary, Leroy J. Verret.** Delegates reported no beefs. Chairman suggested that department delegates get specific information about any fumigation the ship may need.

**CHIWAWA (Cities Service), July 17** — Chairman, Blackie; Secretary, Dave Dunn. Delegates reported no beefs and no disputed overtime. Motion made and seconded and unanimously approved to sign letter directed to Cities Service president and vice president concerning Vacation Plan on Cities Service tankers.

**GOVERNMENT CAMP (Cities Service), July 22** — Chairman, Joe Coary; Secretary, Jim Nagy. Delegates reported no beefs. Motion made and carried that each member of ship's crew be assessed one dollar as a contribution toward ship's fund.

**ALCOA PIONEER (Alcoa), June 6** — Chairman, Pehler; Secretary, L. B. Thomas. Delegates reported everything okay. Discussion on keeping the washing machine clean.

**July 8—Chairman, Nick Leone; Secretary, L. B. Thomas.** Delegates reported little misunderstanding in stewards department. Motion seconded to get inner-spring mattresses.

**DEL MAR (Mississippi), June 30** — Chairman, Douglas Craddock; Secretary, Woodrow Perkins. Delegates reported everything okay. Suggestion that in the future every man contribute to the ship's fund so that it never again be depleted.



**DEL NORTE (Mississippi), July 8** — Chairman, Bob High; Secretary, Bill Kaiser. Delegates reported everything running smoothly. The Chief Electrician was badly burned on both arms, right hand and right side of chest by hot water. \$25 has been collected for baseball uniforms.

**DEL ORO (Mississippi), July 15** — Chairman, Ramon Ferreira; Secretary, Hoppy Carrol. Delegates reported everything running smoothly. Ship's Delegate gave vote of thanks to Master and officers and Purser for their cooperation.

**DEL MONTE (Mississippi), July 13** — Chairman, George O. Dion; Secretary, Scotty Malvenan. Delegates reported some controversy in deck department regarding the conduct of the Chief Mate. Suggestion that the ship be fumigated this time as it has not been fumigated in two years.

**AZALEA CITY (Waterman), July 12** — Chairman and Secretary not given. Motion made and carried that all hands work on topping gear and docking ship, but not on sanitary or any other odd jobs throughout the ship.

**July 1—Chairman, N. Towns; Secretary, L. Pate.** Delegates reported everything okay. It was suggested to have all fans repaired in unlicensed crew quarters.

**July 15—Chairman, L. Pate; Secretary, T. Bowers.** Delegates reported no beefs. It was suggested that a repair list be handed to the Patrolman when he boards the ship.

## Directory Of SIU Halls

### SIU, A&G District

|                              |  |                    |
|------------------------------|--|--------------------|
| BALTIMORE                    | 14 North Gay St. Earl Sheppard, Agent      | Mulberry 4540      |
| BOSTON                       | 276 State St. James Sheehan, Agent         | Richmond 2-0140    |
| CALVESTON                    | 308 1/2 - 23rd St. Keith Alsop, Agent      | Phone 2-8448       |
| LAKE CHARLES, La.            | 1419 Ryan St. Keith Terpe, Agent           |                    |
| MOBILE                       | 1 South Lawrence St. Cal Tanner, Agent     | Phone 2-1254       |
| NEW ORLEANS                  | 523 Bienville St. Lindsey Williams, Agent  | Magnolia 6112-6113 |
| NEW YORK                     | 51 Beaver St. HANover 2-2784               |                    |
| NORFOLK                      | 127-129 Bank St. Ben Rees, Agent           | Phone 4-1083       |
| PHILADELPHIA                 | 337 Market St. S. Cardullo, Agent          | Market 7-1635      |
| SAN FRANCISCO                | 450 Harrison St. Lloyd Gardner, Agent      | Douglas 2-5475     |
| SAN JUAN, PR.                | 252 Ponce de Leon Sal Colla, Agent         |                    |
| SAVANNAH                     | 2 Abercorn St. E. B. Tilly, Agent          | Phone 3-1728       |
| SEATTLE                      | 2700 1st Ave. Jeff Morrison, Agent         | Seneca 4570        |
| TAMPA                        | 1809-1811 N. Franklin St. Ray White, Agent | Phone 2-1323       |
| WILMINGTON, Calif.           | 440 Avalon Blvd. Sam Cohen, Agent          | Terminal 4-2874    |
| HEADQUARTERS                 | 51 Beaver St., N.Y.C.                      |                    |
| SECRETARY-TREASURER          | Paul Hall                                  |                    |
| HEADQUARTERS REPRESENTATIVES | Joe Algina Robert Matthews Joseph Volpian  |                    |
| <b>S U P</b>                 |  |                    |
| HONOLULU                     | 16 Merchant St. Phone 5-8777               |                    |
| PORTLAND                     | 111 W. Burnside St. Beacon 4336            |                    |
| RICHMOND, Calif.             | 257 5th St. Phone 2399                     |                    |

|               |                                    |
|---------------|------------------------------------|
| SAN FRANCISCO | 450 Harrison St. Douglas 2-8363    |
| SEATTLE       | 86 Seneca St. Main 0290            |
| WILMINGTON    | 440 Avalon Blvd. Terminal 4-3131   |
| NEW YORK      | 105 Broad St. Bowling Green 9-3438 |

### Great Lakes District

|               |  |
|---------------|--|
| ALPENA        | 133 W. Fletcher Phone: 1238 W                    |
| BUFFALO, N.Y. | 180 Main St. Phone Cleveland 7391                |
| CLEVELAND     | 2602 Carroll St. Phone: Main 1-0147              |
| DETROIT       | 1038 3rd St. Headquarters Phone: Woodward 1-6857 |
| DULUTH        | 531 W. Michigan St. Phone: Melrose 2-4110        |
| SOUTH CHICAGO | 3261 E. 92nd St. Phone Essex 5-2410              |

### Canadian District

|                    |   |
|--------------------|---|
| MONTREAL           | 465 McGill St. MARquette 5909               |
| HALIFAX, N.S.      | 128 1/2 Hollis St. Phone 3-8911             |
| FORT WILLIAM       | 118 1/2 Syndicate Ave. Phone 3-3221         |
| PORT COLBORNE      | 103 Durham St. Phone 5591                   |
| TORONTO, Ontario   | 86 Colborne St. Elgin 5719                  |
| VICTORIA, B.C.     | 617 1/2 Cormorant St. Empire 4531           |
| VANCOUVER, B.C.    | 565 Hamilton St. Pacific 7824               |
| SYDNEY, N.S.       | 304 Charlotte St. Phone 6346                |
| BAGOTVILLE, Quebec | 26 Elgin St. Phone 545                      |
| THOROLD, Ontario   | 37 Ormont St. Phone 3-3202                  |
| QUEBEC             | 113 Cote De La Montague Quebec Phone 2-7078 |
| SAINT JOHN, N.B.   | 177 Prince William St. Phone 2-3049         |

(More Ships Minutes on Page 13)

# THE MEMBERSHIP SPEAKS



## Ask SIU To Seek 2-Days' Pay For Company Dispatch Error

To the Editor:

At the last regular business meeting at the New York Hall, it was moved, seconded, and carried to call the attention of the SIU Negotiating Committee to the desirability of procuring two day's pay for men sent to ships and rejected because of there being no job when the responsibility for the error is the company's.

Under the present set-up, in the case of company responsibility, only one day's pay is given. In the case of a crewmember's being responsible for the rejection, he must himself pay two day's pay.

The story in back of this motion is as follows:

A whole deck crew was sent to the Afoundria and rejected on the ground that the crew had changed its mind, and did not want to get off.

The facts of the case were that returning from a foreign voyage and terminating articles, the crew had been informed by the Master that they would be paid-off with transportation to the Gulf.

The crew informed the Master that, such being the case, they would all sign-off. The Master ordered a new crew. Transportation was then refused by the company, on the grounds that

the ship was returning immediately to the Gulf area; whereupon the crew refused to sign-off.

### COMPANY FAULT

Since the Old Man had talked too much, the case was held to be one of company's responsibility, and one day's pay was given. So much for the bare contractual facts.

Let us take the other side of the picture, the human side.

As is usual, a large part of the many men so dispatched had used up the last of their reserve money for taxi fare to get their gear aboard, in accordance with the shipping rules.

We had also given up our hotel rooms, or other quarters. The problem of raising money to get back ashore—an even more difficult job than getting aboard—and of procuring new lodgings was not an easy one.

That one day's pay that we would get tomorrow was too damned much like the proverbial pie-in-the-sky-when-you-die to sound like just compensation for our worse-than-a-day's-work.

Yes, next day we got that day's pay, after spending a day in one company office after the other, filling out forms, and waiting for stenographers who were

so slow we thought that they were working for the Coast Guard.

It took two days in which to make one day's pay, and cost us just about all that day's pay to make it.

What a hell of a commentary on the conventional picture of the over-paid seaman!

Another point that I wish to make, is the picture of utter lack of consideration for their Union brothers that was presented in this case by this particular crew.

### AID NEEDED

With a foreign-voyage pay-off in their pockets, a wide-awake set of Delegates should have inquired into our condition, and either taken up a collection or hit the ship's fund to cover the present necessities of the Brothers who might need it.

We were not beachcombers, but men dispatched to a job. The same Brothers would probably have kicked in had one of us dropped dead, or gotten injured in the rush for a job—but who the hell wants that? Let's not make shipping out such a drastic affair. On behalf of the dispatched crew:

G. W. ("Bill") Champlin,  
Marshall Dodge

## Catching A Breath Of Air



The cooks responsible for the fine food on the Steel Vendor during its recent run to Indo-China and Thailand were, left to right, U. R. Mejudio, 2nd Cook and Chief Cook Fred Bucayan. The ship took arms up the sniper-flanked Saigon River.

## Blasts CG's Fast Shuffle When Issuing New Papers

To the Editor:

We who have been going down to the sea in ships for any length of time never have had any illusions about our so-called protectors in the Coast Guard; however, we thought the limit had been reached a long time ago, but lo and behold something new has been added.

When it comes to angles the Coast Guard will think them up. The writer of this obtained his original papers some 32 years ago from the Department of Commerce. The other day he went down to get his so-called validated papers, as per law.

The giving out of papers is organized on assembly line features. A sign in front of the first clerk states "If you want your old papers back, you must request them now." I did; the fellow blandly ignored me. The last clerk did not choose to hear me. When the batch of new papers were finally given out in the street, I made my final request. The fellow did neither see me nor hear me.

### ALLOWED WAIT

Still wanting to give the "type-writer sailors" the benefit of the doubt, I stuck around a couple of hours and on every side I heard the same complaint: "You have no witnesses and you have not been refused." Pretty slick, eh? The only solution in my opinion is for the fellows who want their papers to be in the Hall at 9 AM every morning and go down together. They should report the taking of another man's property as theft. It is lamentable to see the oldest and, once upon a time, most honorable of the services stoop to such a level. It is gratifying to know that the Seafarers and the SUP are still in the front fighting to take the search's affairs out of

the hands of phonies and giving it back where it rightfully belongs, namely, the Department of Commerce. A. Jorgens

## Question Raised On Union's OT Ship Bulletin

To the Editor:

This is the first chance that I have had to write you about an error made in the LOG. It was the sample overtime sheet, published in the LOG. I would like to call your attention to Mr. Joe Seafarer, as you called him. Mr. Joe Seafarer put in overtime on June 6, 1951. His overtime was written correctly, from 9:00 AM to 12:30 PM for which he put in 3½ hours. He has cheated himself out of an hour's overtime, as there is a penalty hour involved there.

Mr. Joe Seafarer should have been knocked off at 12:00 Noon instead of 12:30 PM. As you know our agreement reads he is to get a full meal hour. Therefore, he should have put in for a penalty meal hour. The proper way was for him to put in from 9:00 AM to 12:30 PM and a penalty meal hour.

He should have 4½ hours instead of 3½ hours. This error of the sample overtime sheet should be corrected and put in the LOG.

This simple error may cause a lot of disputed overtime in the future.

Frank Pallando  
SS Lake George

(Ed. Note: Headquarters states the sheet is correct, as our Seafarer was knocked off at 12:30 to eat and did not turn to again until 1:30. If the man had been turned to before 1:30 he would have received the penalty hour.)

## No Overtime



Seafarer Allen Rose now wears the khaki at Camp Breckinridge, Ky., where he is a member of the 101st Airborne Division. "Lots of overtime," he reports, "but no pay for it."

## Seafarer Wants Ford Roadster

To the Editor:

I am interested in information leading to the sale of a 1932 Ford (Z channeled) roadster chassis, any location; must be in good condition. If any Brothers know of one, write me stating price.

Joe Hilton  
264 First St.  
Hoboken, N.J.



## Sing Me A Song

By JERRY PALMER

Sing me a song of ships and the sea,  
Where the porpoise and abatos dwel  
Where Davy Jones has a maid on each knee,  
And flying fish daunch from the swell.

Blue waters, deeper by fathom far  
Than the land lubber's river or lake;  
Many brave men have died 'neath the spar  
For gold or adventure's sake.

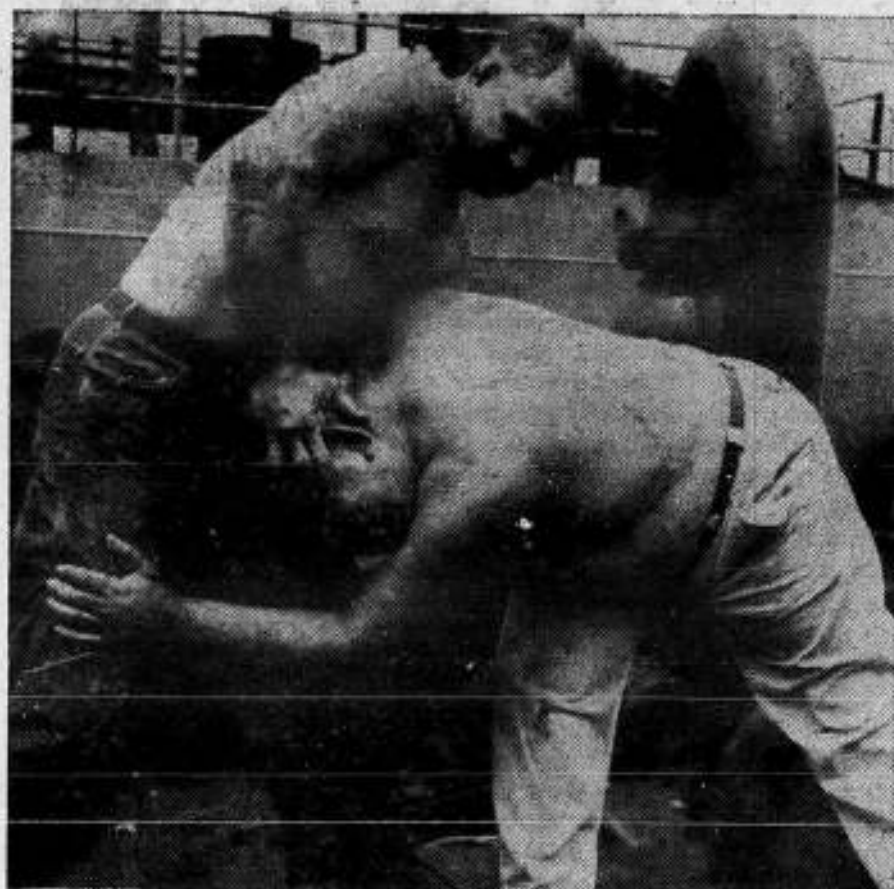
For the sea is for men of a chosen lot  
Who live for the love of sweet life.  
Little of fashion and vanity got,  
True to no trollop or wife.

Sing me a song of a lusty crew,  
Of a bowsprit dipping the foam,  
Or duff and grog with a goaty stew  
Or a Cape Horner bound for home.

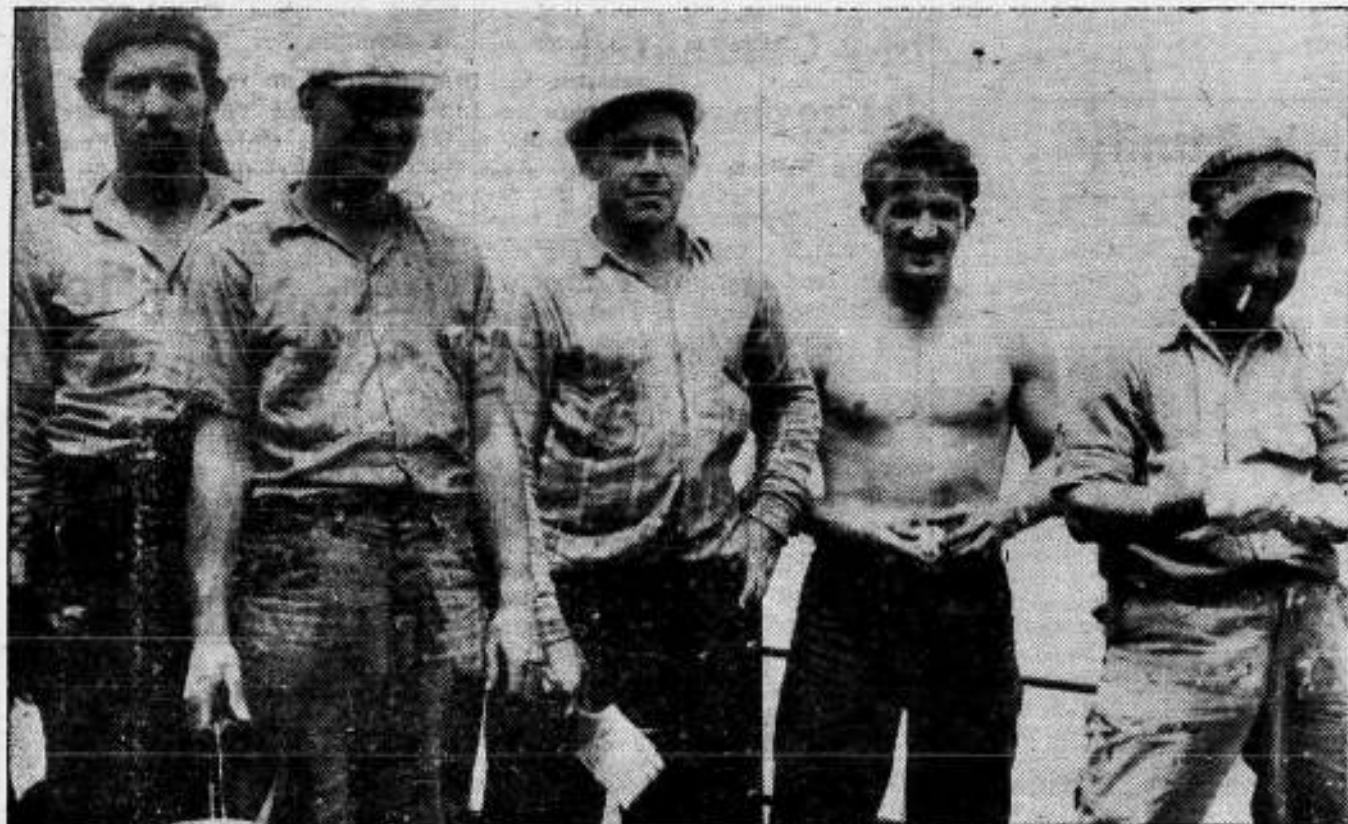
Full blown riggers before the wind  
Are a sight for the eyes of God.  
Like kings they sail by the rigging's bend,  
Sail with a roll and a nod.

Spidery clippers and the coastwise pink,  
Pirates' galleons and ships of slaves  
Heave to the swell on the great blue drink,  
Obeying their masters, the men of the waves.

### Cutting Up And Cleaning Up



No interdepartmental rivalry, even though it's Bosun Chuck Allen, left, and Steward Ziggy grappling. They're just would-be grunt and groaners getting into shape aboard the Sea Comet, Colonial. Ziggy is former professional wrestler, while Chuck hopes to get his crack before a crowd soon.



What these Sea Comet deck hands are up to with those paint brushes is anybody's guess, but it looks like they're winding up a day's work. Left to right: Markham, Deck Delegate; Pfennig, Dayman; Nunn, AB; G. Reid, AB; Kettler, AB.

# MSTS-Run Vessels Not Equal To Union, 1-Trip Vet Learns

To the Editor:

For thirty-three days I was a member of the crew of the SS Lt. James Robinson, a ship belonging to the Military Sea Transport Service, the fancy new name for the old Army Transport Service. I have been sailing SIU ships for over three years, but circumstances and the State Unemployment Office forced me to take an MSTS ship.

At the Brooklyn Army Base I had expected to be asked some routine questions, followed by an offer of a job. But I reckoned without Navy red tape. I was handed a batch of forms to be filled out. The forms covered my life history in detail for the past ten years. It was like applying for a job on some super-secret project. I felt certain that the position I would be given must be of considerable importance and pay a substantial salary.

After filling out the forms I

was told by the head of the hiring section to remain outside his office until my name was called over the loudspeaker. I joined a group of men and in conversation learned that sometimes seamen sat outside the office from ten in the morning until four in the afternoon. I told the head of the hiring section that I thought he was taking advantage of the situation and that he should let me know if there was any possibility of being hired that day. He explained to me that since I was an alien he could not hire me until a ship was ready to leave.

I left my telephone number with him and went home. That same night the telephone rang and I received a message to report for work with my gear in the morning.

Next morning I arrived at the office and was assigned to the SS Lt. Robinson. I asked if conditions on board the ship differed from those on Union ships. He assured me I would find no difference. He even intimated that conditions might be superior.

I boarded the SS Lt. Robinson confident that I would have a pleasant trip.

The first thing I noticed was that the ship had no slopchest. But had a PX, where everything bought had to be paid in cash. In case a seaman came aboard broke he was just out of luck, unless he could find a good samaritan to help him out. Soap, matches, soap powder, all items free on commercial ships had to be bought.

The food was passable, though obviously of a cheaper grade than food offered on commercial vessels. Canned products especially were not up to par. On most of the ships there was a PO mess but on the Robinson the PO mess had been converted into a ship's office. Approximately 24 to 26 men were jammed into one mess hall with only one messman to serve them. Most of the seamen had never been on a union ship and felt that the messman was obligated to give immediate service. Usually there was a wait of from ten to twenty minutes for food.

### NO WORK RULES

As far as the engine department was concerned I was surprised to learn that there was no such thing as a set of fixed working rules. The rules were laid down by the First Engineer, who in this instance was a big fat character called Zabala, who looked as if he had never done a day's work in his life. During the whole trip I never saw him lift a wrench once. His chief pastime was to take men to the Captain on some pretext or another and have them logged. Completely log-happy, he was constantly looking for infractions of the rules. While we were in the port of Brenehaven, he kept his eyes open to find out who came in late or who reported late for duty, so as to take them up to the Captain's office to be logged.

Zabala had an interesting opinion of unions and union ships. Naturally he had an intense dislike of all unions. He told me that on union ships the seaman's life is too easy. There was not sufficient discipline. I did not go into the subject too deeply because I did not want to get into trouble.

Among the rules which Zabala thought up to keep us busy and make sure we earned our pay were two which would interest Union Brothers:

- "7. Keep Station clean every watch. Keeping stations clean consist of the following:
  - "(a) Sweep up station every watch.
  - "(b) Keep deck mopped up and keep a slight oil film over floor plates to prevent rusting of floor plates.
  - "(c) Wipe off all hand marks and accumulation of dirt from all auxiliary machinery, etc.
- "9. Assist watch engineers in maintenance and repair work when on watch."

I protested Section 9 to Zabala, pointing out that I could not be held responsible for taking my readings if I had to assist the engineer with main-

## Okays Care, Raps Delays At Hospitals

To the Editor:

I have read many articles in the LOG regarding the different marine hospitals (now Public Health Service hospitals), both pro and con. I'd like to speak my mind. I have always been under the impression that these hospitals were primarily for merchant seamen.

Today a merchant seaman is of secondary concern to these hospitals. I have no complaint about the personnel, I have been treated fairly by them; that is, with courtesy.

My beef is with the different agencies that are now receiving medical aid in these installations. It makes the going slow when you have to have something done.

Did any of you try sitting in a waiting room from one to three hours while the Coast Guard, veterans and government workers in general get attention before you?

### SEAMEN LAST

Persons from all these places, their wives and children come before merchant seamen. I have seen men sit in the hall waiting three hours to get a tooth pulled, then have to sail with an aching tooth because they couldn't get to see a dentist.

I have no desire to begrudge anyone free medical aid, but the marine hospitals were originally set up for merchant seamen. They should be accorded first consideration instead of last. Let the Coast Guard go to naval hospitals, and if necessary, build more hospitals for the veterans and government workers.

Something should be done so a merchant seaman can have his health looked after instead of spending the day in the hallways. Either this or the government should come out and say merchant seamen are not wanted, then we can raise hell with Congress.

C. C. Cornett

## Suggests Union Inform Beneficiaries Of SS Insurance

To the Editor:

I am still in drydock due to the injury I suffered last October while on the Alcoa Clipper. I guess it is a decided fact that I have a permanent injury. I am still taking treatments but within a week or so I will be as well as I will ever be.

I have been wondering if we are advising the beneficiaries of our departed Brothers of their rights under social security? Every one of them should be eligible for some survivors insurance, and if they are not be-

ing told I think it would be a good gesture on our part to fully advise each one of them of their rights.

I want to take this opportunity to thank James Leander of the Curacao Tourist Commission, who during my stay in the hospital there wrote all of my letters for me and brought me good things to eat to supplement the cheese and bologna diet of the Dutch hospital. He was an almost daily visitor and I am sure he denied himself to pay me his daily visit. William Kuschko

(Ed note: Those beneficiaries who are dependents—not friends—are eligible for Social Security benefits and are being advised by the Welfare Plan as to their rights. Your concern is appreciated, Brother.)

## Big Smile



Lester Moore catches fellow Seatrain Havana Seafarer Joseph Mouton as he prepares to take some time off in Texas City.

## Listened To Wiseguys, Now In Army

To the Editor:

I'm one of the unlucky SIU men that got drafted from the good old sea life. Some sailors might think I am sort of making them feel good, by saying that, but you don't know what hell is until you get drafted. No overtime; no time off, no draws after five days in service either. You also work around the clock here but our base pay is \$75 per month plus our clothing allowance which is \$5 a month. But we do have a few good things here, we get to travel, but not

like the sailor does.

Well, Seafaring Brothers, don't do like I did when the Army sends you a notice to report to your draft board. Don't listen to someone like I did. If I had reported to my draft board I would have got a deferment. I sailed AB unlimited. You fellows who sailed with me, how about dropping me a letter from some foreign port?

Pvt. Russell Coffman  
Btry "C" 1st FA Tng. Bn  
1st FA Tng Gp. FORT  
Fort Sill, Oklahoma

(Continued on Page 12)

# Seafarer Sees A Healthy Economy Sole Hope For German 'Lost Youth'

To the Editor:

If a Brother likes to hit plenty of ports on the European run, let him take a job in New York on the Beaugard, a Waterman ship. In a recent trip we made ports of call at Bremerhaven, Brake, Bremen, Hamburg, Antwerp, Rotterdam and lastly, Cherbourg, all in about ten days time. This is also a nice voyage to make if one wants to get away from the heat, for leaving New York in the middle of June until our return to New York in the middle of July many of us used a blanket for sleeping. All the German ports were cold at night, that being because we were near the North latitude of 54 degrees.

## FIRST TO GERMANY

This being my first trip to Germany, I was interested to know something about the German's attitudes toward life under the Allied occupation. A number of Germans I talked with complained bitterly about the high prices and small wages. German marks approximating four to an American dollar, a longshoreman earns in a day-time shift of eight hours, fourteen marks, the night shift gets seventeen marks. An Able Seaman in equivalent American dollars makes \$53.00 a month, a Bosun \$60.00, a Captain, \$200.00. A staple food like bread costs 1 mark .50 pfennigs. Despite these low wages in comparison with American wages, the German prefers American occupation to either the British or the French. As for his regards towards the Russians, well, a young war veteran I talked with in Brake had this succinct answer to a question I put to him on whether he ever worked in the Russian Zone. "In the Russian Zone I found work in a factory, but I could not buy anything with the marks I earned." This fellow was the only one I met who worked in the Russian Zone, but several others I talked with expressed only vehemence when I asked them how they regarded Russia.

The war veteran was the father of two children and unemployed; he was getting a pension

of fifty-four marks a month from the government. He had seen three years war service in Russia and was later shifted to Italy where he became a prisoner of the Americans. He was now one of nine thousand unemployed in the town of Brake with a population of 15,000.

## CONTRAST

A vivid contrast between the war's devastation and a seeming prosperity can be found in Hamburg, where whole blocks are seen without a single livable building on them, while adjacent to them night clubs and cafes flourish. The main street is broad and crowded with restless people seeking diversion. The thoroughfare is reminiscent of Times Square, with neon lights blazing the shop windows, bars and restaurants, giving this area veritable technicolor appearance.

A significant sense for me of what the aftermath of the war in Germany draws, is that young woman who lives a twilight existence, trying to make the acquaintance of GI's or seamen for her livelihood. It is her only

fulfillment in economic returns. It is pretty evident that until Germany's industries and trade can employ the youth of the country, the women like I've seen will be prone to prostitution, the men and women prone to Fascism or Communism. It is always immorality of life or a political system adverse to democracy that breeds best in destitution and despair.

## NEW HITLER?

My observation and impression of Germany was that if offered no alternative to a totalitarian system, they would accept one again, if democracy failed to create employment with wages commensurate with prices. That Western Germany is failing to wholly follow a pattern of democratic concepts is borne out by the German press and magazines, which are filled with nostalgic stories on Hitler, Goering and Goebbels, by friends or associates of them, by overt sympathy for high ranking Nazis in prison and only recently for those prominent seven Nazis recently executed.

John J. Flynn

## Seafarer And His Family



Seafarer Bernard Mace and his wife pose for their formal portrait with children Betty, 4, and John, 15 months. Mace sails as Chief Cook and recently paid off the Stony Creek, a Mar-Trade ship.

## Sends Regards



"Oscar," pet pooch of the good ship Evelyn, sends his regards to Seafarers and his many canine friends along the coast, so reports Steward E. Dacey, who submitted the picture.

# Seafarer Finds MSTs System Far Cry From SIU Standard

(Continued from Page 11)

tenance work while on watch. But Zabala assured me that modern ships run automatically and there would be plenty of time to help make repairs.

## BUSY MEN

Oilers on these ships are kept busy since logs are written in every hour. Besides reporting his own log, the oiler must take down the engineer's log on a scrap log at the end of the watch, keep a constant eye on the evaporator, ice-boxes, air-compressors and make coffee. It was the watch engineer's delight to have two cups of coffee every watch.

Fortunately, the watch engineer was an oldtimer who had sailed before on Union ships. He sympathized with the Union in their struggle. I found him fair and square. He never imposed upon me in the slightest. He had his own troubles. MSTs has a seniority system which works in favor of one group at the expense of another. The old man had worked on government ships for some years but he was finding himself beaten out of position by younger men with high-

er seniority. The seniority system works thus: If a man has been in the Armed Forces for five years and works with MSTs for one year he is credited with six years seniority and placed ahead of a non-veteran who worked with MSTs for five or six years. Fortunately this does not happen on union ships. No one can bump a union seaman off a ship.

According to official Overtime Regulations CMPI 85.3-3 "Sea watches . . . are not to be broken later than 1200 on day port time commences, and not later than 2400 when port time commences in the afternoon . . ." However, at times the Chief Engineer extended sea watches to midnight. On regular commercial ships I would be entitled to overtime pay, but here I got nothing. When I protested I was told that the Chief Engineer has the right to change regulations to suit his convenience as he had the right to set sea and port watches at will.

There was something else which annoyed me. When I was to be paid off, I was entitled to some overtime pay, but the

Chief Engineer was not around to sign the overtime slips so I was told to return the next day. This, of course, meant at least half my day wasted.

## CUT LEAVE

A very disheartening regulation of the MSTs is that shore leave is terminated twelve hours before sailing. If a seaman is unlucky enough to have to work during the time the ship is docked, he may be allowed only one or two hours ashore, for some MSTs ships only stay in port about 24 hours.

The MSTs ships also have periodic inspections which are typical of Army life.

The average seaman who works for MSTs is not too happy with his lot. I talked to one intelligent fellow who had just had his ears burned by the Captain, a real life Captain Bligh, who delighted in laying out and terrorizing the crew. This fellow thought that if he could pull some political string he might succeed in bettering conditions. But the average man is more or less a flunky who deserves his fate. I came to the conclusion

# Step Up In Gashound Curbs Seen Needed During Boom

To the Editor:

For the past several months the old menace of rumdums, thieves, performers and weed peddlers has gradually wormed its way back into our Union. It is apparent that the great need for men during the present shipping emergency brought about the entrance of these menaces into our sailing ranks without severe screening. When a ship is sailing and a man has to be gotten fast, there is no time to be cautious, but something has to be done.

While in the U. S., where the Hall and the Union Patrolmen are available, these guys walk around with a halo on their heads and preach good Union policy, but after leaving the States, the performers get together and negotiate for a big rally at the first port of call.

Then it starts: No work in port, gas-up stations for orders, come aboard when all gear is secured and ready to sail, then

## 'She's A Feeder,' Say Contented Irenestar Men

To the Editor:

The Irenestar, on its 15th voyage was fortunate in having one of the best stewards departments, headed by Thomas Tooma, that this crew has had the pleasure of sailing with. Everyone agrees that if Chief Cook Bill Lowe and his cooks were going to stay aboard for another trip, not one man would sign off.

The highest praise a crew can give to this department is to send back for "seconds," and seldom did a meal go by that Messboys Ross Rodriguez and Manuel DeVillia did not have to do double duty.

Yes, the crew of this ship wishes to thank the stewards department for the excellent service and food, and it wishes to add that "she's really been a feeder."

Crew of the Irenestar

raise hell and criticize the men who did their work while they were ashore advertising to the foreign public that they were the only good Americans left.

## CAN'T THINK

At a shipboard Union meeting, gassed up they have nothing of common sense to discuss, and they don't remember what has happened later. These menaces have no interest for the Union, only what they can get out of it.

When nearing the States these actors look into their suitcases and pull out their halos again and go around bragging what they did for the Union, though actually they have done nothing of good.

I want to go on record that we comb out these crumbs. If we don't we'll find our negotiating committee in for a rough time when contract renewal time rolls around. We have pledged ourselves to furnish the companies with qualified and competent men. These few jokers are hurting the thousands of hardworking Seafarers in our Union.

The bookmembers should set an example for the permitmen, who in the future will become the full bookmen, but, unfortunately, I have even found some bookmembers who fall into the categories described here.

I hope the members get wise aboard ship and take action against the phonies who are undermining the security of our organization.

Carl Lawson

## Notice To Crews

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

that the best thing for me to do at the end of the trip was to get off the Robinson and get back on a union ship. It is ironic that government-owned ships should be operated under conditions so inferior to those existing on private commercial vessels. One would expect the government ships to be better run since the profit motive so important in private industry does not play a part in government operation. By and large the seaman is treated like a human being on privately-owned ships. The decent working conditions won by the Unions are often taken for granted, but it is only when one has to work under inferior conditions, as I did, that union ships are appreciated.

Let me give a word of warning to any fellow Brothers who may be in the position I was in last May. When the Employment Office sends you to MSTs tell them that conditions on those ships are inferior to those on Union ships. Don't be fooled. There is no substitute for a Union ship.

C. P. Ross

# REPORT OF The Seafarers Welfare Plan

(Continued from Page 7)

|                        |       |
|------------------------|-------|
| Brittain, Earl Louis   | 10.00 |
| Daldorf, T.            | 10.00 |
| Dean, Clinton          | 10.00 |
| Derol, Boleslaw        | 40.00 |
| Eikenberry, Herbert    | 10.00 |
| Groover, Wallace J.    | 10.00 |
| Hall, James M.         | 20.00 |
| Knickman, Melvin R.    | 20.00 |
| McNally, Bernard James | 10.00 |
| Middleton, Clifford    | 10.00 |
| Pagano, Gaetano        | 20.00 |
| Plahn, Eugene G.       | 10.00 |
| Preussler, Otto P.     | 10.00 |
| Prodey, Jerome A.      | 20.00 |
| Reier, George H.       | 30.00 |
| Rose, William T.       | 10.00 |

|  |        |
|--|--------|
| Schrunk, Charles G.                            | 10.00  |
| Smith, Julius B.                               | 10.00  |
| Sonnier, Wilfred C.                            | 20.00  |
| Trader, Ernest A.                              | 20.00  |
| Witra, Anton                                   | 10.00  |
|  | 400.00 |
| <b>ST. JOSEPH'S HOSPITAL SAVANNAH, GEORGIA</b> |        |
| Kagelmacher, F.                                | 10.00  |
| <b>USPHS HOSPITAL FORT WORTH, TEXAS</b>        |        |
| Wise, Joseph P.                                | 40.00  |
| <b>USPHS HOSPITAL SAN JUAN, PUERTO RICO</b>    |        |
| Watson, Henry                                  | 98.00  |

|   |        |
|---|--------|
| <b>TRIPLER GENERAL HOSPITAL HONOLULU</b>  |        |
| Schiavone, Antonio                        | 63.00  |
| <b>USPHS HOSPITAL SEATTLE, WASHINGTON</b> |        |
| Roll, Bernard                             | 10.00  |
| <b>USPHS HOSPITAL GALVESTON, TEXAS</b>    |        |
| Fisher, Frank                             | 10.00  |
| Lewis, Cecil N.                           | 10.00  |
| Wilmoth, V. E.                            | 30.00  |
|   | 50.00  |
| <b>USPHS HOSPITAL BOSTON, MASS.</b>       |        |
| Clarke, G. N.                             | 20.00  |
| Dirksmeyer, F.                            | 20.00  |
| Riley, D. M.                              | 10.00  |
| Preshon, Joseph S.                        | 7.00   |
| Vourloumis, G.                            | 20.00  |
|   | 77.00  |
| <b>USPHS HOSPITAL MOBILE, ALABAMA</b>     |        |
| Adkinson, Rhett                           | 10.00  |
| Burke, Tim                                | 20.00  |
| Hihtower, A. M.                           | 10.00  |
| Jones, J. H.                              | 20.00  |
| Leousis, Mike                             | 10.00  |
| Poole, L. A.                              | 10.00  |
| Puh, L. C.                                | 10.00  |
| Romano, Geore                             | 10.00  |
| Williams, James E.                        | 10.00  |
| Zeloy, Joseph                             | 10.00  |
|   | 120.00 |

## Frisco Shipping Fair; SUP In Negotiations

By LLOYD GARDNER

SAN FRANCISCO, August 16—Despite the fact that the beach is clear enough of men so that we can't hold a meeting, shipping can be reported as only fair.

Undoubtedly the current truce talks in Korea have done much toward cutting the shipping tempo here, and cause the diversion of many ships to the Gulf and East Coasts.

For the period just ended we paid off the Lynn Victory (Dolphin), Mankato Victory (Victory Carriers) and John H. Marion (US Waterways). All three ships signed on again.

### SEVEN VISITORS

In-transit we handled the Raphael Semmes and Yaka (Waterman); Yorkmar and Portmar (Calmar); Clearwater Victory and Steel Artisan (Isthmian), and the Sea Comet (Colonial).

There were overtime beefs and other minor difficulties on most of these ships, but all were settled to the satisfaction of the crews.

The Lynn Victory can be singled out as being a fine SIU ship. She had a good crew aboard, and the officers were reported as being fine men to sail with.

Despite the fine performance of the Lynn Victory crew, there are ships coming in here that are not to be commended.

Some guys on ships think that when a ship hits port all work stops. They have the habit of running off the ship and getting a load on. Much to their amazement they find charges against them when they return and, boy, how they beef!

The older bookmen must educate these irresponsibles if we expect to keep our Union responsible to its contractual obligations.

Right now we are watching with keen interest the negotiations going on between our affiliate, the SUP, and the Pacific Maritime Association.

We wish them success and have pledged them any help they may need toward achieving their objective.

The outfit the SUP is dealing with, the Pacific Maritime Association, is composed of the operators, many of whom are responsible for not taking any action toward routing out the commies here. As a result they have actually helped entrench the commies in power.

For some strange reason these operators seem to give Bridges almost anything he demands, while they make a legitimate trade union fight for every gain.

Like the SUP, one Seafarer who has been right in there fighting for every gain is Charlie Nangle, who has been in the SIU since 1939. Charlie has been sailing all his life and remembers the days before the SIU with no fond memories.

### NO PICTURE

Charlie is a good seaman and a conscientious Union man, who speaks with pride of the many accomplishments he and his fellow Seafarers have brought about.

Charlie says he doesn't want his picture in the LOG because he would only be swamped with mail from admiring girls in all ports, and he doesn't have time to handle the mail.

This week I made the marine hospital along with Patrolman Fischer, and visited the nine SIU men laid up and handed them their benefits.

These were: E. L. Pritchard, J. Lewis, Gee Cheng, D. Bahr, C. Danbach, H. E. Grant, Ed Robinson, C. Robertson and F. Mitchell. These men are the envy of the rest of the men there when the SIU representatives visit them.

A cheerful word, a copy of the LOG and their \$10 weekly welfare benefit are better medicine than a case of pills, as witnessed the happy smiles we saw from our men there.

Everyone out here in the SIU Hall is wearing a smile, too. The weather is wonderful. Those East Coast men come in here wilted and drawn, but in a day or so they're pumped full of this wonderful climate and are healthy as bulls. S'wonderful!

### CLEAN ROOMS

As a final word, the Patrolmen wish to remind the membership of the SIU rule requiring the foc'sles to be clean at payoff. Leave the ship the way you'd like to find it when you sign-on.

Also, they say, certain men have it in for the Mate or Engineer and, in a mistaken effort to get even with them, put in phony overtime. But in the end, they harm only themselves and their shipmates, for these phony claims only cause confusion and delay in paying off the ship—and are not collectible.

## Digested Minutes Of Shipboard Meetings

**ATLANTIC WATER (Metro).** No date given—No Chairman given; Secretary, L. Hitchner. Delegates reported everything satisfactory. Discussion on repair list and taking care of recreation room and laundry.

No date given—Chairman, Moylan; Secretary, L. Hitchner. Delegates reported no beefs. Discussion about bread. It was agreed that the 2nd Cook start cooking fresh bread and use up shoreside bread at breakfast.

July 22—Chairman, T. Moylan; Secretary, Larry Hitchner. Delegates reported some disputed overtime. Discussion on repair list and storing ship.

LLOYD S. CARLSON (Bloomfield), No date given—Chairman, J. R. Prestwood; Secretary, R. M. Weeks. Delegates reported everything okay. Discussion on ship's fund. Suggestion for balance of ship's fund to be given to infantile paralysis fund.

**LONGVIEW VICTORY (Victory Carriers), June 16—Chairman, Julian R. Wilson; Secretary, John J. Lohr.** Delegates reported no beefs. Discussion made for last stand by to clean up messroom before calling watch and for all crewmembers to remind each other to clean up.

**NASHUA VICTORY (Triton), June 24—Chairman, Pat Millican; Secretary, A. C. Smith.** Delegates reported no beefs. A letter was read from the Captain in regard to the delayed sailing overtime. Pat Millican gave a short discourse on Education to the new Union members aboard.



**JOHN HANSON (White Range), July 14—Chairman, O. Pod Kosoff; Secretary, H. J. Drummer.** Delegates reported everything okay. Motion made by Ship's Delegate to wear shorts at meal times. Discussion in regard to cleaning of laundry, messroom, and passageways.

**DEL SANTOS (Delta), July 18—Chairman, James Tucker; Secretary, Leroy Nicholas.** Delegates reported no beefs, no disputed overtime. Discussion on Stewards stores, in reference to standardized requisition which has recently been introduced in Delta.

**LIBERTY FLAG (Dover), August 2—Chairman, John Ohanassian; Secretary, Frank D. Smith.** Delegates reported disputed delayed sailing and few hours overtime. Deck Delegate presented a beef on chow. It was suggested that a fund be opened for repairs for washing machine.

July 15—Chairman, M. Shipley; Secretary, P. Cathcart. Delegates reported no beefs. It was suggested that everyone read the article in Fortune Magazine about Cities Service strike.

**ALCOA POINTER (Alcoa), July 29—Chairman, L. Trent; Secretary, J. Pursell.** Delegates reported everything okay. Suggestion made that all Delegates make out list for final repairs. Ship's Delegate requested to have slop chest checked and to have sufficient gear put aboard in case ship goes to Canada.

(More Ships Minutes on Page 14)

### Death Benefits Paid

|                       |          |
|-----------------------|----------|
| Fischer, Charles      | 1,500.00 |
| Schipman, Robert Lee  | 1,500.00 |
| Wade, William E.      | 1,500.00 |
| Gardner, Everard      | 1,500.00 |
| Downey, Cyril J.      | 1,500.00 |
| Johnson, John Charles | 1,500.00 |
|                       | 9,000.00 |

## 16 More Seafarers Get 'Unfair' Money From CS

The award of back pay to 16 additional Seafarers fired by Cities Service for union activity was announced last week by the New York Regional Office of the National Labor Relations Board.

The men involved collected a total of \$13,653, and brings to an end the unfair labor practices charges leveled against the company by members of the Seafarers International Union as a result of the Union's organizing drive.

On July 12, 130 Seafarers collected a total of \$150,000 in settlement of their cases. As a result of the charges a total of 146 Seafarers have been awarded \$163,653 by the company.

### IN DRIVE

The charges arose during the SIU's organizing drive in the company's fleet of 16 tankers, when men were fired for Union activity or not hired because of Union affiliation.

The payments are for money that the men would have earned had they not been fired, or would have earned had they been hired and were determined by a settlement stipulation agreed to by the National Labor Relations Board, the SIU and the company signed on June 12, 1950.

At that time the company agreed to rehire the men it had

fired and offer employment to the men it had refused to hire.

The individual payments in the latest award group range from \$231 to \$1,444, somewhat lower than the first group, where payments went as high as \$4,306.

### CHECKS THERE

The NLRB New York office reported that of the original award group of 130, 25 men have not as yet picked up their checks.

The names and amounts awarded the men in the second group follow:

|                     |          |
|---------------------|----------|
| Bliss, William      | \$1600   |
| Bruhse, William     | 232      |
| Darrah, Joseph D.   | 1418     |
| Doyle, Billie       | 758      |
| Green, Jesse        | *        |
| Gresham, Warren     | 1444     |
| Gunn, Daniel J.     | 903      |
| Heckl, Joseph A.    | 959      |
| Hornby, Thomas G.   | 1353     |
| Johnston, Gerald R. | 673      |
| Jones, Wilbur       | 231      |
| Lyttle, Eugene F.   | 742      |
| Mills, Tobert       | 758      |
| Nicholson, John H.  | *        |
| Parsons, Irving H.  | 287      |
| Sands, Howard       | *        |
| Scott, Stanley C.   | 672      |
| Sharp, Thomas L.    | 833      |
| Shero, Harvey C.    | 790      |
| Thomas, Lemuel A.   | *        |
|                     | \$13,653 |

\* Additional interim earnings information necessary

## Shipping Keeps Getting Better In Port Mobile

(Continued from Page 7) one particular Cook who's out of this world and by that well-known Steward who doesn't spare the steaks (or the grits, or this or that).

There were 115 present at the Branch meeting yesterday, at which Headquarters report to the membership and the Secretary-Treasurer's financial reports were accepted. There was little in the way of business outside of hearing and concurring in the reports of the various committees.

The only flutter on the local labor scene is the strike of Local 18 of the CIO Shipyard Workers, who are striking the Alabama Dry Docks and Shipbuilding Company.

The CIO outfit is demonstrating outside the Chicasaw yard of the Gulf Shipbuilding Corp., which has a contract with the AFL Mobile Metal Trades Council.

The purpose of the demonstrations is to pull the AFL men out in support, but such an action would jeopardize their contract and run them afoul of the Taft-Hartley Act, and so the AFL men continue to report to their jobs.

# Digested Minutes Of SIU Ship Meetings

## A&G Shipping From Aug. 1 To Aug. 15

| PORT              | REG. DECK | REG. ENG. | REG. STWDS. | TOTAL REG. | SHIPPED DECK | SHIPPED ENG. | SHIPPED STWDS. | TOTAL SHIPPED |
|-------------------|-----------|-----------|-------------|------------|--------------|--------------|----------------|---------------|
| Boston.....       | 32        | 24        | 19          | 75         | 21           | 19           | 23             | 63            |
| New York.....     | 222       | 173       | 144         | 539        | 138          | 145          | 100            | 383           |
| Philadelphia..... | 42        | 25        | 17          | 84         | 38           | 30           | 40             | 108           |
| Baltimore.....    | 131       | 76        | 70          | 277        | 93           | 78           | 50             | 221           |
| Norfolk.....      | 8         | 6         | 5           | 19         | 101          | 72           | 86             | 259           |
| Savannah.....     | 22        | 17        | 10          | 49         | 26           | 28           | 20             | 74            |
| Tampa.....        | 12        | 6         | 9           | 27         | 9            | 4            | 6              | 19            |
| Mobile.....       | 59        | 39        | 49          | 147        | 62           | 52           | 44             | 158           |
| New Orleans.....  | 91        | 86        | 97          | 274        | 121          | 102          | 107            | 330           |
| Galveston.....    | 39        | 24        | 25          | 88         | 39           | 30           | 11             | 80            |
| Wilmington.....   | 16        | 18        | 14          | 48         | 25           | 28           | 18             | 71            |
| GRAND TOTAL.....  | 674       | 494       | 459         | 1,627      | 673          | 588          | 505            | 1,766         |

**SEATRAN HAVANA** (Seatrains), July 22—Chairman, Reece B. Oliver; Secretary, W. T. Cahill. Delegates reported no beefs. The new crewmembers were asked to donate to the ship's fund towards the washing machine.

July 12 — Chairman, Charlie Roberts; Secretary, W. G. Cahill. Delegates reported no beefs. Crew voted to have a voice tube installed between galley and crew's quarters.

**SEATRAN NEW JERSEY** (Seatrains), July 25—Chairman, L. B. Brown; Secretary, John Fedesovich. Ship's fund is reported to have \$25.72. Communication from Headquarters pertaining to the Seafarers Vacation Plan was read and accepted unanimously.

**WILLIAM HARPER** (Waterman), Date not given—Chairman, Benny Stewart; Secretary, Lee Snogross. Delegates reported no beefs. Discussion on distribution of linen.

**MOBILIAN** (Waterman), July 15—Chairman, B. B. Darle; Secretary, John T. Anval. Delegates reported everything okay. General discussion on disputed overtime of rest period concerning dayman to be clarified by Patrolman.

**FAIRPORT** (Waterman), July 9 — Chairman, Collins Green; Secretary, B. Bishop. Delegates reported everything okay. Discussion on instructing permitmen in regard to contract.

**LAFAYETTE** (Waterman), July 22—Chairman, William Milison; Secretary, Peter Patrick. Delegates reported no beefs. The men have been asked to keep the laundry clean, as it has been in poor condition for the past few weeks.



**SIMMONS VICTORY** (Bull), July 4—Chairman, Roy White; Secretary, Joseph Duffey. Delegates reported no beefs. Several Brothers talked in regard to painting the crew's quarters.

**HILTON** (Bull), July 17 — Chairman, G. Smith; Secretary, Jack E. Smith. Delegates reported no beefs. Motion made and carried that a crewmember be brought up on charges in New York for being drunk at meal time and not performing his duties properly.

**ELIZABETH** (Bull), July 22 —Chairman, J. Lanahan; Secretary, Felix Apono. Delegates reported no beefs. Motion made and carried to keep alleyways and screen doors closed at all times, while in port.

**LAKE GEORGE** (US Petroleum Carriers), July 1—Chairman, Frank Poilando; Secretary, Norman Kramer. Delegates reported no beefs. Motion made to have engine delegate read letter from Headquarters. Motion made and seconded to go on record for the Union to increase dues, and also to increase welfare benefits.

June 3 — Chairman, Charles

Martin; Secretary, Norman Kramer. Delegates reported no beefs. Motion made to have discussion on education at next meeting. Discussion on ship's laundry machine.

**CAMAS MEADOWS** (US Petroleum Carriers), July 13 — Chairman, M. Carter; Secretary, W. C. Murphy, Jr. Delegates reported no beefs. All Communications read and voted on. The crew thinks that the Tanker Vacation Plan should be adjusted.

**STEEL NAVIGATOR** (Isthmian), July 17—Chairman, Vincent G. Orenco; Secretary, A. Wilfers. Delegates reported no disputed overtime. Motion made that each department clean the laundry shop every third week.

**STEEL TRAVELER** (Isthmian), May 31 — Chairman, A. Thorne; Secretary, G. Wass. Special meeting called. Various members talked on the fact that small beefs could be ironed out before they come to a head. Suggestion made to improve table service.

July 17—Chairman, A. Thorne; Secretary, F. Delapenha; Delegates reported everything okay. Suggested to Steward that he try to obtain innerspring mattresses. Suggestion made to file letters to company and Union.

June 18—Chairman, A. Thorne; Secretary, G. Wass. Delegates reported no beefs. Beef about not being able to use PO shower. Motion made and seconded to have shower used by all.

**ANNISTON CITY** (Isthmian), June 17 — Chairman, Michael Rossi; Secretary, H. R. Gordon. Delegates reported everything going swell. Motion made that crew discuss the five current issues. The crew's messhall was painted throughout.

**AMES VICTORY** (Victory Carriers), June 24 — Chairman, Charles Hoenemann; Secretary, John Doyle. Delegates reported everything in order. Ship's fund is reported to have \$11. Suggestion made on getting bed springs fixed in the rooms that need them.

July 15 — Chairman, J. Garrison; Secretary, R. A. Swayne; Delegates reported everything in order. Complete fumigation necessary in galley and quarters. The problem of donation to chapel at Kings Point to be referred to Headquarters.

**COE VICTORY** (Victory Carriers), June 17 — Chairman, Hornby; Secretary, Brown. Delegates reported no beefs. Notified

Patrolman articles were dated back to May 31.

July 12 — Chairman, Hornby; Secretary, Brown. Five issues sent out by Headquarters were discussed and voted on. Ship's Fund reported to have \$7.39.



**TUSKEGEE VICTORY** (Coral), July 21—Chairman, Joseph Lae; Secretary, T. G. Beatrous. Delegates reported everything okay. Men who have not signed Welfare Plan cards were to do so as soon as possible also those who have not filed for validated papers do so as soon as possible, because after August 1 they will not be able to register to ship.

**YOUNG AMERICA** (Waterman), July 15—Chairman, William O'Conner; Secretary, John Kackur. Delegates reported that the voyage has been pleasant so far. Motion made and accepted that each man contribute fifty cents for the upkeep of the ship's washing machine.

**ALCOA POINTER** (Alcoa), July 15—Chairman, E. Patterson; Secretary, J. Purcell. Delegates reported no beefs. Discussion on buying washing machine for use by the crew.

**ANN MARIE** (Bull), July 22 —Chairman, Mark Sweet; Secretary, Joseph S. Cash. Delegates reported no beefs. Motion made and carried to set up a ship's fund. Request by Steward to have all used linen in by day of arrival in port.

**JEAN LAFITTE** (Waterman), July 15—Chairman, Harold Stivers; Secretary, Thomas Teears. Delegates reported everything okay. Motion made and carried to donate one dollar per person for the purpose of creating a ship's fund.

**BLUESTAR** (Triton), July 18 — Chairman, E. Degan; Secretary, W. H. Cademan. Delegates reported everything running smoothly. Deck Department held their own meeting to iron out difficulties on gangway watch and deck.

**STEEL VOYAGER** (Isthmian), July 15—Chairman, Wiley Parrott; Secretary, Frank Steen; Delegates reported few beefs, none strong enough to do anything about. Motion made and carried to go into political action report of Union. Crew requests that all linen be laundered.

May 1—Chairman, Wiley Parrott; Secretary, Frank Steen. Delegates reported everything okay. Special meeting called due to dissension between Bosun and Captain. Electrician explains how to use washing machine.

**NORTH PLATTE VICTORY** (Mississippi), July 18—Chairman,

Selig S. Freilich; Secretary, Ricky F. Motika. Delegates reported everything okay. Discussion on benefits of Vacation Plan. Motion made and seconded to make report to Union of men missing ship. New fan has been received for messhall.

**EDITH** (Bull), July 27—Chairman, Vince Genco; Secretary, Louis Ruzzo. Delegates reported no beefs. Ship's fund is reported to have \$3.13. New members briefed on Union procedure and rotary shipping. Delegate is to get a new supply of Union literature for the benefit of all.

**ROBIN GRAY** (Robin), July 8—Chairman, James Eichenberger; Secretary, Frank Cihler. Delegates reported everything okay. Motion made and carried for Ship's Delegate to contact officers for \$3 for washing machine. Suggestion by Bosun to get messhall chairs painted.

**MONTEBELLO HILLS** (US Petroleum), July 8 — Chairman, Leon Baker; Secretary, Andre Boubouleix. Clarification asked on definition of confined spaces. Discussion on beefing in the messroom and on the poop deck outside of the meeting.

**NIKOKLIS** (Dolphin), July 22 —Chairman, James H. Maxey; Secretary, W. M. Kuhl. Delegates reported everything okay. Motion made and carried to have ship fumigated. Patrolman to be informed of cigarette situation.

**SOUTHERN DISTRICTS** (Southern Trading), July 22 — Chairman, W. P. Lupton; Secretary, C. D. Jones. Discussed matters that would benefit the SIU members aboard this ship such as necessary repairs and facilities to make tropical run.



**MAIDEN CREEK** (Waterman), July 15—Chairman, Lotus Stone; Secretary, Barney Kinter; Delegates reported cat walk dangerous and needs repairs. Chief Mate has stopped all wheel house sanitary work on Sundays and Holidays.

**GOVERNMENT CAMP** (Cities Service), July 9—Chairman, Eob Bowes; Secretary, Mike Nash. Delegates reported no beefs. \$24.52 is reported in ship's fund. Motion made and carried that ship treasurer accept donations at Baltimore payoff for purchase of washing machine for crew.

**INES** (Bull), July 29—Chairman, P. Gondzar; Secretary, E. Oppici. Delegates reported no beefs. It was suggested that messhall chairs be sanded and varnished, also deck in recreation room is to be painted.

**BETHORE** (Ore), July 29 — Chairman, H. Jenkins; Secretary, George Gobbinsky. Delegates reported no beefs. Motion made and carried to have more ice, lemons, and fruit next trip. It was suggested that the refrigerator be repaired or a new one put aboard.

### Notice To All SIU Members

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

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

### PLEASE PRINT INFORMATION

To the Editor:

I would like the SEAFARERS LOG mailed to the address below:

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Book No. ....

# ROUND UP OF MARITIME NEWS

45 additional Liberty ships were allocated to general agents within a period of five days, bringing to 253 the number of Liberty ships allocated by the National Shipping Authority. On August 10, 17 allocations were announced, of which six went to SIU-contracted companies. On August 14, out of 28 vessels six more went to SIU companies for a total of 12 out of 45 allocated. The SIU companies which were allocated ships are: Bloomfield, 2; Alcoa, 2; Waterman, 2; Eastern, 2; Mississippi, 1; Bull, 1; South Atlantic, 1 and Isthmian, 1.

The Seatrain Georgia, one of the two new ships ordered by the Seatrain Lines, was launched on August 14, at the Sun Shipyards, Chester, Pa. The 11,000-ton vessel, built at a cost of \$4,000,000, has a carrying capacity of 100 loaded freight cars. It will operate between New York and Texas City, Texas. The second ship is still under construction at Sun. . . . The Pennsylvania Railroad has announced it will soon begin construction of an \$8 million iron ore unloading pier in Baltimore. The equipment will have an unloading capacity of 2,400 tons an hour. The pier will be located immediately north of the railroad's coal dumping pier at Greenwich Point, and will be able to unload two ships at once. If necessary, it can be expanded to unload four ships at one time. The pier is expected to be completed by the summer of 1953.

The National Shipping Authority has notified its general agents that its final offer to them is \$75 per vessel per day. In addition, it is willing to pay the operators 1¼ percent of the revenues from freight carried on the ships. The operators maintain that it costs them \$145 in overhead to handle the government ships, and, in addition, is asking for 2½ percent of revenues of outbound freight and 1¼ percent of inward voyages. . . . The removal of three overage ships from documentation reduces the privately-owned American flag ocean-going fleet to 1,304 vessels of 1,000 tons or over. . . . The House of Representatives has passed a bill permitting Canadian ships to carry grain between US ports on the Great Lakes until December 31, 1951. Under the Merchant Marine Act of 1936, foreign flag vessels were forbidden to engage in American domestic trade. The bill now is before the Senate.

Unsettled world conditions have put a hole in trans-Atlantic traffic so far this year. In a comparable period in 1950, there were 341,006 east- and west-bound passengers, while up to now in 1951 only 303,000 booked passage. At the minimum rate of \$165 per person, this means a loss of at least \$6,195,000 to the shipowners. . . . Panama, whose flagships have been accused of transporting materials of war to communist China, contrary to a resolution passed by the UN, has by Presidential decree forbidden her ships from carrying these materials. Panamanian consuls are authorized to enforce the decree, by cancelling the register in all cases of violation. Whether this will turn out to be more than a token gesture remains to be seen, as some legal authorities say that Panama's navigation laws cannot be amended by decree and that cancellation of registry must go through legal channels.

Both Houses of Congress voted to place a ceiling of 1,522 on the number of trips by American ships on which operating subsidies may be paid during the current fiscal year. In addition, the Maritime Administration was instructed to allocate 307 of these subsidized voyages to companies which have not been receiving subsidies. . . . Reports reaching the International Confederation of Free Trade Unions say that Polish merchant ships, the largest fleet of the iron curtain countries, have been carefully staffed with commie spies, who have two duties. The first is to keep

tabs on the crewmembers for signs of "political unreliability," and to prevent any of the crew from jumping ship when they hit democratic countries. The second is to act as liaison men for the communist international between the commie groups among seamen and longshoremen.

A newly built ship, which was being fitted out for launching, exploded in Glasgow, killing at least one man, injuring 30, with two more still missing. An acetylene gas cylinder exploded in the engineroom, touching off a number of other gas containers. There were over 100 men in the engineroom when the explosions took place, and some were hurled 120 feet. . . . All persons seeking admission to piers handling explosives, military supplies or military shipments must have port security cards after December 1, under new Coast Guard regulations. The CG has asked the steamship companies to cooperate in a voluntary restriction program to go into effect October 1. Under this program, pier guards and watchman will require all persons entering the piers to

show a security card or credentials issued by another government agency, plus written or verbal permission from the company. The CG will issue temporary identification cards for those who do not have security cards during this trial period.

Isthmian will oppose any move by New York City to force the company to restore the Brooklyn pier it recently relinquished to a "as new" condition. This was prompted by a suit the city is preparing against the Cunard Line, which moved from city-owned Piers 54 and 55, North River, to docks further uptown—for from \$500,000 to \$700,000, which the city says is due it under a clause in the lease. "We have paid two-and-a-half times what the pier at the foot of 29th street, Brooklyn, cost as new 36 years ago," said Walter Wells, president of Isthmian Lines. He added that during that time the city had not spent one cent for the upkeep of the pier. The entire shipping industry, as is understandable, is backing the position of Isthmian and Cunard.

## Just What Is The MTD?

What is MTD?

MTD is the convenient abbreviation for the Maritime Trades Department of the American Federation of Labor. Actually, it means a whole lot more.

MTD is another way of saying 250,000 longshoremen, tugboatmen, unlicensed seafarers, licensed deck and engine officers, radio operators and workers in allied crafts bound together by a common purpose, which is to "raise the social and economic standards" of all through mutual support.

In the four years since it was first organized, the Maritime Trades Department has demonstrated that it is the most powerful group of waterfront workers in the world. Going into action whenever one of its member unions is in need of aid in a beef, the MTD has scored successfully in every one of its objectives.

The MTD came into being on August 15, 1946, when five waterfront unions jointly petitioned the AFL's Executive Council in Chicago for a charter. The charter was issued and the first conference was held immediately, with the following member unions represented: International Longshoremen's Association, Radio Officers Union of the Commercial Telegraphers Union, Masters, Mates and Pilots, Sailors Union of the Pacific, SIU Great Lakes District and SIU Atlantic and Gulf District.

Daniel Tobin, president of the International Brotherhood of Teamsters, stated that his union would cooperate and join with the member unions of the MTD on a local area basis, and that it would respect picketlines and beefs authorized by the various Port Maritime Trades Councils.

Whenever the support of the teamsters was solicited, they have responded, so that, in effect, they can be considered as members of the MTD, on the local level at least.

The objectives of the MTD are contained in the Preamble adopted by the member unions in 1946. It reads:

"We, the workers in the transportation industry, realizing the necessity of strong united action in our endeavor to raise our social and economic standards, to coordinate our efforts in our struggle for our rights and in order to protect our unions from raids by dual unions and hostile organizations such as the CIO and the communist party, and for the purpose of organizing all unorganized workers in the industry into the structure of the American Federation of Labor, hereby dedicate ourselves to mutual aid, support and to direct our

action through the medium of the Maritime Trades Department of the AFL."

Wherever it was practicable, port councils were set up to coordinate the activities of the member unions, and to establish a working relationship that would facilitate the accomplishment of any objective—whether it be on a national or local level.

Without fanfare and drum-beating, the Maritime Trades Department has functioned quietly and efficiently in scores of beefs involving individual or all members of the group.

Examples of how the MTD goes to bat are demonstrated by the famed Coos Bay beef in 1946, and the recent mutual pledge for support to member organizations whose contracts expire on September 30, 1951.

In the Coos Bay (Oregon) beef, the communist-dominated West Coast longshoremen, led by Harry Bridges, attempted a jurisdictional raid on the SUP, an MTD affiliate, and refused to work its ships in the Oregon port.

The MTD immediately went into action and threw picketlines around ships of the National Maritime Union in the New York harbor. The NMU and Bridges longshore union were allied at that time in the communist-controlled Committee for Maritime Unity, a red front aiming at domination of the vital US waterfront.

With ILA longshoremen and tugboatmen and other AFL maritime workers refusing to handle NMU ships, Bridges was forced to abandon his raid on the SUP. In fact, this action of the MTD actually cracked the communist CMU, and a few months later it was disbanded.

The mutual pledge pact for approaching contract negotiations was signed by all member unions following a series of meetings last week. MTD affiliates whose contracts expire in the fall are the SUP, ILA, MM&P and the ROU. But all unions, acting through the MTD, will pool all of their resources to win satisfactory agreements for the member unions involved.

These two actions described above are typical of the manner in which the mighty MTD operates. As a result, every member of a union affiliated with the AFL maritime group, and that includes all us Seafarers, has additional support and protection whenever his welfare is involved.

In Union there is strength, the saying goes. In a union of unions, such as the Maritime Trades Department, there is even greater strength. Every Seafarer, every member of every MTD affiliate, should be aware of that.



A detail of communist prisoners of war squat near the Pusan waterfront while awaiting orders to move. Shot was taken from the Lynn Victory, which was loading US war dead for return to the United States. Chew reported that flanking them on one side was the Danish hospital ship Jutlandia and on the other side a heavy US cruiser.

# Seafarer Crews In Korea Waters

Despite truce talks in Korea, supplies in great number are still being carried to that Far Eastern country, and SIU crews are strongly represented among ships touching there. Two recent ships out there were the Bluestar (Traders) and Lynn Victory (Dolphin), both operated under the agency of Triton Shipping Company. Representative of the activity of the ships are the pictures here, sent in by Don Ruddy of the Bluestar and J. Chew of the Lynn Victory. •



Veterans of the Far Eastern run are these Bluestar Seafarers taking coffee time. The ship, Don Ruddy reported, has been away from the States since February and is still busy shuttling the waters between Okinawa and Manila after several shuttle trips to Korea. The men are, left to right, Kean, Ni Cook-Baker; Mendonca, OS; DeVries, AB; Sirgos, AB; Douglas, AB; Barton, Bosun, and Cashman, Deck Maint.



What might be called "riding at anchor" shows cameraman J. Chew, of the Lynn Victory, perched on the ship's hook. The ship was in Pusan at the time, and has since returned to the States for another load for the Far East.



Bluestar crewmembers line the rail awaiting the arrival of the sampans in Pusan. Besides carrying cargo to Pusan, the Bluestar also operated to Inchon and Kusan. The Seafarers are Gutierrez, OS; the Radio Operator; Perry, Fireman, and Kyle, AB.



The nightly poker game on the Bluestar has frozen out all but these three hardy Seafarers, who apparently have cornered the market. Douglas, AB, center, antes up some of the green stuff, while Deegan, Deck Engineer, left, and Cashman, Dk Maint, wait their turn.