

# SEAFARERS LOG



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

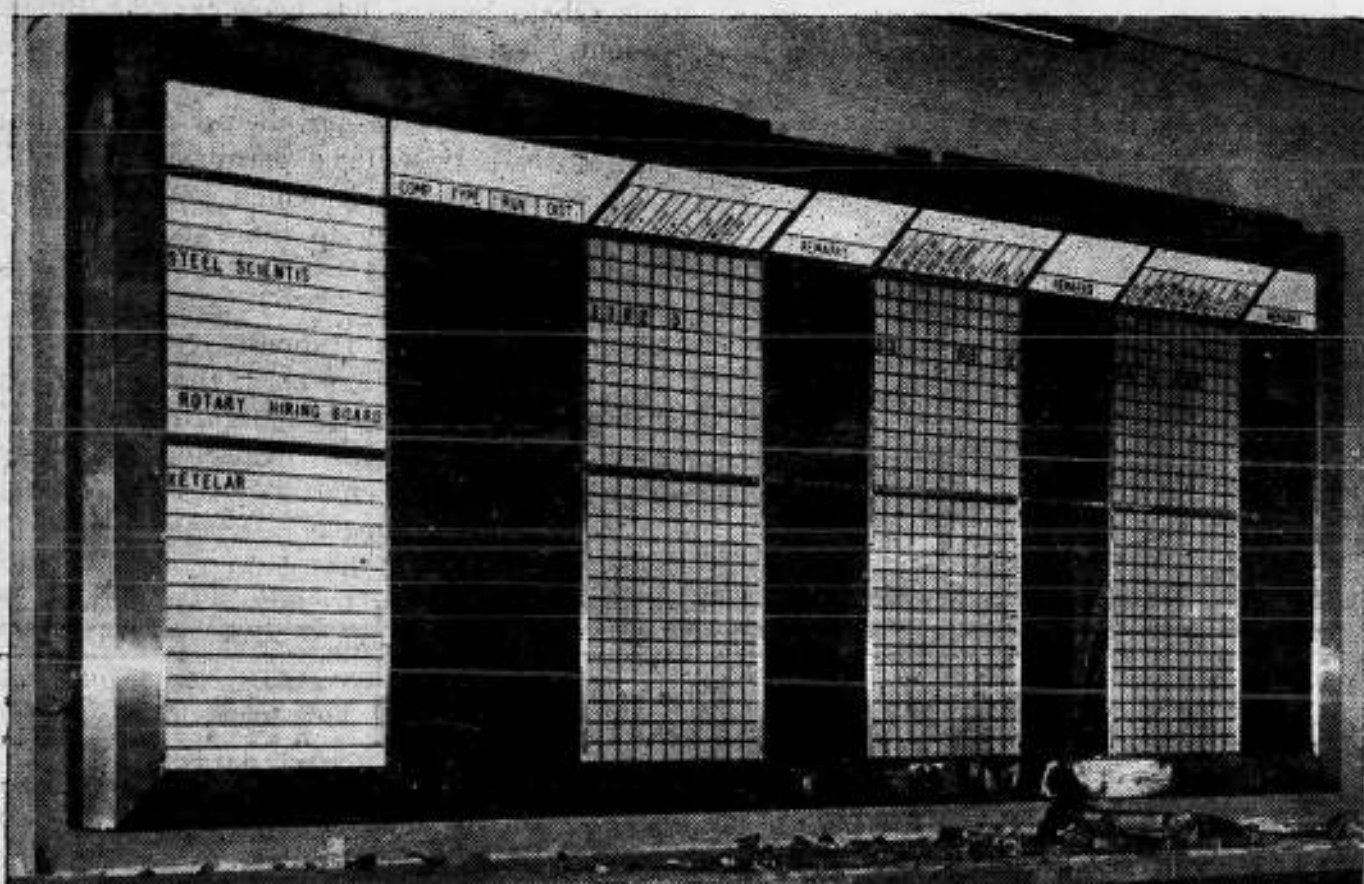
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No. 20

## Contract Reopened On Wages

### New Seafarers Rotary Hiring Board



The board from which all jobs in the new Hall will be called as it appeared this week. Workmen have since completed the job of putting the SIU emblem and the wording "Seafarers Rotary Shipping Board" along the top of the board. The overall measurements are 22 feet, 3 inches long and 9 feet, 2 inches high. For the story of the new board, see page 3.

Contract discussions between representatives of a majority of the SIU's contracted companies and the Union began this week in response to the Union's request to reopen the contract for wage talks. At the initial meeting, a shipowner-Union committee was established to draw up a wage pattern for study.

The meeting, held October 3, was made possible by a clause in SIU agreements allowing reopening of wage talks at any time.

While all of the SIU's contracted operators did not have representatives at the meeting, those not in attendance signified they would go along with any pattern developed by the majority of contracted operators. The meeting was held in the new Headquarters building in

Brooklyn.

### Bring Papers

Seafarers being admitted to USPHS hospitals are urged to bring with them their Union book or permit and last discharge. The discharge is necessary for admission and both papers are required for Seafarers to receive weekly hospital benefits of the Welfare Plan.

The hospital delegates urge that all patients have the papers ready when the delegate makes his visit.

The decision to reopen wage talks at this time was a result of the "wait and see" policy adopted by the Union while the Wage Stabilization Board acted on wage increases established earlier this year in the maritime industry. The Union felt that the "propitious moment" had now arrived for calling the operators together to establish new wage rates for the members of the SIU.

### IN MEETING

As the LOG went to press, a meeting of the newly established shipowner-SIU committee was being held in New York at 11 Broadway in the offices of the Seafarers Welfare Plan. No announcement was made as to the demands being made by the Union either as to new wage rates or "fringe" benefits.

The shipowners were assured that the joint committee would have no power to settle for any owner. Its task will be to develop a pattern with the Union "that will be fair to the industry and fair to us." Paul Hall, SIU Secretary-Treasurer and head of the Union's six-man negotiating committee stated that the Union will "work up a proposition for

(Continued on Page 3)

## Threat Of Maritime Strike Fades As Unions And Operators Agree

The threat of an immediate strike on the nation's waterfront faded this week, as one of the three unions whose contracts expired on September 30 continued in negotiations and two others settled with the operators.

As the LOG went to press, the SIU-affiliated Sailors Union of the Pacific continued in negotiations with the Pacific Maritime Association, and no word had been received as to the possibilities of either a strike or a settlement.

On the other two labor fronts, the International Longshoremen's Association and the Masters, Mates & Pilots prepared to submit contract settlements to their memberships. Both unions had continued their negotiations past the strike deadline to reach a settlement.

The ILA's Atlantic Coast District Council received the proposed settlement this morning, and the group will decide whether the proposition will be submitted with or without recom-

mendation in the union referendum.

The proposed settlement, affecting 65,000 longshoremen in ports from Portland, Maine, to Norfolk, Virginia, calls for a 10-cent rise in the day rate to \$2.10 and overtime rate to \$3.15. The stevedoring companies have also offered one-shape a day, a guarantee of four hours' pay for the

first work period and an increase of one and one-fourth cents an hour in its contribution to the union welfare fund.

The AFL deck officers' proposed settlement was termed a victory for their members, who will now operate from a hiring hall for all positions below Master and First Mate, a point in negotiations which hamstrung

talks for over a month and was conceded by the union to be its biggest demand.

The MM&P men, if the pact is approved, will receive a 6.2 wage increase, a forty-hour work week at sea and in port, longer vacations, doubling of shipowner contributions to the welfare fund, plus a number of fringe benefits.

## Nominations Are Opened For 29 A&G Elective Positions

The initial step in the 13th annual election of officers to serve the Atlantic & Gulf District for 1952 has been taken by the membership's adoption of a resolution opening nominations for the election to begin November 1.

The adopted resolution calls for the filling of 29 elective posts in the District, the same number filled in the 1950 elections. Nominations are now open to qualified Seafarers who desire to run for union offices.

(For positions to be filled see resolution on page 3.)

As provided by the Union constitution, nominations for the offices will be accepted until October 15. Balloting will begin on November 1 and continue through December 31 in all SIU A&G District Branches.

Any qualified man may put himself in nomination by submitting to Headquarters in writing his intention to run for office, the post sought, plus the necessary proof of qualification.

The West Coast offices of the District, being of a temporary nature, are not to be filled by

ballot, nor will the post of SIU representative in Lake Charles, La.

The adopted resolution states that because of the fluid shipping resulting from the chaotic international situation, it is felt that the same number of official posts be filled as last year, inasmuch as a reversal of the present trend could leave the District overstaffed.

Among the requirements necessary for a place on the ballot are that a candidate be a citizen of the United States, a full book-

member for at least two years, and have at least three years of seetime in an unlicensed capacity, of which four months must be in the current year.

Candidates are also required to submit with their qualifications a recent regulation size passport photo and a 100-word summary of their Union records.

Photographs and statements of the qualified candidates who will appear on the ballot will be published in the SEAFARERS LOG prior to the beginning of the voting period.

# SEAFARERS LOG

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 Atlantic and Gulf District

Affiliated with the American Federation of Labor

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## Men Wanted

The nominations have opened for the A&G District's 13th annual election of officers to take the leadership of our Union during the coming year. The posts to be filled are the same as last year, which saw a realignment of Headquarters positions to handle the increased administrative work.

In 1951 the Union's officers did a praiseworthy job in gaining new companies and ships, plus additional benefits for the membership. These men rate a vote of thanks for a job well done.

The SIU, fortunately, has a large number of members who are qualified because of organizing, strike committee and delegate experience to handle the elective posts in the Union. Here is their opportunity to throw their hats in the ring to help in the Union's day-to-day battle to improve the lot of the membership.

The nominations are now open and false modesty should not deter a member who believes he has the savvy to take on the responsibility of an official position.

Every member having the necessary qualifications owes it to himself and the membership to stand up and be counted. The membership deserves the right to have the largest selection possible when the polls open on November 1. Send in your qualifications today.

## The Armed Dove

If Seafarers think that the commies on the east coast waterfront evaporated into thin air when Al Lannon, the head of the CP on the waterfront, was picked up on Smith Act charges by the FBI, they would change their minds if they had been on the waterfronts of New York, Philadelphia and Baltimore recently.

Simultaneously in these three important east coast ports, propaganda leaflets aimed at the seamen and longshoremen were distributed along the piers. All leaflets were of the same tone: highly critical of the east coast maritime labor unions and the US policy toward Russia.

The leaflets, prepared by various "peace committees," purport to speak for soldiers in Korea, longshoremen and seamen, all critical of the "war policy" of the US "fostered by Wall Street and the Pentagon." Prominent in one leaflet was the report from Harry Bridges' union in which a resolution had been adopted calling for "immediate withdrawal of both sides from the 38th parallel as the surest way to peace."

In Philadelphia the leaflets were aimed at sabotaging the contract negotiating sessions of the International Longshoremen's Association by dividing the union's membership in a critical hour.

The communists on the eastern waterfront, now a relatively weak group compared to the west coast, have sounded the opening of a new offensive. The Kremlin line today is peace. The dove of peace is the symbol of communists throughout the world. Russia is shown to the workingmen and women of the world as the country desirous of peace, while the US is intent upon building up an Atlantic Pact army and waging an aggressive war in Korea. The normal desire of everyone for peace is the weak point being sought by the commies.

Where the commies here once controlled unions, they now must resort to peddling of their propaganda at pier-side. Where they can't get a foothold in a union, they attempt to smear the officials. It's a new line, but not one that will fool many seamen. The US may not be perfect, but it is long past the time when seamen can be fooled by a dove of peace hiding a cannon under its wing.

# Every Member's Right



## USPHS Hospitals Rank With The Best

By JOE ALGINA

The hospitals established for the men of America's merchant marine rank with the finest in the country, and offer the best surgical, medical and psychiatric care available, though it was less than five years ago that the service in these hospitals was of sub-standard quality.

The vast improvement has come about through the efforts of the Seafarers International Union and other maritime groups in conjunction with the United States Public Health Service, the government agency in charge of the hospitals.

As a result of conferences in New York, Baltimore and other port cities between the Union and the USPHS, changes were gradually made in the hospitals' general operation and staffs that brought the service to Seafarers on a par with the best of private high-priced institutions.

This high quality of service and treatment continues in all of the 22 USPHS installations.

There have been, however, rumblings from Seafarers of being given the run-around and made to wait in admissions offices while federal employees, Coast Guardsmen and their families were processed ahead of them.

The seamen have felt, with some justification, that the hospitals were established primarily for the use of merchant seamen and only in recent years have the facilities been extended to others.

The claims by the seamen that they are being treated as second-class patients is a bit strong,

though in isolated cases they probably were sloughed off.

The Union has made it a practice to check up on all claims of mistreatment and, overall, has found that the men of the SIU get the best the hospital has to offer.

### FOR ILL SEAMEN

The marine hospitals (as they were called until June of this year) were first established in 1798 to furnish safe havens where ill seamen could receive proper treatment regardless of financial condition.

Under the original set-up, seamen paid 20 cents a month of their wage toward the support of the hospitals, though the funds were sufficient to cover the expenses in only 34 of the 73 years the deduction was maintained.

Later an increased tax was made, and still later a tonnage tax was imposed on vessels from foreign ports. In 1906 the taxes were abandoned and Congress assumed the total cost of the hospitals.

The 22 hospitals now in operation vary in size from 30 to 754 beds. Eighteen are general hospitals, two are TB sanatoria, one is primarily for neuropsychiatric patients and the hospital at Carville, Louisiana, is the National Leprosarium. The hospitals total an average of well over 200 admissions daily.

Appropriate in today's war on drug addiction, the hospitals at Fort Worth, Texas, and Lexington, Kentucky, which specialize in narcotic cases, are handling increased numbers of patients. These hospitals are not restricted

to seamen and federal employees.

Indicative of the high regard in which the USPHS hospitals are held by the medical profession, the USPHS Division of Hospitals conducts post-graduate training programs for physicians, dentists and nurses.

The American Medical Association has approved eleven of the hospitals for intern training of physicians and nine have dental internships approved by the American Dental Association.

In these institutions the interns work under the best specialists in the country.

## New Orleans Tugboat Strike Won By MAW

The SIU-affiliated Marine Allied Workers scored an impressive victory in its recent 2-day strike against the Jahncke Service Company of New Orleans, operators of five tugboats.

The victory gained for the tug workers pay increases up to 66 percent and over twice the time off previously allowed, Thomas Doyle, MAW Representative, announced.

The MAW strike involved the cooks and deck hands aboard the ships and boosted cooks' wages from \$135 per month to \$220 and deck hands' from \$130 to \$207. Time off formerly was 4 days for every 28 days worked, and under the new contract is 7 days off for every 21 worked.

In its strike the SIU-affiliate received the complete support of the New Orleans Branch of the SIU and local unions, among them the teamsters.

## San Francisco Is A Busy Port

By LLOYD GARDNER

SAN FRANCISCO, Oct. 1 — Things are really hopping here in Frisco, and this report is sort of being written on the fly.

Shipping is only fair in this port. There were only four pay-offs—the Arizpa, Young America and Ponce de Leon (Waterman) and the Clarksburg Victory (Mississippi)—but a large number of ships hit here in transit. There were some beefs that came up, but all were minor and were squared away with no difficulty.

### READY TO HELP

Among the things that made this a busy port was helping our affiliate, the BME, in their courageous fight against the commies. The entire resources of the West Coast Branches are at their disposal, should the SIU Engineers need them. And they know it, as does the SUP, which is in the middle of stalled negotiations with the operators here.

As you have read in the LOG the past few issues, the membership has voted to give all-out aid—moral, physical and financial—to our SUP Brothers, if the operators force a strike. The same, of course, is true should the MM&P and the other member unions of the AFL Maritime Trades Department hit the bricks.

### ATTENDED CONVENTION

We also attended the AFL convention here in San Francisco as delegate from the Seafarers International Union, along with Harry Lundberg, Les Bollinger, Jimmy Waigh, Harry Johnson and Whitey Hawk.

The convention ran for ten days and covered quite a lot of territory. All in all, it was a fruitful meeting and all hands should come out ahead.

By the next issue of the LOG, we should have more time, and that will mean a more detailed report.

## SIU, Operators In Wage Talks

(Continued from Page 1)

the shipowners to be thrashed out in the committee meetings."

The 12-man joint committee elected at the October 3 meeting consists of the following:

For the SIU: Secretary-Treasurer Paul Hall, chairman of the Union's committee; Cal Tanner, Mobile Agent; Lindsey Williams, Gulf Coast Representative and New Orleans Agent; Earl Shepard, Baltimore Agent, Robert Matthews, Headquarters Representative, and Morris Weisberger, SUP East Coast Representative, representing the International.

For the companies: Charles Logan, Mississippi Shipping Company; Randall Schilling, Alcoa Steamship Company; Captain W. E. Anthony, Waterman Steamship Company; Captain Milton Williams, Bull Lines; Captain G. E. Schultz, Eastern Steamship Company, and Captain J. Boughman, with Wendell Lang as alternate, Isthmian Steamship Company.

## Resolution On A&G Elections

The following adopted resolution puts into motion the nominating machinery for the referendum to determine 1952 officials in A&G Headquarters and Branches.

Nominees will, if qualified, go on the referendum ballot to be voted on by the membership in all ports during November and December, as provided for in the SIU Constitution.

Text of the Resolution follows:

WHEREAS: It has been customary for the Union to determine annually by resolution what elective offices shall be placed on the ballot for each annual election other than those provided for in the Constitution, and

WHEREAS: Since the last election many changes have occurred in the industry which will affect our organizational life, economically and otherwise, and

WHEREAS: The Union, because of present emergency shipping conditions, has had to enlarge the working staff of the Union, and

WHEREAS: These conditions are subject to change overnight by the political forces of the world, for these reasons, it is felt that we should place a minimum number of elective officers on the ballot,

THEREFORE, BE IT RESOLVED: That the following offices be placed on a referendum ballot for the annual election of the Seafarers International Union of North America, Atlantic and Gulf District, for the year 1952.

### HEADQUARTERS:

- 1 Secretary-Treasurer
- 1 Assistant Secretary-Treasurer
- 3 Headquarters Representatives

### NEW YORK:

- 2 Deck Department Patrolmen
- 2 Engine Department Patrolmen
- 2 Stewards Department Patrolmen

### NORFOLK:

- 1 Agent

### SAVANNAH:

- 1 Agent

### NEW ORLEANS:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

### BOSTON:

- 1 Agent

### PHILADELPHIA:

- 1 Agent

### BALTIMORE:

- 1 Agent
- 1 Deck Department Patrolman
- 1 Engine Department Patrolman
- 1 Stewards Department Patrolman

### TAMPA:

- 1 Agent

### MOBILE:

- 1 Agent
- 2 Joint Patrolmen

### GALVESTON:

- 1 Agent
- 1 Joint Patrolman

AND BE IT FURTHER RESOLVED: That if, during the year, it becomes necessary to open additional offices, the staffing of such offices shall be left to the discretion of the Secretary-Treasurer, subject to approval of the membership, and

BE IT FURTHER RESOLVED: That the three (3) Headquarters Representatives shall work under the direction of the Secretary-Treasurer or Assistant Secretary-Treasurer assisting him in the carrying out of the duties as outlined in the Constitution for this office. They shall be paid the same as Assistant Secretary-Treasurer.

BE IT FURTHER RESOLVED: That the Headquarters Branch of the Union as provided for in the Constitution shall be administered by the Assistant Secretary-Treasurer and that he shall be empowered to appoint one of the Headquarters Representatives to assist him in the maintaining of same whenever necessary.

BE IT FURTHER RESOLVED: That, inasmuch as the Atlantic and Gulf District Halls on the West Coast are of a temporary nature, these officers not be listed on the referendum ballot, and

BE IT FINALLY RESOLVED: That in addition to the regular Constitutional requirements, each candidate for office shall furnish with his acceptance for office a regulation passport picture of recent taking, as well as a statement of not more than 100 words, giving a brief summary of his Union record and activities, such picture and statement to be run in the SEAFARERS LOG just prior to commencement of voting. This to be done in accordance with previous membership action to familiarize the membership with the names, faces and records of all candidates for office.

PAUL HALL, 190

ROBERT A. MATTHEWS, 154

JOSEPH H. VOLPIAN, 56

AL KERR, 29314

JOE ALGINA, 1320

FRENCHY MICHELET, 21184

## Rated Men Don't Stay Long In Tampa

By RAY WHITE

TAMPA, Sept. 27—One payoff was the extent of our business during the past two weeks, though we handled six ships in transit. The payoff was the Wacosta, which came in after four and one-half months. The in-transit ships were Gateway City, Azalea City, Iberville, Warrior (Waterman), Edith (Bull) and Catahoula (Cuba Distilling).

Despite the lack of boom shipping here, we have few bookmen on the beach. Men with a rating usually last about two or three days around here, and then they're seen no more.

Oldtimers drift in here occasionally. We had Dude Carpenter in here recently for the first time in a couple of years. Other oldtimers around are Ralph Seck-

inger, Jack Front and Jimmy Guthrie.

An illustration of how quick a man can be separated from his payoff was shown us following the payoff of the Wacosta. The Patrolman gave the boys the usual warning that the night spots here are all clip joints and left them following the 7 PM payoff.

One fellow chose to investigate the Patrolman's claim. He can now report the Patrolman was absolutely right, for by 9 PM (a record) he was found drunk and rolled for his payoff of over \$700.

That incident was the topic of discussion around here for a day or so, but the consistent item of discussion is the progress of the new building in New York. Every once in awhile a Sea-

farer pays off here fresh from New York. He is immediately pumped for all he knows about the new spot, and woe unto him if his memory is none too sharp.

## Revolutionary Shipping Board In New HQ Hall

Workmen in the new Headquarters building this week put the finishing touches on the "heart of the Union," the new Seafarers Rotary Shipping Board being installed in the soon-to-be-in-operation Hiring Hall.

The revolutionary hiring board—a far departure from the conventional blackboard—is an impressive structure of plexiglass, stainless steel and cold cathode tubes standing over nine feet high and twenty-two feet long, over which is being mounted the Seafarers' wheel emblem and the words "Seafarers Rotary Shipping Board" in large block letters.

### NEARING COMPLETION

(Elsewhere in the new building work was rapidly nearing completion. The contractor expressed belief that the Union would be able to begin occupancy within two weeks.)

The first such hiring board of its type anywhere in the world is framed in a heavy border of stainless steel, with the sections designating the names of the ships and the departments made of plexiglass, a non-inflammable, non-breakable material.

Overall, the board is assembled of several "floating" panels, which allow for expansion and contraction caused by temperature changes.

### DIFFERENT COLORS

The section for the names of the ships is in white, remarks are in green and the departments are in tan.

In the lines where the names of the ships and the number of jobs to be called will be inserted are 6,500 pins, each five-thirty-seconds of an inch in size and seven-eighths of an inch apart, onto which will be placed the letters or numerals desired.

Behind the board, furnishing the illumination, which will make the job calls visible throughout the Hiring Hall, are 81 cold cathode lamps tied to thirteen high voltage transformers. The lamps are controlled and diffused to give a minimum of surface glare and heat.

### UNION-MADE

The original idea for the board was arrived at in conferences of the building committee, and was turned over to the Pearl Neon Company of New York for designing and construction.

In the manufacture of the board, three AFL unions pooled their skills: Local 137, Sheet-metal Workers; Local 3, International Brotherhood of Electrical Workers, and Local 230 of the Sign Writers Union.

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# Mobile Shipping Maintains Pace

By CAL TANNER

MOBILE, Sept. 26—Shipping continues at a rapid pace in this port, with a total of 231 shipped in the last two weeks.

During this period we paid off the Warrior, Morning Light, Iberville and the Monarch of the Seas (Waterman) and the following Alcoa ships: the Runner, Pennant, Cavalier and Corsair.

In addition to the replacements we sent to these ships, we supplied full crews to three ships taken from the laid up fleet, the George Gibbs (Waterman), and the Rudolph Kauffmann and Martin Behram (Alcoa).

The next two weeks should be as good with eight offshore and four coastwise ships due in for payoffs, in addition to whatever in-transits come our way.

At the Branch meeting held tonight, the Secretary-Treasurer's financial reports and Headquarters report to the membership were read and accepted by the meeting. The Agent and Patrolmen gave their reports, which were concurred in. The resolution on the election for the 1952 officials were read and also approved.

In the US Public Health Service Hospital in Mobile are the following Brothers, who would like to hear from their friends: Tim Burke, William Gray, Bill Champlin, R. Barrett and J. Jones.

Oldtimers on the beach at the present—and not for long, the way shipping is these days—are R. Tuberville, J. Moore, Red Turner, Pete Morris and Joe Ryan.

Brother Ryan, who has been sailing SIU ships as Chief Cook since 1943, recently paid off the



JOE RYAN

SS Phillip Barbour (Waterman) in Mobile. Everyone seemed well pleased with his chow, for there were no beefs aboard this ship in that respect, even though she had been out four and a half months.

Joe at the present time is visiting Callahan's Bar and Grill, which he claims is the only Irish bar here in Mobile. He is also catching up with the SEAFARERS LOG, and was particularly interested in the articles on the Cooks and Bakers School the Union will open in the New Headquarters Hall in Brooklyn.

Being a member of the stewards department, he is particularly concerned in seeing to it that the crewmembers get good grub, and he sees in the school a guarantee that Seafarers will continue to be the best fed seamen afloat.

# REPORT OF THE Seafarers WELFARE PLAN

## REPORT NUMBER TWELVE

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

September 9 — September 22

### Cash On Hand

\$147,238.09

### US Government Bonds

\$754,023.44

### Estimated Accounts Receivable

\$140,000.00

### Hospital Benefits Paid In This Period

\$3,890.00

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

\$70,244.00

### Death Benefits Paid This Period

\$8,000.00

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

\$90,000.00

Little change from the last report can be found as the Seafarers Welfare Plan continues on its way in a most healthy condition. The payments to the men in the hospitals continues with little change and the monies paid out to the beneficiaries of deceased Seafarers showed neither a rise nor a drop.

In the eleven preceding reports the steady growth and expansion of the Fund has been outlined to the membership. Now, after better than a year of operation, there is little to be noted or reported on. The Plan began modestly and gradually enlarged payments and death benefits while the cash reserve continued to grow.

The sizeable amount of money invested in government bonds is a good solid basis on which the trustees can relax, in the knowledge that the Plan is in good

working order and is in no danger of going under, as has happened in the past to other plans that started off in a blaze of glory and soon ended in the red.

There can be no doubt but that the Plan is a comfort to the members of the SIU, knowing that they will receive a modest sum of money while layed up, and that a sizeable lump of money will go to their beneficiaries should they die.

The men currently in the hospitals are the ones collecting the money now, and though they are a small fraction of the membership, Seafarers can take comfort in knowing that their Union Brothers are being well taken care of. Most fellows feel that they aren't the ones who get sick, and dying is a long way off, but fate deals off the bottom sometimes and no one knows who will be next.

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.

USPHS HOSPITAL NEW ORLEANS, LA.		USPHS HOSPITAL MEMPHIS, TENN.		USPHS HOSPITAL BOSTON, MASS.	
Ashurst, J.	\$20.00	Ayres, Willis E. Jr.	\$20.00	Gay, Drew	\$20.00
Burke, R. J. P.	20.00	Bivins, Auman A.	\$10.00	Meinerth, F.	10.00
Cara, Wilson O.	20.00	Burford, Fred W.	10.00	Pearce, Irvin T.	10.00
Celestine, Oliver	20.00	Collins, James E.	20.00	Peck, R. E.	20.00
Cook, Lawrence D.	30.00	Drake, John C.	20.00	Vourloumis, George	30.00
Cruz, Rogelio	10.00	Goings, E. C.	20.00		\$90.00
Everett, Jesse T.	10.00	Hagan, F. E.	10.00		
Foster, Melvin C.	20.00				
Gross, E. E.	20.00				
Hardeman, W. T.	30.00				
Homen, John	10.00				
Howard, George	20.00				
Kelly, D. D.	20.00				
Kiiski, Toivo	20.00				
Lang, Leo H.	20.00				
Lee, Theodore E.	20.00				
Mayrbat, John	20.00				
McDonald, Sam	20.00				
Perry, W. A.	10.00				
Raana, K.	20.00				
Ray, Claude C.	20.00				
Schupstick, John	10.00				
Sorenson, G. A.	10.00				
Summerell, Charles H.	10.00				
Teague, J. A.	10.00				
Terrell, Edward	10.00				
Tickle, Lomie R.	20.00				
Tostet, Horace H.	10.00				
Wiggins, J. D.	10.00				
	\$490.00				

USPHS HOSPITAL NORFOLK, VA.		USPHS HOSPITAL SAN FRANCISCO, CAL.		USPHS HOSPITAL GALVESTON, TEXAS		USPHS HOSPITAL FORT STANTON, N. MEX.	
Allen, Rupert	\$10.00	Walker, Silvester	\$40.00	Bivins, Auman A.	\$10.00	McDonald, Donald	\$40.00
Bailey, Otis C.	10.00	Walker, Silvester	40.00	Burford, Fred W.	10.00	Shively, Clarence D.	80.00
Blanks, Claude F.	40.00			Collins, James E.	20.00		\$120.00
Demers, Charles E.	30.00			Drake, John C.	20.00		
Donald, William J.	20.00			Goings, E. C.	20.00		
Gower, Thomas M.	20.00			Hagan, F. E.	10.00		
Halenda, Theodore D.	20.00						
Horton, Roger W.	20.00						
Jones, Alva H.	10.00						
Lennon, Jack H.	10.00						
	\$270.00						

# 9 Payoffs, 4 Sign-Ons Spark Port Boston

By JIMMY SHEEHAN

BOSTON, Sept. 26—Shipping has been good here these past two weeks, with nine payoffs and four sign-ons. Cities Service headed the payoff list with four ships: the Paoli, Fort Hoskins, Chiwawa and the Lone Jack.

The others were the Carrabulle (Cuba Distilling), Michael (Carras), Wanda (Epiphany), Montebello Hills (Western Tankers) and the Stony Creek (American Tramp Development).

### SIGN-ONS

The vessels signing on were the Michael, Montebello Hills, Stony Creek and the Timothy Dwight (Eastern).

Among those visited in-transit were the Steel Mariner and Steel Surveyor (Isthmian) and the

Yorkmar (Calmar), which last supplied a little excitement.

First of all, the Lumber Carriers Drivers, which is part of our affiliate, the ILA, had some trouble with this wagon. I went to meet with the terminal operators in the morning and the port authorities, and the whole matter was straightened in our favor that same day.

### AGGRESSOR

The other trouble was strictly from some would-be bad actors aboard the ship. A permit didn't like the way he was called to go on watch, so he invited the Brother who called him to go out on the dock—to his sorrow.

Then he got nasty with me and wanted to take me out on the dock—until he saw that I

was very willing, and he went to work.

But that wasn't all. The First Assistant put his paws in the salad bowl, and was told by the Messman not to do it. The First invited the Messman out on the dock (really a busy place), and was he a sorry sight!

Never a dull moment in this business.

There was no meeting in this port for the usual reason—no quorum. Among the members who have been here during this period were: Joe Preshong, Tom Fleming, G. McCarthy, Joe Cash, Red Rhodes, Tony Merlesena, Bobby Collins, Bob Lee, Ed Hamanaty, Jim Beresford, Bob Murphy, Joe De Luca, Pete Jomides, George Kerr, Amos Buzelle and Willy McKeon.

(Continued on Page 15)

# Across the Nation



By A. G. DEE

**HOW LOW CAN THEY GET?** Credit the Pratt and Whitney aircraft manufacturing plant in South Torrington, Conn., with a new low (or high) in intimidation. Representatives of the AFL International Association of Machinists, which is striking the plant, charged that a company helicopter had molested orderly strikers by flying dangerously low over picketlines. A union official said that he was contemplating filing a formal complaint with the Civil Aeronautics Commission. He said the aircraft circled at an altitude of about 25 feet over the pickets while a passenger took pictures.

A spokesman for the company admitted that its helicopter had been in the area at the time. 'Nuf said!

**WANTED: A WINNER.** The Republican party, which has been urging its adherents to "just wait until next trip" ever since Franklin D. Roosevelt succeeded Herbert Hoover at the national helm in 1932, is beginning to gun for the 1952 presidential elections. Desperate for a winner, the party wheelhorses are booming General Eisenhower as the GOP candidate, although the General is reported to have said that he would seek the nomination only if he felt it necessary to do so for the preservation of the North Atlantic Treaty Organization.

A nation-wide poll of the delegates to the 1944 and 1948 Republican National Conventions revealed Senator Taft as the top choice for the chief executive's post. The poll was conducted by the National Republican Round-up Committee, which was organized soon after the party's fifth national defeat in 1948.

A last round-up, maybe?

**A NATIONAL LABOR DAILY LOOMS.** The outcome of a current drive to solicit 30,000 subscription pledges from trade unionists will determine whether or not the country's first national daily labor newspaper will become a reality.

The campaign is being financed out of profits made in Pittsburgh, Pa., last fall, when 12 AFL newspaper unions joined forces with the American Newspaper Guild to publish a daily paper for five weeks. Members of the union went into the publishing business after all local dailies closed down during a dispute with the Mailers Union.

Besides labor news, the proposed labor daily, which would be known as the National Reporter, would include political and foreign news of interest to trade unionists and information on government regulations and activities. The paper would be published five days a week.

**STOP-PULLING-OUR-LEG DEPARTMENT.** On the Avenue of the Americas and 50th Street, in New York City, the Bickford cafeteria chain recently opened a plush-looking eatery which it calls Longley's. Framed in one of the windows is an award given to the Bickford company by the Freedom Foundation "for awakening America to a better understanding of our American way of life."

Outside, members of AFL Cafeteria Employees, Local 302, are picketing for a union contract. Freedom Foundation, by the way, is the brainchild of a group of large industrial corporations and has a decided anti-labor smell. Organized labor and other liberal groups intent on preserving our essential rights have put thumbs down on the Freedom Foundation, which has a nice-sounding name but little else to recommend it.

## Port Baltimore Finds Self In Top-Notch Condition

By EARL SHEPPARD

BALTIMORE, Sept. 26—This port is in excellent shape—shipping has been extra good during this last two-week period, what with more than 400 jobs shipped, and our organizational apparatus in full swing aiding the BME in its beef and prepared to go all-out to help the SUP if they are forced to go out on strike for a new contract.

On the shipping side, 23 ships paid off here, 24 signed on and 12 vessels hit this port in-transit, which is a lot of traffic.

The few beefs that came up were of a minor nature and routine, and were all squared away to the satisfaction of all concerned.

On the organizational front, the membership has responded wholeheartedly to the appeal of our affiliate, the Brotherhood of Marine Engineers, for aid in their drive to bring the seagoing Engineers under the banner of the AFL.

We are also on record to help the SUP with all the material and physical strength in our possession, if they have to go out to get their demands.

### PLEGGED AID

The same, of course, applies to the other members of the Maritime Trades Department—the ILA Longshoremen, Masters, Mates and Pilots and Radio Operators Union—who are currently in negotiations with their contracted operators.

In tonight's meeting, matters were more or less routine. Minutes of previous meetings were accepted, as were the Secretary-Treasurer's financial reports covering the last two weeks, and Headquarters report to the membership.

Also accepted was the resolution setting up the machinery for the election of A&G officials for the year of 1952. In Good and Welfare several Brothers hit the deck to speak on matters that concerned the Union.

It is pleasant to report that

performers are becoming fewer and fewer here and, like model generals, should soon quietly fade away. Those that do have the guts to come around are quickly taken care of by the membership, either at the meeting or aboard ship.

Just one more word before we sign off. Being a big port, we always have a complement of Seafarers in the US Public Health Service Hospital here. Few situations are more lonely than being in the repair shop. So, if you can, drop in and see these unfortunate Brothers and give them a lift. If you're not in port, a letter is almost as good. They're both pretty good medicine.

## Wilmington Gals Moan: There Are No Men On Beach

By SAM COHEN

WILMINGTON, Sept. 26—The weather continues cool, the shipping hot and the women lonesome, because they cannot find men. I have the same trouble, so if anyone wants to ship, come a'running—we can use you, no matter what the rating.

Although we had no payoffs and no sign-ons, furnishing replacements for thirteen in-transit ships swept the beach practically bare. About the only ones around are Red Braunstein, Max Byers, Rocky Melone, Studs Longergan, Al Coniardo and Doc Moran.

The in-transit vessels were the Seacomet (Colonial), Lafayette, Fairport, Yaka and Warhawk (Waterman), Royal Oak and Archers Hope (Cities Service), Margaret Brown (Bloomfield), Seamar (Calmar), Holystar (Trition), Steel Rover, Steel Traveler and Las Vegas Victory (Isthmian).

### ADVANCE WORD

The Seacomet sent in its call for replacements two days in advance, complying with my request that the Union be given time to get the men.

The Las Vegas Victory had a beef about painting the mess-halls and foc'sles. The Skipper was spoken to, and the crew is on it now. The Second Cook and Baker on this scow, a permitman, was pulled off for being gassed up continually, and replaced by someone who'll do the job.

This Branch is all set to go all-out to support the SUP if they have to hit the bricks. They will be fighting for better conditions in the maritime industry, and, as always, the SIU will be in there with full support.

Many of the seamen of both the SIU and SUP are concerned about the Japanese peace treaty, which did nothing to protect the American maritime industry against the low wage scale and poor conditions on Japanese ships, which give them an unfair advantage.

In the prewar days the low Japanese standards and chiseling tactics of their shipowners did much to depress wages and conditions for seamen all over the world.

No meeting could be held here due to a scarcity of members and, I am happy to report, at this writing there is no SIU man in the marine hospital.

## Even Entry Ratings Have No Difficulty In Lake Charles

By LEROY CLARK

LAKE CHARLES, Sept. 28—From the land of mosquitoes, gnats, flying ants and the "Hadacol Kid": Greetings.

I have just arrived here to take over Brother Terpe's duties or, I should say, try to fill his shoes, a tough job. Everything, of course, was in fine shape when I got here.

Shipping from this port still remains good for rated men and not too slow for unrated men. A week, and anyone can be gone, for we have been swamped with calls since the last report.

Contributing to this situation were the Paoli, Council Grove, Lone Jack, Bents Fort, Winter Hills, Abiqua (Cities Service), and the Bull Run and Petrolite (Mathiasen).

### SOME PAID OFF

Along came the W. E. Downing, also of Mathiasen, but she being on articles for a north of Hatteras payoff, the only ones who got off were by mutual consent. Twelve of the boys paid off and we were able to ship all the replacements.

She took a Steward and a Chief Cook and those were the only ratings. We had to call

upon the old standby, New Orleans, for some replacements and, as usual, they were on the ball—so everything worked out fine.

The only thing lacking around these here parts are the oldtimers. We never see any of them for they like to make NO and grab off the glamor-wagon jobs.

### CHARTER MAN

Speaking of oldtimers, one did drop in. Brother Derwood Mann, who holds book number 92, joined the SIU back in October, 1938—the month and year this Union was founded.

Brother Mann has seen quite a few changes in seamen's conditions since then, and he knows who is responsible for them—the SIU.

"None of the benefits we enjoy today," he said, "was given to us by the big-hearted shipowners. Instead we had to fight every inch of the way, and we must never lose sight of this fact."

Mann said he thought that of all the things we enjoy today the Welfare and Vacation Plans are the best. He pointed out that these would not have been possible without careful plan-



DERWOOD MANN

ning and a tight, close-knit organization.

"I've also noticed," he said, "that the attitude of shoreside people toward seamen has changed, and we are considered 'different kind' of seamen."

"I wonder if these people realize that, if we have changed any, it is due to the fact that through our own organization

we have been able to raise our wages and better our working conditions and get job security, and thus raise our morale and self-respect. Today, we take our hat off to no one."

The young fellows around the Hell listened intently to Brother Mann, and all seemed impressed by what he said.

### HADACOL KID

Some of us went up Sunday—September 23—and listened to the "Hadacol Kid," otherwise Dudley LeBlanc, candidate for Governor.

He made the opening speech of his campaign here. What a lot of promises he made! If he were only elected! Like all the rest, he takes credit for all the good things that have been done since time began, and his enemies did all the bum stunts.

Jack Dempsey was on the show and got more attention than all the rest, including LeBlanc, combined.

Well, let me sign off for now and run out to see if, by looking up a tree, I can find an AB, or maybe an animal that would do for one.

# SHIPS' MINUTES AND NEWS



## Near-East Oil Crisis Boils Around Seamagic

Occupying a front seat in the Persian Gulf during the outbreak of the Iranian oil crisis was but one event in the long voyage that never seems to end for the crew of the SS Seamagic, Colonial tanker. After ten months, the ship is in South American waters with little prospects of seeing the States for awhile.

The story of the Seamagic's errant travels was reported to the LOG by former crewmember Bernard Matulewicz, who was AB on the ship for nearly ten months and paid off on mutual consent in Curacao recently.

According to Brother Matulewicz the Seamagic had spent eight months in European, Middle Eastern and Far Eastern waters when the ship hit the Persian Gulf in mid July to find the waters clogged with tankers of all nations trying unsuccessfully to find cargoes.

For twelve days the Seamagic wandered back and forth near Ras Tanura trying to find an oil berth without any luck. While in the area they received notice that British naval ships were holding maneuvers in the area, a notice which set off a string of hot rumors, but didn't change matters for the Seamagic crew.

### SHIPS UNWANTED

At Ras Tanura the refineries were still in operation and at Bahrain activity was normal, but it appeared that ships weren't wanted. The Seamagic managed to take on bunkers in Ras Tanura and ended up at Kuwait, where it took on a half load of crude oil and got out.

(Shipping men in New York this week reported that the situation in the Persian Gulf was normal as far as ships touching the American refineries is concerned.)

Other than the one bit of action in the international picture the rest of the voyage, according to Matulewicz, was one of broken-down equipment, short supplies, fouled up laundry and endless days at sea with no respite when port was reached.

Although the ship had only three crew replacements during the trip, Matulewicz attributed the fact to the men being good Union men rather than being satisfied with the ship. "If these companies expect men to stay on their ships unusually long times, they should keep the ships in good running order and with full stores," Matulewicz concluded.

## Gets A Chuckle



The Seatrain Havana's Deck Engineer, Capps, enjoys a laugh at the reaction he gets to one of his jokes. Lester Moore took the photo.

## Voice Of The Sea

By SALTY DICK

Jim Crown reciting poems to the crew before the movies start and receiving a big hand. His favorite is about "His Majesty" . . . Geo. Boney has retired from the sea for a spell to continue his studies in Georgia "U." He intends to be a mouthpiece (lawyer) . . . There are quite a few good bakers sailing SIU but Chris Vioss ranks among the best. There is nothing in this field, he can not do . . . Since Eddie Parr got married he seems to be a contented person.

Trujillo is a very nice place to visit, but the Customs there are getting to be too strict. Anyone going ashore there will be searched thoroughly. The most famous seaman is buried here, according to reports. Referring to Chris Columbus . . . Early Punch is back in New York, but as soon as the snow starts falling you will be seeing him in the swamps of Louisiana.

The laugh of the week was when a fellow officer of a certain ship was trying to date a girl. When she resisted his attention, he replied: "I'm an officer, you know you are better off going out with me than anyone else" . . . While off duty Artie Williams spends his time making towel racks out of apple boxes. When the job is finished he paints them to look like clowns with open arms . . . Hector Guzman on the Alcoa run but ready to change over to a different run . . . Ted Lawson got married and celebrated with a group of friends in the St. George Hotel, Brooklyn . . . Wong Kong Ching walking down the streets with his 3-year-old niece and both speaking Chinese . . . Cecil Kerrigan telephoning long distance to New Orleans from New York to the Mrs. . . . Al Mileski claims he can't save any money on short trips so he's going to the Far East. But for some reason or other he likes Europe, too.

Anyone hitting New York should stop over at our new headquarters for a look-see. It won't be long now before we'll be home . . . Ron Goodwin being called "South Pacific" because he's in the habit of wearing a big panama hat while in the Islands. Since Cities Service signed up, the Company has improved so much that the boys are asking to get on these tankers . . . Rogue Ramos, happiest man in town since he received a certain letter.

## Don't Think—Sal Will Read Your Mind

If the Bosun of the Robin Trent finds one of his deck men doing his assigned tasks before the orders have been given, he needn't scratch his head in bewilderment, the crewmember has merely read his mind. It's unlikely that this situation will arise, but Seafarer Sal Terracina earned his bread and butter for several years as the "Mental Marvel," appearing as a mind reader in Broadway clubs, the Chicago World's Fair and aboard luxury liners.

Now making his bread and butter as a seaman, Terracina leaves behind a career as an entertainer and musician, having appeared recently with the World of Mirth carnival, where he served as organist, publicity director and designer of paper mache masks used in the show.

But most interesting is his "seventh sense" for reading minds. He frankly admitted to the LOG editor that eighty percent of a mind reading act is showmanship, but the remaining 20 percent is that "important something" that is, he claims, inexplicable and gives him an edge in hitting home at a person's inner thoughts.

When pressed to read the LOG editor's mind, he ventured instead a prediction that within three weeks or three months the editor would receive an unexpected check. (That I like—Ed.) For persons concerned with the international situation he offered comfort: "I don't foresee another war."



SAL TERRACINA

## Where American Libertys Get Their Names

The reasons behind the names borne by ships are sometimes vague, but not without purpose. Companies usually have personal reasons for naming their ships the way they do; the government, when it undertook the tremendous shipbuilding program of World War II, named its Liberty ships after famous Americans. Many of these war-built ships are in service again. Below are the names of a few SIU-contracted Libertys and thumbnail sketches of the persons whose names they bear.

**Clara Barton** (Bloomfield): Born 1821 in Mass., she was a school teacher until 1861 when in the Civil War she solicited and distributed relief supplies. In Europe in Franco-Prussian War assisted in relief work of

Red Cross. Campaigned to have U.S. sign the Geneva Agreement of the Red Cross. Succeeded and became the first president of the American Red Cross. Died in 1912.

**Charles Bulfinch** (Seas Shipping): Architect (1763-1844). Designed the Mass. State House, the Hartford State House, the India Wharf in Boston and the Maine State Capitol. Best known for his architectural work on the nation's capitol.

**Edward A. Scripps** (Isthmian): Founder of the United Press (1854-1926). Founded the Cleveland Penny Press and purchased St. Louis Evening Chronicle in 1880 and Cincinnati Penny Post in 1892. With Milton McRae organized League of Newspapers, which became United Press in

1907. Also organized Newspaper Enterprises Association, the forerunner of the present day feature news and comic syndicates.

**Daniel Willard** (Bloomfield): Railroad Executive (1861-1942). Longtime president of Baltimore and Ohio Railroad, Chairman of advisory board of national defense in 1917. Head of Defense Production Board in 1918. Director of American Telephone and Telegraph and president of the American Railroad Association.

**David Starr Jordan** (Mississippi): Biologist-educator (1851-1931). Was professor of biology and zoology at several mid-western universities and became president of Stanford University in 1885, later became chancellor. Wrote books on fish and children.



Seafarer Bernard Matulewicz, center, with two Seamagic shipmates visit the pyramids while their ship was undergoing repairs at Suez. At left is Jim Mathieson, AB; right is George Fleming, AB, acting Third Mate.

# Digested Minutes Of SIU Ship Meetings

**STEEL TRAVELER** (Isthmian), August 12—Chairman, C. V. Morgan; Secretary, Robert Benjamin. Delegates reported everything okay. Membership reminded that washing machine should only be used for fifteen or twenty minutes per wash. Individual cooperation of crewmembers requested for helping to keep laundry and PO mess.

**YOUNG AMERICA** (Waterman), August 5—Chairman, William O'Conner; Secretary, Ralph W. Tendell. Delegates reported everything okay. Suggestion made that chairs and tables in crew messroom be cleaned up and varnished this trip.

**CHICKASAW** (Waterman), August 16—Chairman, Nollie Towns; Secretary, Philip M. Reyes. Delegates reported no beefs and everything running smoothly. Steward spoke on the regulations given by the Skipper. Everyone agreed that a new washing machine should be purchased instead of repairing the old one.

**CITRUS PACKER** (Waterman), August 6—Chairman, W. V. Glick; Secretary, W. Howard. Delegates reported everything in good shape; no beefs. An educational bulletin was read by the ship's Delegate. Customs regulations applying to seamen was also read.

**FAIRPORT** (Waterman), August 19—Chairman, T. Dinkens; Secretary, F. Drozak. Delegates reported little in the way of beefs so far. Several of the Brothers hit the deck to say that they were slightly dissatisfied with the service in the crew's mess. Quite a few Brothers gave interesting talks on the way the SIU has advanced to the top in maritime and how hard the struggle was to get the contract we have today.

**KYSKA** (Waterman), September 2—Chairman, C. White; Secretary, D. Pontes. Delegates reported no beefs. \$9 in ship's fund. Everyone agreed that the ship needs to be fumigated. It was suggested that the coffee urn be repaired.

**DEL ORO** (Mississippi), August 19—Chairman, Douglas Clausen; Secretary, Grani Tarbell. Delegates reported no beefs and no disputed overtime. The Steward asked the cooperation of the crew in saving coffee, and not wasting it. He also told the crew if they wanted anything to see him any time and he would take care of their requests.

## An Apology

Through an inadvertent error, the report of the minutes of the DePauw Victory in the August 10 LOG read "The Steward was charged with fraternization with officers aboard . . ."

The statement should have reported the Steward with criticizing the fraternizing of other crewmembers with the officers, thus impairing their ability to do their work properly. The LOG apologizes to Steward Lew Meyers, a staunch Union member.



THE SEAFARERS LOG AND THE EDUCATIONAL AND DISCUSSION MATERIAL SENT TO EACH SHIP PRESENT THE LATEST ISSUES CONFRONTING THE UNION TO THE MEMBERSHIP AT SEA. ONLY BY HOLDING SHIPBOARD MEETINGS CAN CREW MEMBERS KEEP IN TOUCH WITH UNION AFFAIRS AND HAVE A VOICE IN MAKING POLICY.



**NORTH PLATTE VICTORY** (Mississippi), August 25—Chairman, W. E. Parnell; Secretary, J. Stringfellow. Delegates reported few hours overtime disputed. Discussion about ration of water. Chief Engineer stated that he would not turn water on in laundry until the ship left the canal.

**CLARKSBURG VICTORY** (Mississippi), no date given—Chairman, George Peteudky; Secretary, Eugene Wilson. Delegates reported everything okay, no disputed overtime. Schedule to be worked out for Wipers, OS and steward department to clean and keep recreation and mess hall clean after card games.

**NOONDAY** (Waterman), August 25—Chairman, Van Whitney; Secretary, Joe P. Wetzler. One man missed ship in Hawaiian Islands. Men were advised to get aboard one hour before ship's departure. Steward was advised to store ice for use in the Canal Zone.

**DEL NORTE** (Mississippi), August 19—Chairman, Edward Metros; Secretary, Al Whitmar. Delegates reported no beefs, some disputed overtime. \$123.10 reported in treasury. Sports director said that \$115.10 has been collected for uniforms, and the men who contributed were thanked by him. Three men volunteered to be on a flower committee and take collections for wreaths for departed Brothers.

**ANNISTON VICTORY** (South Atlantic), September 2—Chairman, Red Gibbs; Secretary, T. M. Hansen. Delegates reported some disputed overtime. Discussion on man who missed ship in port of Liverpool. The steward's department was thanked for the excellent service and good food.

**BERTRAM G. GOODHUE** (Mississippi), August 20—Chairman, John T. Watt; Secretary, William T. Presley. Delegates reported everything okay. A letter by the ship's Delegate was read on promotions and demotions in the departments. It was

recommended that it be sent to the home office.

August 6—Chairman, John L. Mohany; Secretary, A. L. Alford. Special meeting was called because of the shortage of one AB in the deck department. Discussion took place regarding the keeping of the washroom and the recreation room clean. Recommendation was made to start a ship's fund.

**ANNISTON VICTORY** (South Atlantic), August 5—Chairman, Red Gibbs; Secretary, Bill Brown. Delegates reported no disputed overtime. Steward was asked to change menu and he agreed to do so.

**POLARUS SAILOR** (Trans-Fuel), August 20—Chairman, Robert F. Grant; Secretary, A. Huffart. Delegates reported no overtime beefs. Motion made to have water tanks cleaned before crew signs on next trip. Suggestion made that last stand by clean up messroom.

**STEEL ROVER** (Isthmian), August 26—Chairman, Fred Travis; Secretary, Joe Kramer. Delegates reported no beefs. Library to be put in PO messhall, as sailors need oil skin locker for gear. Cots needed for crew, Steward is taking care of it.

**STEEL SURVEYOR** (Isthmian), August 12—Chairman, J. Ruzel; Secretary, C. Zinn. Delegates reported little overtime disputed, otherwise no beefs. Suggested that ship's fund be used to repair washing machine and remainder to be contributed to March of Dimes, plus any individual donations.

**STEEL MARINER** (Isthmian), August 26—Chairman, R. Horne; Secretary, G. L. Pushwell. Delegates reported that there were some beefs of general nature that will have to be taken up with Patrolman when the ship reaches first port of discharge. Motion made and carried that unlicensed personnel donate \$2.32 each to pay for repairs on washing machine.

**HELEN HUNT JACKSON** (South Atlantic), August 7—Chairman, Joseph Snyder; Secretary, Frederick H. Houck. Question raised as to why deck department was working from bell to bell. The reason was that the condition of the ship, just having come out of the boneyard, made it necessary that all hands keep on the job until ship was in shape to do credit to the crew.

## 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 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Blenville 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 Colls, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, 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 Algha Robert Matthews Joseph Volplan

### S U P

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

- SAN FRANCISCO.....450 Harrison St. Douglas 2-8363
- SEATTLE.....86 Seneca St. Main 0200
- 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.....463 McGill St. MARquette 5909
- HALIFAX, N.S.....128 1/2 Hollis St. Phone 3-8911
- FORT WILLIAM.....118 1/2 Syndicate Ave. Ontario Phone 3-3221
- PORT COLBORNE.....103 Durham St. Ontario Phone 5591
- TORONTO, Ontario.....86 Colborne St. Elgin 5719
- VICTORIA, B.C.....617 1/2 Cormorant St. Empire 4531
- VANCOUVER, B.C.....565 Hamilton St. Pacific 7824
- SYDNEY, N.S.....304 Charlotte St. Phone 6346
- BAGOTVILLE, Quebec.....20 Elgin St. Phone 545
- THOROLD, Ontario.....37 Ormont St. Phone 3-3202
- QUEBEC.....113 Cote De La Montague Quebec Phone 2-7078
- SAINT JOHN, N.B.....177 Prince William St. Phone 2-3049

**ABIQUA** (Cities Service), September 3—Chairman, B. Burgess; Secretary, E. Bankston. Delegates reported \$35.93 in ship's fund. Welfare Plan cards were explained and given out to new Brother members. Ship's Delegate explained how much seetime on SIU ships and how much seetime on Cities Service ships was necessary for a book.

**ALANSON B. HOUGHTON** (Alcoa), August 26—Chairman, J. Richburg; Secretary, S. J. Pierson. Delegates reported no beefs. At the beginning of the voyage crew and officers bought a washing machine for ship's use with vote that it would remain aboard ship for future use of SIU members and officers. In case ship lays up machine goes to nearest SIU hall.

**SWEETWATER** (Metro Petro), September 2—Chairman, Robert H. Bridge; Secretary, Robert Brosh. Delegates reported everything in order. Crew voted on five current issues. Questions and answers on vacation plan were read and discussed.

**EDITH** (Bull), September 3—Chairman, Vincent Genco; Secretary, L. Rizzo. Delegates reported \$23.63 in ship's fund. Ship's fund was started with the intention of having a sufficient amount of cash on hand to purchase a new washer if and when the present model gives out. Discussion on broken cement on inside passageways.

**NATHANIEL B. PALMER** (Palmer), August 25—Chairman, James Doris; Secretary, Marvin Hauf. Delegates reported no beefs. No one to pay 'off until the Patrolman says okay to do so.

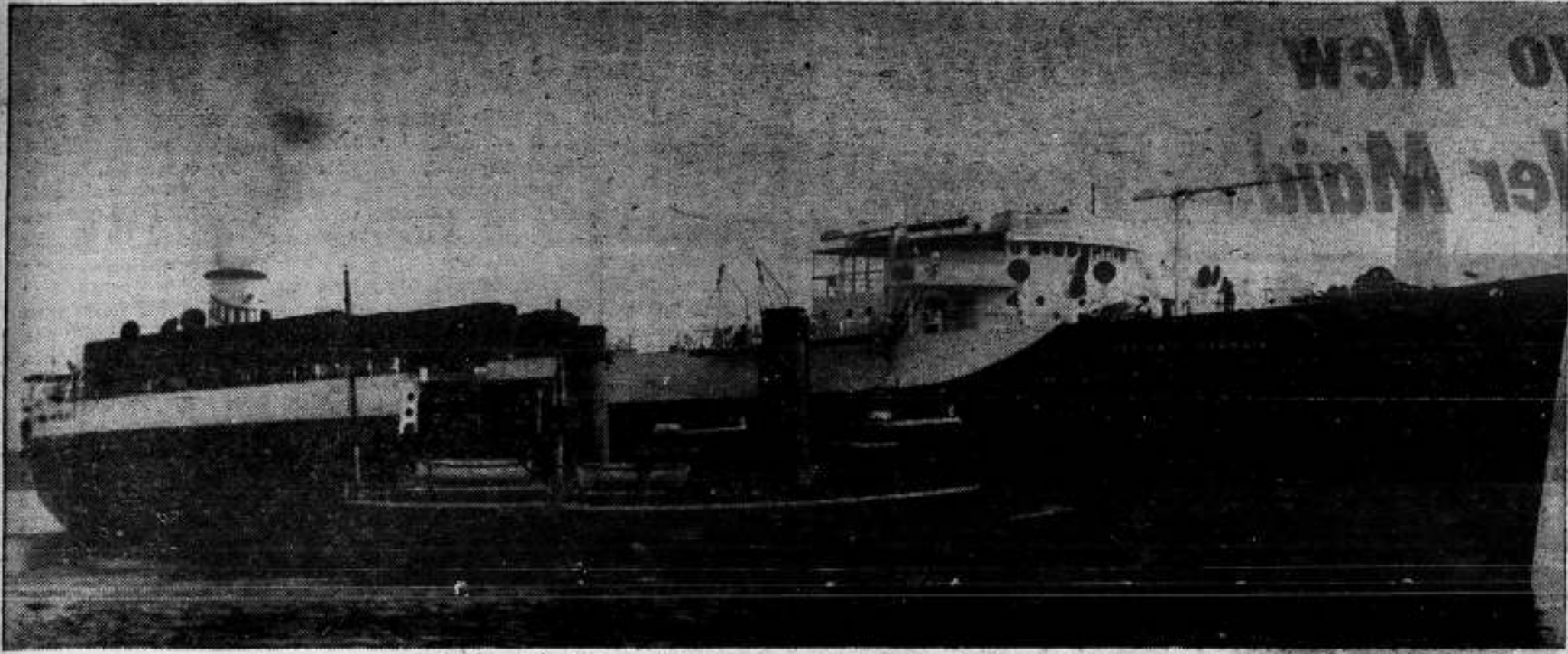
**CEDAR RAPIDS VICTORY** (Eastern), August 12—Chairman, Issacc Levy; Secretary, Charles Oppenheimer. Delegates reported no beefs with the exception of the two hours delayed sailing time to be referred to boarding Patrolman. New mattresses to be given to the crew. Suggestion also made in regard to the work of the Messman.

**NORTHWESTERN VICTORY** (Victory Carriers), August 12—Chairman, J. Baldwin; Secretary, Charles J. Hartman. Delegates reported no major beefs so far and all departments are operating smoothly. Suggestion was made that the Steward write to headquarters in regard to the condition of the mattresses and pillows on this vessel.

**ROBERT ELLIS LEWIS** (Bloomfield), August 21—Chairman, Bobo Murray; Secretary, S. T. Butler. Delegates reported no beefs. Discussion about cleaning laundry and care of washing machine. Also that sailing board be put in proper place.

**ROBIN TRENT** (Seas Shipping), August 26—Chairman, D. Casey Jones; Secretary, John A. Menville. Delegates reported everything running smooth. Few minor overtime beefs. Motion made and carried that all library books be turned in in order to obtain more reading material. Motion carried that each member of the unlicensed personnel donate \$2 to be collected by ship's Delegate.

(More Ships Minutes on Page 14)



At the end of her initial voyage on the New York-Texas City, Texas, run, tugs nudge the brand-new Seatrains Georgia into her Edgewater, N. J. loading berth. The freight cars on her deck aft are part of her capacity of 100 freight cars, the same load carried by the other Seatrains.

# First Comp



The department responsible for food enjoyed by the Georgia's first crew pose in new spic and span galley. L.-R.: Angelo Suarez, Std. Del.; George D. Hudson, 3rd Ck.; Eugene Ojeda, MM; Nick Ivanovich, MM; Joseph Malone, Std.; Adolph W. Sadenwater, MM, and Casper Duff, Ch. Ck.

Newest addition Lines fleet is the to be joined in N Seatrains Louisiana like the four other in service, is a un ship carries only cars, 100 of them freight service to The ship covers 5 days the distance train of cars 10 to though the appeal the lower freight speed.

The 11,000-ton the company back ceives the cars from which lowers them three decks. The load in less than 7 overall length of 5 makes 16 knots ee

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Left: Georgia crew take of the noonday the ship's arrival. 32 unlicensed men round trip every 14 pany is in the proo its operations and rate ships to Savas addition to the p New Orleans and

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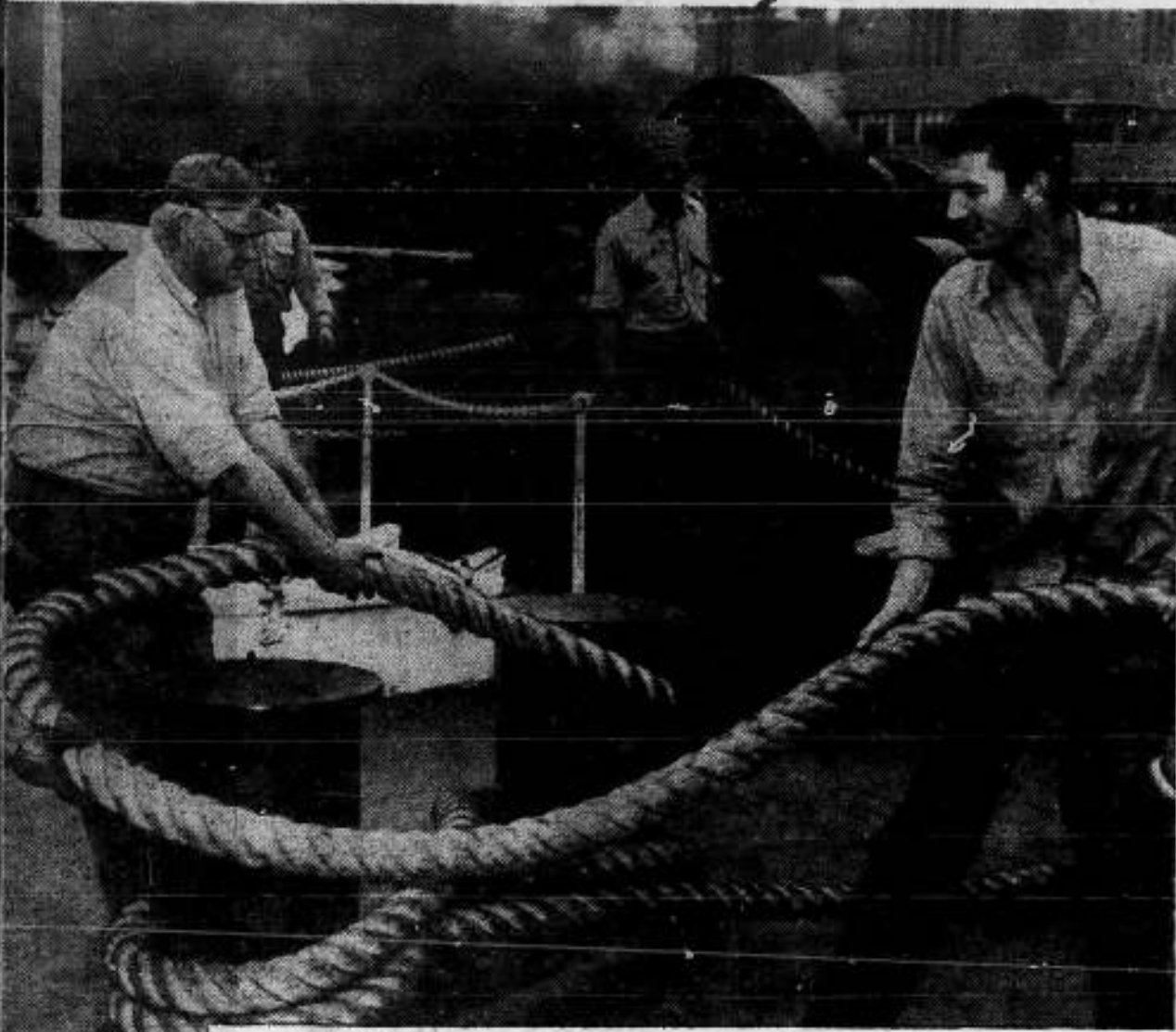
The first payoff. A John C. Wenzel pay egate Charles Opp R. Chapdelaine, the rine personnel man voucher to crewn D. Lion.

During the war were used extens tanks and vehicles Texas gained hono running the U-boat to deliver 250 mu to the British dur days at El Alemain





# Of Two New Seatrains Completes Her Maiden Voyage



Everything's new. Deck department crewmen busy themselves following the ship's docking with winding the heavy hawsers around a butt. The crewmen are, left to right: Rudy Gladwell, AB; H. H. Winborn, Bosun, and J. S. Stanley, AB-QM. Stanley reported she's a nice ship, but still a bit tight to steer.



One of the finer features of the new ship—from the crew's standpoint—is this company-purchased washing machine being inspected by Patrolman Tom Clark and engine Delegate Vincent Meehan. The ship also offers a roomy laundry for the crew. Another feature for the crew's comfort is the ship's extensive blower system.

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# THE MEMBERSHIP SPEAKS



## Promises Made By Early Organizers Of Union Fulfilled, Brother Says

To the Editor:

I am sure that some of the old timers can recall the following incident of a few years past when the Union was in its infancy, and some of the brothers were doing organizational work in the Gulf area.

After one of the speakers had finished talking to a bunch of unorganized seamen in a Gulf coast port, one of the unorganized lads leaped to his feet and in a very loud voice demanded to know if the union could do what

it has set its course on, and if the SIU could argue with the high powered steamship owners to better the seaman's conditions and wages. He also, very angrily, asked: "Do you mean to stand there, Mister, and tell us that this is not just another Johnny-come-lately scheme to hoodwink the seamen? If the brother (and I am positive that he is an SIU man today) reads this, then he

because they are not in the SIU.

We have made mistakes, for even the immortals were not infallible. But, regardless, we did okay. That is why the American seaman, no matter where you meet him, will ask "How can I join the Seafarers International Union?"

Many discussions, or debates go on on board ship and ashore concerning different unions, and often you can hear some disgruntled fellow in a barroom or ashore in the States or in a foreign country say "You SIU men sure think a lot of yourselves." We do and the same goes for our organization and officials and though we are strong and intend to stay that way to be capable and able to carry the loads that will be put on the shoulder of the union as it grows and grows.

So a salute to the membership and officials of the Seafarers International Union.

D. E. Jones



D. E. JONES

can answer the above himself, for all has been fulfilled and more so than promised.

Many seamen believed in the great future of the SIU, yet there were a few who called us crackpots, stooges and what have you, yet those same ones who laughed at us then are crying now

## Big City Boys In Cajun Mush Get Schooling

To the Editor:

The gang on the Cities Service Oil Company's SS Bents Fort has a parcel of news for you:

As we recollect the date, it was August 26, when we got to that up and coming Port of Lake Charles with this ship. We tied up in great style, like you'd expect from a big city crew and were standing on deck getting our bearings when one of the guys spotted something out in those deep and dark swamps that was moving. It had pretty long legs and was moving at a fair clip that let you know that the swamps were nothing new to it.

Well, we found out as he mounted the gangway and as he made the last step, he called out in his best swamp voice: "Howdy, my name's Keith Terpe and when I'm not fishin' or crabbin' I kinda come around and make the ships for the Union." Well, needless to say, we invited him back to the crew's mess so we could size him up under some lights to see what made him tick, and brother, we found out.

### BOOK LEARNIN'

After taking care of the routine business that evening, he informed us that he would like a little get-together with the crew about 10 A.M. and he was right aboard at that time. Well, he passed out a few of each of the books on how our Union works and then started explaining all the questions that any guy could think of and we hadn't even asked them, and when it was all over the oldtimers as well as the newcomers had their mouths open like fly traps, so I guess us city guys ain't so smart after all.

Laying all bunk aside, we on the Cities Service Oil Company's SS Bents Fort wish to thank Keith Terpe for the meeting held aboard ship as we, like most of this company's tankers have a great number of new permitmen with just a trip or two under their belts and it gives them more of an understanding of what we mean when we say Union.

E. K. DeMoss,  
Ship's Delegate

## Cutting Down The Oil Supply



Reefer Engineer Jim Murphy takes a bit of oil from one of the compressors in the SS Puerto Rico's reefer room, wherein is located the ship's air-conditioning equipment. Jim is the ship's Delegate.

## Paddy Sees Need For Housing In Brooklyn

To the Editor:

Returning from the membership meeting in New York the other night I was thinking about the reports given by Brothers Hall and Michelet concerning the new Hall we are soon to occupy in Brooklyn.

It occurred to me as I wandered to the Doghouse, my present quarters, how difficult it will be economically to commute to the Brooklyn Hall from Man-

hattan. I discussed the matter with a number of the Brothers who reside at the Doghouse and they agreed with me.

In view of the fact that the transit companies are now in a huddle in an effort to raise the subway fares to 15 cents, I would deem it a godsend if some of the Brothers living in Brooklyn would make an effort to secure some reasonable living places for us.

There must be some decent

modern rooming houses around, and if not I would consider it a golden opportunity for some of the Brothers with a little capital to investigate that kind of enterprise. After all, there are some fine guys in the SIU and they would certainly appreciate a place to live near the Hall.

Paddy Farrell

(Ed. Note: The Union's long range plans in Brooklyn call for SIU-owned facilities for men on the beach.)

## Sailor Rags Goes Bosun ... By E. Reyes



### Up From The Engine Room Depths



Steel Admiral Wipers Ted and Slick find themselves on deck for a change as they pretty up the engine room and storeroom gratings with a new coat of black. The ship at the time was on a round-the-world voyage. Photo by J. Schutte, Pantryman.

## Champlin Turns Marine Architect, Designs Tongue-In-Cheek Steamer

To the Editor:

Enthroned as I am in a hospital bed, I feel compelled to engage in that horrible headache-producing occupation called thinking. In fact I was just struck by a thought! I must try to answer the 64 dollar question asked recently by a little-known seafaring journal: "What are you gonna do when you quit the sea?"

I have long known the exalted calling I shall follow and I hope through cunning to rise to the top. I shall become a naval — don't misspell it — architect.

I have learned all the basic principles, learned them the hard way, at sea. While my superior officers thought me just another simple seaman, I foiled them by learning the mysteries. For the benefit of those of my old ship-

mates who yearn to follow in my footsteps I shall lay bare the secrets of my newly adopted lofty profession. I shall enunciate these basic principles!

First: Place all scupper drains at least four inches above the highest point on deck.

Second: If a three inch scupper pipe is required, use a one-inch, putting in several right-angled turns. By using enough turns, the extra fittings will use up the money saved by using smaller pipe.

Third: Always run pipes and electrical cables near enough to the bulkheads, overheads, and decks so that Houdini and three yogis couldn't paint them. This always frustrates the Chief Mate, the Bosun and any earnest seaman who takes an interest in his work. This same principle applies to grab-rails, too. With real skill on the draftsman's part these latter may be made to catch fingers and when seas are heavy cause a few to be dislocated.

#### DOUSE 'EM

Fourth: By a twist of the wrist the spray by-pass of exposed ventilators on the fo'c'sle head can be made to discharge into the forepeak, and the fresh air pass into the sea through the skin of the ship. This was so skillfully done on the V-3 Victories that the Maritime Commission is awarding the gold medal of Aeolean merit to the brilliant perpetrator of this

plague. It affords a ready excuse for wearing out the hand pump.

Fifth: Be sure to place fair-heads so that you have to make a stafforshire knot—figure of eight, in the language of uncouth seamen—in order to lead anywhere near the nigger-heads. This effectively prevents seamen from ever cultivating the habit of using genteel language.

Sixth: Leave off roller chocks with Panama Canal leads. This causes everyone's hair to turn gray whenever a ship has a tie up where the tide range exceeds twenty feet. At the spring tide in St. John, New Brunswick, where the range was 42 feet, 2 inches, our stern breast line carried the fantail awning frame about eight feet above where it ought to be.

Seventh: By a little cleverness, eyebrows can be made to turn the anchors the wrong way. If the hooks come up wrong anyway, just put the eyebrows where the anchors won't touch them at all, and add the cost to the ship-building bill.

Eighth: Regard as a traitor any of your brother naval architects who dream of a windlass whose nigger-heads may be made to turn in opposite directions. This would deprive the lazy Bosun and his crew of the opportunity to run the kinks out of his mooring lines.

Ninth: Whenever a Victory ship comes into the yards, take off the housing wires from all booms. This will save face for mates who don't know what they are for. It also is a good way to yank the ventilators off the king-posts—just house the booms by taking a turn with the runners around the king posts just below the ventilators.

Tenth: Sorry, but the Doctor just gave me a shock. He's conversing with another sawbones to send me back to my trials and tribulations on the cruel, cruel sea.

It's tough trying to break into a good racket. G. W. Champlin

## Tuskegee Victory In Far Eastern Waters Boasts Contented Bunch Of Crewmembers

To the Editor:

We set sail at 10 A.M. on the beautiful Saturday morning of August 11 bound for Far Eastern ports with a full cargo of highest gasoline, via Panama and Pedro for bunkers. We are arriving early tomorrow morning in Takuyama, Japan from New Orleans.

New Orleans says this ship, the Tuskegee Victory, is working under the general agreement, and New York says we are working under the Isthmian agreement. Can you please clarify for us whether we are getting \$10 per trip or 10 percent for penalty cargo? We have a good bunch of boys on here and they seem to be as satisfied as the old saying of "the way to a sailor's heart is through his stomach."

#### OLDTIMER ON

Joe F. Lae of New Orleans is Chief Steward and the lads in the galley are doing a good job. We have Brother W. H. "Shorty" Cook, and proud professor of Book G-214 with us in the steward's department. Shorty is an oldtimer, with almost 30 years of sea service and many, many ports behind him. By the way Ed, we have just found out why Shorty is going around with his chest puffed out like a pouter pigeon. He and Mrs. Cook are expecting a new arrival in the family about Christmas time. Son Jimmie discharged after a year's service in the Air Force, is following his Dad's footsteps and is now a member of the black gang on the SS Hastings, a Waterman boat which is now somewhere in Far Eastern or South Pacific waters. Daughter Marie has entered her third year of high school in New Orleans. We wonder if Marie will uphold the family tradition and follow

#### Send 'Em In

Don't hold your pictures and stories of shipboard activities. Mail them to the Seafarers Log, 51 Beaver St., New York 4, N. Y. If you haven't the time or don't feel in the mood, just forward details. We'll do the rest. Pictures will be returned if you wish.

in dad and brother's footsteps and sail as a beautiful Stewardess?

#### A FAR CRY

Before we close, our hats are off to the officials of the only Union that has the best agreements, conditions, food and wages, that the world has ever known in maritime history. It is a far cry from the old days when every day was a field day, overtime unheard of, food rot-

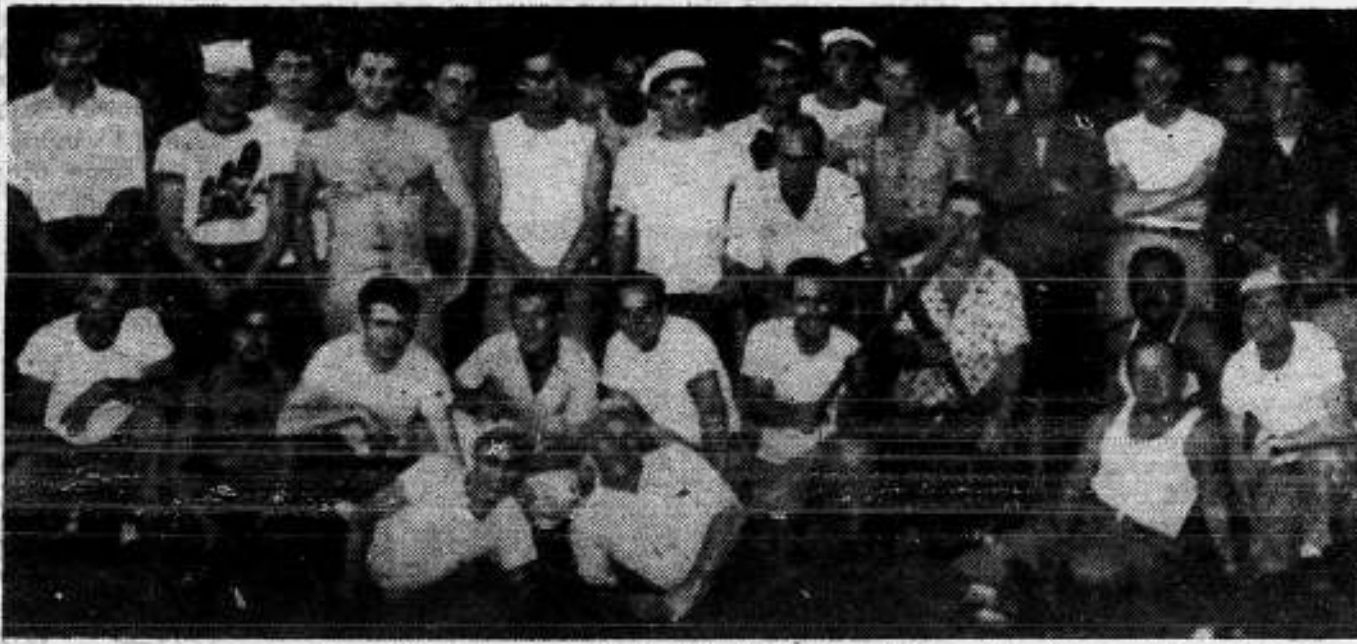
ten, fo'c'sles vermin-infested and wages mighty small. Thanks to each and every official for a job well done. Let us continue to steer a straight course and keep her steady as she goes.

#### Crew members

#### SS Tuskegee Victory

(Ed. Note: The ship is operating under the Isthmian agreement with certain variations. You are to collect 10 percent penalty cargo.)

## Opposing Nines In SIU's Turkish League



Crewmembers of the SS Claiborne and the North Platte Victory join to have their picture taken following a baseball game in Derince, Tu-key. Both ships were in the port for a week and teams from each ship met nightly on the diamond, with the losers buying the beer. No scores were reported, but the North Platte Victory men were said to have furnished free beer nightly. Picture was submitted by J. Stringfellow.

## SIU Soldier, In Germany, Recalls Mostank

To the Editor:

I am now stationed at Schweinfurt, Germany, which is a pretty fair place. I was stationed at Fort Benning, and came over here on the General Darby, an MSTC ship. From the crew's talk it didn't seem as they were too happy about working on that ship. They really kept those guys hopping.

If possible, please send me a copy of "Seafarers in World War II." I would enjoy reading it. I was reading a story about the Alaska Spruce and the long trip it made. Well, the last trip I made before I came in the Army was on the Mostank, Federal Motorship Corp. She was pretty bad on breakdowns. Old "Sloppy" Creel was on there

that trip. That black gang really worked, but we made it to Le Havre and a good time was had by all hands.

Please print my address in the LOG as I'd like to hear from some of my old shipmates.



SGT. CHARLES BULECA

Am signing off hoping that it won't be long until I can sail again.

Sgt. Charles Buleca  
U.S. 51020776  
C Biry 44th F.A. BN  
A.P.O. 39 c/o Postmaster  
New York, New York

## Otto Undergoes Eye Operation

To the Editor:

I underwent an emergency eye operation at the Staten Island USPHS Hospital on Tuesday. I would like to see some of my Brother Seafarers or hear from them.

"Uncle Otto" Pruessler

## Seamen's Club In Copenhagen Offers The Log

To the Editor:

We beg to hand you our most cordial thanks for your paper, which is a great pleasure for us to have in our reading room for the American seafarers.

The seamen are very glad to find the paper in our seamen's institute in Copenhagen, located at Bernstorffsgade 21, Copenhagen, Denmark.

G. Eikenhahn  
General Secretary

## Says Air-Mail Log Should Be Shared

To the Editor:

Brother Balfour's letter suggesting that means be set up to insure that the entire crew will have a chance to read the air-mail LOG is a good one.

Everyone on the ship wants to keep up with the news of the Union and that one poor LOG usually disappears before a half-dozen of the fellows have read it. Delegates would be wise to keep this in mind.

Carl Willker

# Urges Time Off Set-Up Be Put Into Contract

To the Editor:

The subject of days off has been a controversial subject, I suppose, since the first man went to sea by holding onto a floating tree upon deciding to see what went on on the islands adjoining his.

I know it's been kicked around verbally and by the printed word since I first started to sea 20 years ago. Out of this 20-year period I've sailed all types of ships—salt water, fresh water, lakes and rivers (and still get a bang out of canoe rides too).

I've seen the custom abused (as on non-union Lakers in particular) whereby a man having worked overtime was paid off for it in time off (maybe). Then again, only a few months ago I had the pleasure of being on an Alcoa luxury liner (till they started hauling bauxite), where each man in the black gang was given a day off (I believe it was more or less the same policy in the three departments) by the firm.

I know my suggestion may meet argument, but here it is—that it be agreed between the steamship companies and the SIU that this practice be made a regular policy, in all our agreements. There are many other steamship firms which do this, like Bull Lines and Seatrain. (I know the Electrician and Deck Engineer assumed the other's duties once a trip of 14 days as per contract on the Seatrains.) So instead of letting these shipowners grab off this glory, let's grab it for ourselves (the SIU).

### SORE SPOT

While writing this our Deck "Maniac," Brother Smiley Rydon, lately shipping out of Baltimore, brought up a truly sore spot of his of long, long standing and that is also an old one of mine.

It too goes back as long as I can remember and it is the 30-day month that we are paid by. Okay, lads, grab pencil and paper, and figure it out over a year's time and you'll see where by John Sailor takes a yearly beating of five days' lost pay, provided, of course, that he sails the full year and during a leap year (when Feb. has 29 days in it) he loses six days.

Thus, each of the months of April, June, September, and November has 30 days. On these four months we break even. Then January, March, May, July,

August, October, and December (or seven 31-day months), we lose one day per month—one times seven months equals seven days' lost pay.

We gain two days by February being a 28-day month, giving us a total of 5 days per year lost pay. How long has this been going on? A long time. Let's do something about it.

Now that I've got rid of my gripes, I also want to say this, that it's been my fortune to have had a shipmate on my last ship who retired his book about 1947 and in February of 1951 he applied and got readmitted. Smart guy.

On applying for readmission, he promptly shipped with me and, on paying off, he was informed that his book was waiting for him, which he promptly picked up and then shipped on it shortly after.

### INSURANCES

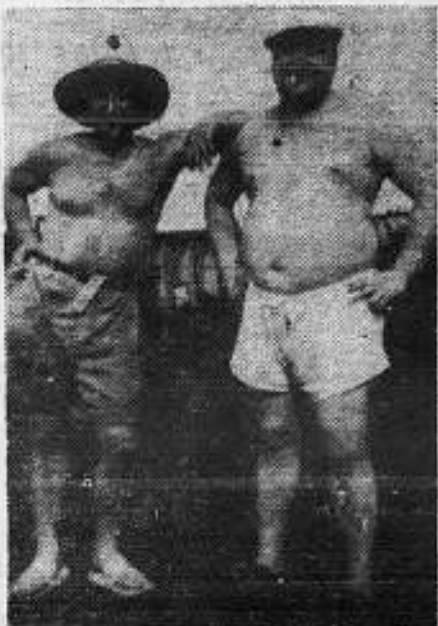
He was top-heavy with shore-side insurance on himself and, on reading the LOG found he was also covered by the SIU for another \$1500 insurance. He was a pretty well pleased guy, until he realized that the cost of \$1500 insurance ashore (that he gets for free via the SIU) was more than he'd have to pay into the SIU in a year's time in dues and assessments. (I pay nearly \$70 yearly for \$2300 of shoreside insurance and if I asked the insurance agent to help me collect my overtime he'd call the paddy wagon.)

All of this on insurance is just one more good reason why each SIU man should follow the LOG's advice about paying his book well in advance, always. (My own is payed up till January of '52, for a year now and, as soon as the score is in on the new dues set-up, it's going to be paid a year at least in advance again.)

Still one more thing I like is—the vacation clause. I only stayed on one ship a full year, and got a week's vacation pay, in my life and it damn near "did me in." Now I can collect it all the end of the trip. I'll take that job.

Deck-Engineer

### SIU Lovelies



These guys blame the spaghetti they ate in Italy for their heavy load around midships, but reports have it that the cause was liquid rather than solid. They are identified as Brothers Puzzo and Porter of the SS Lilica.

# Good Eating From The Chillbox



Readying some good eating for the boys on the Lafayette. Gene Charlton, Crew Pantryman, and Fletcher Allen, Crew Messman, bring up a watermelon. Picture by Edwin Lieber.

# Luce Peeps Into Future Atomic Engine Room

To the Editor:

I see where a new world is acoming. They're making tests on atomic-powered merchant ships now and someday we may be scooting across the seas just like Buck Rogers now chases Killer Kane around the solar system.

I wonder what that day will be like? The engine room is easy to visualize: It will be about the size of a phone booth. On the

floor there will be a rectangular shaped casket about the size of an orange crate. It is solid lead and sealed. Inside, about the size of a cigar box (the whole works were installed and sealed in at Los Alamos) is the power plant. That's it. Around it stands the new black gang, now referred to as the specialists section. The Chief Engineer (Oak Ridge, Class of '59) and his three assistant engineers are in their 3,241st bridge game.

The last time the game was interrupted was in the summer of 1962 when someone dropped some oil on the floor plates while putting three-in-one on his cigarette lighter. That was a real rhubarb, as the oldtimers remember it. The gang on watch rushed for rags, buckets and scouring powder (conditioned reflex from the old days), but none were around and hadn't been seen since they put the last of the steamships in the James River lay-up fleet. After rousing the men off watch, one of the fellows produced a kleenex and the day was saved. They still talk about that one among the oldtimers who remember the days of the diesel and steam jobs.

Anyway, the boys resumed their bridge and the unlicensed men went back to stand-by and the ship continued on its way, 28 hours out of New York and the low coast of Europe expected to be sighted at any time.

Bill Luce

# Labor Day Sees Parade Of Food On Irenestar

To the Editor:

The proud SIU ship Irenestar really did Labor Day up right. We couldn't very well parade in our white caps, so we did the next best thing and had a bang-up meal.

The dinner was prepared by the Chief Steward D. O. Coker and Chief Cook Robert Murphy. The meats offered were roast Maryland tom turkey and grilled piglet pork creos. The rest of the meal included all the trimmings of a festive occasion, topped off with baked Alaska and chilled cantaloupe a la mode.

The entire crew, including the officers, were loud in their praise of a very memorable Labor Day meal.

A. Cherney

# Ship Doc Thanks Del Norte Crew

To the Editor:

To the crew of the SS Del Norte, members of the Seafarers International Union, I take this means, inadequate though it be, to thank all of you for your friendship and goodwill throughout this voyage, and particularly for your sincere expression of esteem toward me. I will not forget any of it.

My good wishes go out to each of you and to your organization—may its ideals stand out always and its brotherhood prosper.

Wm. Luikart, MD  
Ship's Doctor

# 'SS Reluctant' Finally Sails From Norfolk

To the Editor:

Things aboard the SS Peter V. Daniel, Alcoa, are starting to shape up a little. It will take a few weeks to have her shipshape again.

We joined her August 13 when she came from the boneyard and, brother, she was dirty. We left New York for Norfolk to load coal, anchored out five days before going alongside. We've been having lots of trouble with the refrigerator machine and we got it taken care of by shore men.

When our trouble started was when we had to shift to anchorage with 200 more tons to come to give us a full load. When we shifted, the night Mate noticed we were below the line already, so they started to sound the cargo holds and it was found that No. 3 hold had taken water. It was estimated that we had 600 tons of sea water in No. 3 by this time. We had the bilge pumps pumping like mad. Rumors were going around that one of the plates had sprung a leak and some thought the scupper valves were stuck.

### INTO SHIPYARD

Well, anyway, they sent us to Newport News shipyard, where they sent a diver down to plug up the outlets from the scupper lines and check for a crack. He didn't find one. The shipyard then installed a 3-inch valve in No. 3 port and starboard side in the engine room to drain the water in the engine room bilges. They also cut a hole in the port side over the settler through No. 3 hole bulkhead to make repairs.

When they checked the scupper valves both scupper plates were off so they repaired and replaced everything. The next day we shifted to the coal docks to finish loading then a little more trouble: the coal loader broke down and we were delayed over two hours. Got it fixed, loaded us up and we were on our way to Italy.

We only had a little trouble coming across. The main circulator coupling came loose. Repaired it and were on our way again. Now in Leghorn everyone is ashore having a good time. If you have a little space in the LOG I would like you to make a little write-up about this. Thanks,

F. Paskowski,  
Engine Delegate

### Log-A-Rhythms

#### Compulsion

By THURSTON LEWIS

Many a bird has poured its song  
Upon the forest air  
Although no wanderer came  
along

To hear its notes so fair.

Bell buoys at each lonely dip  
Have sounded through the day  
When not a single groping ship  
Cared to pass that way.

And yet each worthy thought  
or deed

That is to truly live,  
Comes not so much from the  
Needy's need  
As the Giver's need to give!



The Delegates of the reluctant-to-sail SS Peter Daniel pose 'neath spotted booms. Left to right: C. Palmer, ship's Delegate; A. Jackel, stewards Delegate; F. Paskowski, engine Delegate, and R. Garofalo, deck Delegate.

# Here's What I Think

**QUESTION:** What device to improve safety standards would you like to see installed aboard ship?



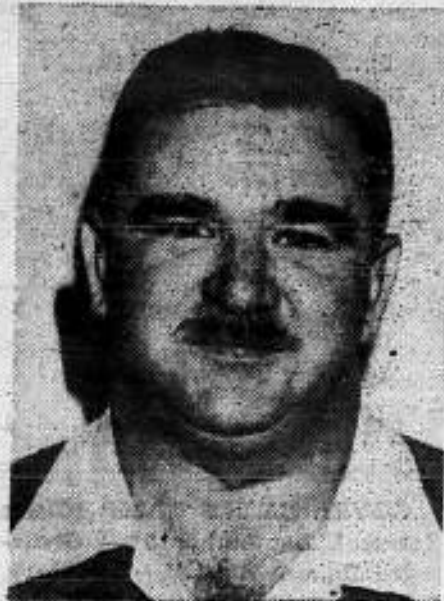
**HERMAN RICCI, Ch. Elect.:**

The mast houses, where the winch board controls are kept, should be locked. They aren't locked on the ships today, and they present a danger to the deck gang. Not only is the deck department in danger of being electrocuted from coming in contact with the board, but also men dragging equipment through often foul up the works. Another matter: the transmitting antenna should have a device—a capacitor — to indicate to the radio man that someone is working around the antenna. I don't know of anyone being killed this way, but there's always the first time.



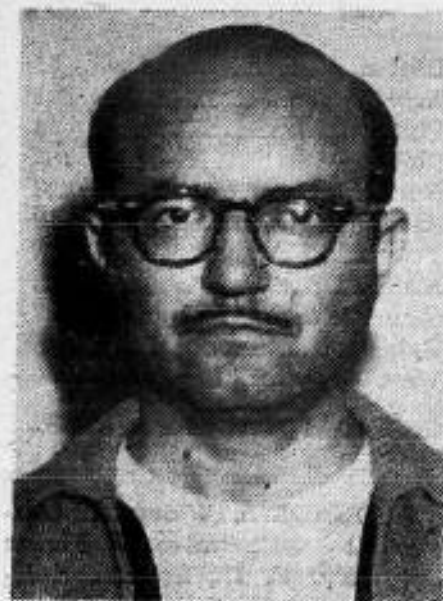
**O. THOMPSON, Ch. Ck.:**

Working in the galley all day at the ranges gets tough for a man's legs. I suggest rubber-treated mats in front of the ranges, not only for the Cook's comfort, but also in case grease drops on deck. The danger of slipping on mats is minimized, especially when the ship is rolling. The mats would offer real protection. I've worked on some ships where the mats were standard equipment and on some where they were not carried. The tile decks on some ships are no better than a bare deck as far as protection is concerned.



**J. B. GARRISON, Bosun:**

My pet safety suggestion is a collapsible step gangway made of aluminum. We had one on the Algonquin Victory, St. Lawrence Navigation, and she was a pleasure to use and work with. Only a few ships have them and they are fine. The small portable type now being used should be eliminated because of the danger of the steps being so close together. Aluminum, because of its lightness and durability, should be used also for the 40-foot ladders used for painting stacks. They'd be fine for the deck gang to work with, and would last a lot longer than the present type.



**PETER LOLEAS, Ch. Std.:**

For both safety and convenience, I'd like to see a meat slicing machine in the galleys of all ships. This would have two benefits: The meat slicer would help cut down on accidents where men cut their fingers, and would also be economical in cutting down waste. The cost of a slicer would be paid for in a few trips in the meat saved and the lack of injuries by men cutting meat. Not only that, there'd be fewer thumbs in the soup. Installation of this machine would be of benefit not only to the men involved but also to the company. One accident costs more than a slicer.



**ROBERT McNAY, FWT:**

Not only in the engine department, but in every department in the ship more adequate first aid kits should be maintained. The present kits, if there are any around, are always in bad shape and never have what is needed. The same is true of the ship's medicine chest. Something for burns should always be kept on hand, as burns are usually the biggest injuries. On a Robin Line ship recently a Wiper was burned when a steam line broke. I was the only one who had anything to put on his burn. Delegates would be wise to check the kits thoroughly. It means a lot in an emergency.

## Maritime Round-Up

Employment in the American merchant marine has increased one-third since Korea, according to a manpower report by the US Department of Labor. From June, 1950, to July of this year, employment has increased from 75,000 to about 100,000 officers and unlicensed personnel. 37,000 were in the deck department, 35,000 in the engine department, and 28,000 in the stewards department . . . As of August 1, 1951, the active merchant fleet consisted of 1,910 vessels, of which about 67 percent were dry cargo ships, 27 percent tankers and six percent passenger-cargo ships. There were an additional 1,654 ships in the laid up fleet, most of them Libertys. If the present tempo of limited mobilization continues through 1952, it is estimated that another 200 ships will be needed, bringing the active fleet to the neighborhood of 2,100 vessels.

On September 25, the National Shipping Authority allocated an additional 35 Libertys, to as many operators, for carrying ECA coal and grain cargoes. At least seven went to SIU-contracted companies with Bull, Alcoa, Bloomfield, Eastern, Mississippi, South Atlantic and Waterman each getting one . . . More than three and a half million tons of bulk cargoes have been carried in GAA vessels between September 1 and September 15. Most of this consisted of coal shipped under the auspices of the ECA, 236 cargoes going to Europe and one to Japan for a total of 2,326,380 tons . . . Bloomfield SS Company has announced a semi-monthly service from Gulf ports to continental Eu-

rope. The Genevieve Peterkin will inaugurate it on October 15, sailing from Houston.

Local 14 of the Masters, Mates and Pilots in Baltimore is opening an ungrading school for its members in its headquarters. The school will be the first of its kind in that city. Local 88, MM&P, in New York, has been operating an upgrading school for a couple of years . . . MSTs is beginning its second year of operation. During the last year more than 34 million tons of cargo, 168 million barrels of petroleum and 2.8 million passengers have been carried in MSTs ships. However, most of the cargoes—85 percent of what went to Korea, for example—went in ships chartered to MSTs by commercial firms manned by regular merchant seamen . . . Congressman Blatnik has introduced a bill to authorize the construction of the St. Lawrence Seaway, which he thinks will meet the objections raised previously.

A bill before Congress (HR 5013) would authorize the President to accept on behalf of this country the International Regulations for Preventing Collisions, which would revise the present rules of the road governing navigation of ships on the high seas. The new regulations were drawn up at the International Safety of Life at Sea Convention held in London in 1948, at which SIU Vice-President Morris Weisberger represented the Seafarers International Union. If the bill is passed, all statutes, regulations and rules which conflict with it will no longer be in force.

## Seattle Reports Everything Okay, Especially Shipping

By JEFF MORRISON

SEATTLE, Sept. 26 — All is quiet on the northwestern front except for shipping, which has been mighty fine, indeed. The Mankato Victory (Victory Carriers) was the only payoff—and the only sign-on, at that—but in-transits again saved the day. Among these were the Seamar (Calmar), John B. Waterman and Topa Topa (Waterman) and the Simmons Victory (Bull).

The latter two had paid off here during the previous two-week period, but took quite a few men this time. The Mankato Victory, incidentally, helped keep the record for good Skippers and Engineers, though the same couldn't be said for the Mate.

There is little else to be reported from this port—no meeting and nothing much else outside of the routine, but very important, Branch business.

### SHOOTING THE BREEZE

In our spare time, we shot the breeze with some of the oldtimers here on the beach: R. Perry, S. Zygarowski, J. M. Thompson, E. L. Wandrei, R. D. Needermyer, C. Ainsworth—who has married and is now living locally—and E. P. Moran.

We also ran into Manuel C. Nobel, a permitman who thinks that his permit in the SIU is better than a full book in any other union.

In his opinion the SIU is the only outfit where a man can keep his dignity, and he is look-



**MANUEL NOBLE**

ing forward to the day when he will get his book.

Manuel has more than a vague idea of what the SIU means to a seaman—he sailed Isthmian back in the days before it was organized by the Seafarers—he knows.

### ATTENTION!

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

# Digested Minutes Of SIU Ship Meetings

**OREMAR (Ore), August 8** — Chairman, Barnhill; Secretary, Barnes. Delegates reported no beefs. Motion made and carried for ship's Delegate to contact agent or to find out why wind chutes are not furnished. Delegates are to make out repair lists and turn them in to ship's Delegate or given to proper department heads.

§ § §  
**ALASKA CEDAR (Ocean Tow), August 26** — Chairman, William Manley; Secretary, A. C. Mitchell. Delegates reported some back overtime disputed. Motion made and carried to repair or replace water fountain in crew messroom.

§ § §  
**SEASTAR (Triton), August 5** — Chairman, J. Walker; Secretary, S. J. Smith. Delegates reported no beefs. Various talks on cleaning recreation room. A vote of thanks was given to the steward's department for the manner in which they started to feed and keep galley, messrooms, and pantry clean.

§ § §  
**NORTHWESTERN VICTORY (Victory Carriers), August 26** — Chairman, Hartman; Secretary, none. Delegates have nothing to report. Motion was made to hold off payoff and signing on until something was done in regard to straightening out the ship. Suggestion was made to wear proper clothing in the crew messroom at all times.

§ § §  
**ANSON MILLS (Seas Shipping), August 5** — Chairman, Joe Cantin; Secretary, Daniel Forts. Delegates reported all port time and disputed overtime to be turned over to the Patrolman in port. Suggestion made by Chief Cook to have discussion for all first trippers or permits, to let them know what their jobs are all about.

§ § §  
**BETHORE (Ore), August 15** — Chairman, none; Secretary, none. Full cooperation was asked in maintaining sanitary conditions in the washrooms. The crew was also asked to keep the messroom clean at night.

§ § §  
**SEATRAN TEXAS (Seatrains), August 26** — Chairman, O. H. Manifold; Secretary, E. Jones. Delegates reported everything okay. Motion made and carried to have two fans in all rooms below. Suggestion made that educational meeting be held every Sunday for permitmen to teach them the great benefits of being an SIU man.

§ § §  
**PURPLESTAR (Traders), August 26** — Chairman, Steve Barry; Secretary, Charles Hostetter. Delegates reported no beefs. \$9 reported in ship's fund. Suggestion that new men read Union agreement and Union literature and study Union's ways of operation.

§ § §  
**GOLDEN CITY (Waterman), August 19** — Chairman, G. Englehard; Secretary, R. Pennington. Delegates reported no beefs. \$33 reported in ship's fund. Discussion on various repairs.

§ § §  
**DESOTO (Waterman), August 24** — Chairman, W. H. Buff; Secretary, M. J. Reynolds. Delegates reported everything in good order. Suggestion made by Deck Engineer to cooperate with crew's Messman to help keep messhall clean.

## A&G Shipping From Sept. 12 To Sept. 26

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	71	32	46	149	69	52	38	159
New York.....	221	191	173	585	207	158	122	487
Philadelphia.....	58	24	33	115	24	30	24	78
Baltimore.....	168	127	120	415	164	132	117	413
Norfolk.....	206	107	104	417	189	97	98	384
Savannah.....	19	21	16	56	16	15	14	45
Tampa.....	5	4	6	15	16	16	21	53
Mobile.....	62	51	44	157	86	76	69	231
New Orleans.....	87	60	61	208	114	91	84	289
Galveston.....	45	36	28	109	57	47	26	130
West Coast.....	50	38	34	122	81	77	68	226
<b>GRAND TOTAL.....</b>	<b>992</b>	<b>691</b>	<b>665</b>	<b>2,348</b>	<b>1,023</b>	<b>791</b>	<b>681</b>	<b>2,495</b>

§ § §  
**AFOUNDRIA (Waterman), August 21** — Chairman, J. Flynn; Secretary, F. D. Lynum. Delegates reported no beefs. It was stated that each member would report his repair list to his Delegate. Motion made that each member of the crew would donate 50 cents for emergency only.

§ § §  
**WARRIOR (Waterman), August 4** — Chairman, Lloyd C. Knowles; Secretary, C. J. Nall. Delegates reported everything okay. Ship's Delegate read current literature from Headquarters. Suggestion in regard to keeping the recreation room cleaner.

§ § §  
**NATHANIAL SILSBEE (South Atlantic), August 28** — Chairman, Charles Lee; Secretary, C. E. Mobley. Delegates reported no beefs. Suggestion made that the ship's Delegate get the Patrolman to check the overtime sheets and also have the Patrolman check on the men that came from Mobile, as there is some question about their transportation and subsistence.

§ § §  
**STEEL TRAVELER (Isthmian), August 12** — Chairman, C. V. Morgan; Secretary, Robert Benjamin. Delegates reported everything okay. Individual cooperation of crewmembers requested for helping to keep laundry and PO mess in continued state of cleanliness and tidiness.

§ § §  
**SEAWIND (Seatraders), August 28** — Chairman, D. Bell; Secretary, E. A. Boyd. It was agreed by Steward to keep a box for soiled linen down below and give each man a complete set of linen each week. Ship's Delegate was instructed to see Master concerning the matter of arranging for a supply of fresh fruit when we pass through the Panama Canal.

§ § §  
**JACOB CHANDLER HARPER (Robin), September 9** — Chairman, Anderson; Secretary, Steward. Delegates reported no beefs; all clear. The ship's crew of last trip chipped in through voluntary donation the amount of \$150 to purchase a washing machine for the convenience of all crewmembers aboard ship.

§ § §  
**MARIE HAMIL (Bloomfield), August 26** — Chairman, Joe Saide; Secretary, William F. Barth. Delegates reported disputed overtime to be given to Patrolman. Suggestion made to have new scuttlebutt installed in crew's messroom. Motion made to have Patrolman find out why milk is not available at all times while vessel stays in Argentina.

§ § §  
**GOVERNMENT CAMP (Cities Service), September 5** — Chairman, Robert Burdick; Secretary, Ed. Glader. Delegates reported no beefs. The ship's Delegate is to see a Patrolman and try and get the repair list taken care of. Discussion on the matter of two fans in each fo'c'sle.

§ § §  
**OLYMPIC GAMES (Western Tankers), September 2** — Chairman, Nicholas A. Ritrovato; Secretary, Walt A. Weber. Delegates reported disputed overtime and letter sent to SIU Headquarters for clarification. Motion made and carried to send to SIU Headquarters for educational kits, and constitution for good and welfare so that all crewmembers will know how SIU ships should be run.

§ § §  
**ROBIN WENTLEY (Seas Shipping), September 1** — Chairman, J. Longfellow; Secretary, R. Sadowski. Delegates reported \$48 in the ship's fund. Motion made to have ship fumigated on arrival in states. Men have been asked to keep LOGs received during the trip in the messrooms so everyone may have a chance to read them.

§ § §  
**FORT HOSKINS (Cities Service), September 9** — Chairman, Prokapok; Secretary, Ralph Hor-moeker. The delegates reported the performers to Headquarters, as will always be the practice of this ship. Things are running pretty smoothly under the new working rules.

§ § §  
**ALCOA RUNNER (Alcoa), August 17** — Chairman, R. Edson; Secretary, Cyril A. Scott. Delegates reported no beefs, all in order. Bosun asked that each man give \$1 to ship's Delegate for LOG. The food aboard has improved and a vote of thanks was given to the Messman.

§ § §  
**ANGELINA (Bull), July 29** — Chairman, W. Walker; Secretary, Robert M. Garrod. Delegates reported everything okay. Suggestion that screen door be repaired in all passageways.

§ § §  
**STEEL INVENTOR (Isthmian), August 19** — Chairman, Robert Liasso; Secretary, H. F. Munzerl. It was suggested that the heating system valves be renewed. All cots that are not being used are to be turned in as soon as possible.

§ § §  
**CALMAR (Calmar), August 26** — Chairman, C. Jackson; Secretary, Harold Riggs. Delegates reported no beefs. Motion made for crew to draw up a resolution to be forwarded to Headquarters and taken up at shore-side meetings to better show on Calmar ships.

§ § §  
**PONCE DELEON (Waterman), August 26** — Chairman, A. J. Kurbeski; Secretary, Elmer Hansen. Delegates reported everything okay. Suggestion made that all books and magazines be returned to the library locker. Communications from Headquarters to be posted.

§ § §  
**BULL RUN (Petrol Tankers), September 9** — Chairman, H. F. Menz; Secretary, J. H. Hannay. Delegates reported one minor beef. Booklets given out to permitmen to be read front and back. Motion made and carried to have Patrolman on board before signing foreign articles.

§ § §  
**SPARTENBURG VICTORY (Bloomfield), July 15** — Chairman, John Buzlewski; Secretary, Tony Kabiska. Delegates reported one man jumped ship. Motion made and carried to have slopchest checked by Patrolman before signing articles. It was suggested that crew read pamphlets in library regarding Union action and activities.

§ § §  
**June 19** — Chairman, J. Buzlewski; Secretary, Tony Kabiska. Suggestion on improving chow. The crew complained of the shortage of milk at sailing time.

§ § §  
**STEEL FABRICATOR (Isthmian), August 8** — Chairman, Joe Bracht; Secretary, John Lond. Delegates reported no beefs. The Steward was asked why more fruit wasn't put out. Electrician to see about fixing scuttlebutt in crew messroom.

§ § §  
**CHIWAWA (Cities Service), September 2** — Chairman, J. Phillips; Secretary, Dave Dunn. Delegates reported no beefs. Suggestion that something be done with the night lunch. Sanitary men to agree upon keeping washroom cleaner by rotating once a week.

§ § §  
**CASIMIR PULASKI (Eastern), August 19** — Chairman, Walter E. Beganson; Secretary, M. Griffing. Delegates reported no beefs. Request that an extra coffee percolator be placed in messroom. Bulletin number 100 sent to ship's Delegate. Voted to post in messroom.

§ § §  
**September 9** — Chairman, Walter E. Beganson; Secretary, D. Hodge. Delegates reported no beefs. Lockers need shelves in both messman's fo'c'sles because there is no place to store their gear. The crew wishes to express a vote of thanks to the steward's department for the fine food served throughout the trip.

§ § §  
**FREDERIC C. COLLIN (Trans-Fuel), August 18** — Chairman, Eugene Blore; Secretary, Frank Naklicki. Due to the negligence of some, the washing machine has broken down. Suggestion that there be less noise in the passageways.

§ § §  
**September 9** — Chairman, Eugene Blore; Secretary, Frank Naklicki. Delegates reported no beefs. Motion made that the next meeting aboard ship be held the last Saturday on arrival in the States.

## Personals



§ § §  
**JAMES STUART**  
Get in touch with Carolyn Burgess, 229 East 10th Street, New York City. It is urgent.

§ § §  
**LOWELL E. JARVIS**  
Get in touch with your draft board.

§ § §  
**WEAVER MANNING**  
The 3rd Assistant of the SS Angelina, wishes to contact you. When in New York call Hyacinth 2-6147.

§ § §  
**S. J. PIERSON**  
Please contact your mother. She is worried about you.

§ § §  
**LUCIEN GIRARD**  
Get in communication with attorney Harry R. Kozart, 2132 Lincoln-Liberty Building, Philadelphia, Pennsylvania.

§ § §  
**D. FORREST**  
William Wong, of the SS Elly, left your bag at the Seamen's Church Institute, 25 South Street, New York. Pick up the check for it at the LOG office. Please send Wong's bag, collect, care of Dr. Charles Gillette, 15351 Via de las Olas, Pacific Palisades, California.

§ § §  
**RICHARD GRALICKI**  
Contact Gay at John's in Edgewater.

§ § §  
**HUGH GALLAGHER**  
"Pick up birth certificate and tax receipts in mail room in New York Hall; O. Stefansson."

§ § §  
**IOANNIS A. DEMITREADIS JOHN FREDERICK SAARI MORRIS YOFFE**  
Your welfare beneficiary cards were improperly filled out, and you must fill out others.

§ § §  
**RUDOLPH R. CEFARATTI**  
Get in touch with your family as soon as possible.

§ § §  
**RICHARD KING**  
A letter containing \$5 you sent to Barnislow J. Miskowski last May has been returned to the mail clerk at the New York Hall.

§ § §  
**JOHN THOMAS**  
"I have been unable to reach you. Please send the camera to Mr. A. Spango, 176 Warren Street, Brooklyn, New York. I will send you a check for any expenses incurred: H. Da Silva."

# REPORT OF The Seafarers Welfare Plan

(Continued from Page 4)

<b>USPHS HOSPITAL SAVANNAH, GA.</b>	
Cohen, A. F.	\$10.00
Daugherty, P. G.	10.00
Goude, Joe	20.00
Harvey, Harry	20.00
Johnson, G. F.	20.00
Lowery, Carl D.	20.00
McGowan, L. T.	10.00
Paylor, F. S.	10.00
Smith, Aubrey H.	20.00
Spaulding, Joseph A.	10.00
	\$150.00
<b>USPHS HOSPITAL MOBILE, ALA.</b>	
Barrett, R. G.	\$10.00
Burke, Tim	20.00
Champlin, George W.	10.00
Jones, J. H.	20.00
Langley, Jesse L.	10.00
Robertson, Julian	10.00
	\$80.00
<b>DEER'S HEAD HOSPITAL SALISBURY, MD.</b>	
Lucas, Michael	\$40.00
<b>BELLEVUE HOSPITAL NEW YORK, N. Y.</b>	
Moore, George E.	\$10.00
<b>USPHS HOSPITAL SEATTLE, WASH.</b>	
Humphrey, Kenneth L.	\$30.00
<b>USPHS HOSPITAL MANHATTAN BEACH, B'KLYN</b>	
Atmore, Robert	\$40.00
Blake, Rupert A.	40.00
Blanks, Claude F.	20.00
Blosser, Edmund	40.00
Bruno, Matthew	40.00
Burton, Charles	40.00
Dalton, Jack M.	40.00
Driscoll, John J.	40.00
Edwards, John T.	40.00
Espinoza, Jose	40.00
Ezzell, Thomas D.	30.00
Ferrer, E.	40.00
Gilbert, Robert E.	40.00
Grimes, Fred	40.00
Hahn, Charles F.	40.00
Hassan, Raymond	40.00
Keenan, John W.	40.00
Landry, Frederick	40.00
Larsen, Robert F.	40.00
Lawlor, James F.	40.00
Lopez, E.	40.00
Makris, Constantine	40.00
Middleton, Clifford	40.00
Millazzo, Vic	40.00
Murphy, B.	40.00
Padzik, John	30.00
Ratcliff, R. A.	40.00
Rivera, Ruperto	20.00
Sullivan, Timothy	40.00
Thompson, Albert D.	40.00
Vorke, Peter R.	20.00
	\$1,160.00
<b>USPHS HOSPITAL STATEN ISLAND, N. Y.</b>	
Atchason, William	\$10.00
Bailey, Benjamin	10.00
Burnstine, Maurice	20.00
Cedeno, Alfredo	20.00
Chason, Arthur	10.00
Corne, Louis	20.00
Cortes, Jose	10.00
Craig, Frank	30.00
Dacey, C. J.	20.00
Diaz, Rafael	20.00
Dixon, Earl R.	20.00
Ezzell, Thomas D.	30.00
Garrison, William A.	10.00
Gelinas, Donald P.	10.00
Grangaard, J.	20.00
Harden, Otis J.	10.00
Harris, Arthur	20.00
Hartman, Charles	10.00
Hernandez, Frank	30.00
Jepsen, Arnold	20.00
Johnston, Charles H.	30.00
Koslusky, Joseph	10.00
Kustas, Thomas J.	20.00
Lomas, Arthur	20.00
McGhee, James	20.00
McGuigan, A.	20.00

Mellreath, David	20.00	Watson, Henry	20.00
Molini, John B.	20.00	Woodill, Warren H.	10.00
Nering, F.	20.00	Yanik, Joseph	20.00
O'Brien, Eugene P.	10.00	Yeroziannis, Petros D.	40.00
Pepper, William E.	20.00		\$880.00
Phillips, Robert E.	10.00	<b>Death Benefits Paid</b>	
Preussler, Otto	10.00	Brown, Norman Gardner	\$1,500
Rackley, Vinson	10.00	Hilton, Paul	1,500
Releford, Harold	10.00	Hodo, James	1,000
Richards, Joseph V.	10.00	Lopshas, Walter	1,500
Salgado, Jose	30.00	Orput, Robert John	1,000
Sanchez, Charles	20.00	Rogers, Harry L.	1,500
Thompson, Willis	10.00		\$8,000
Tonisson, T.	10.00		
Wagner, Emil P.	10.00		
Walker, Howard M.	80.00		
Wallender, C.	20.00		

## Port Savannah Will Boom If Rumors Materialize

By E. B. TILLEY

SAVANNAH, Sept. 26—If all the rumors going around here crystallize, this will shortly become an important shipping area. The coal tippie which opened in Charleston recently has begun operations, and three SIU ships have called there already. Seatrain is supposed to begin operating out of Savannah shortly, and the rumor hereabouts is that South Atlantic has purchased more ships.

**HOPE IT'S TRUE**

Also, we understand Waterman has obtained a charter to run into Savannah. If all or part of these rumors come about, the

state-owned docks here should be in full operation soon.

In the meantime, we had three payoffs, four sign-ons and four vessels in-transit to give us a good two-week period. The payoffs were the Southland (South Atlantic), Casimir Pulaski (Eastern) and E. A. Burnette (Isthmian). All three, plus the Abel Parker Upshur (South Atlantic), signed on.

The in-transit ships were Southwave (South Atlantic), Raphael Semmes (Waterman), Monroe (Bull) and Southern Counties (Southern Trading).

We believe special mention should be given to the Burnette and the Pulaski. Both ships are recent boneyard vessels finishing their first voyages.

Both ships paid off in Charleston last week without beefs or an hour of disputed overtime. We could use more of the type of Delegates aboard these ships. These crews have done well with these former rustbuckets.

At the meeting last week the usual business was taken care of as well as a discussion on the non-union Yellow Cabs in this town. It seems that some fellows aren't aware of the record of this scab outfit and have used their hacks.

**UNION CABS ONLY**

The membership agreed to continue to patronize cabs other than the Yellow Cab outfit and if any member is in need of a cab he should use the Garden City cabs, the only union cabs in the city.

Also discussed at the meeting was the recent action by the Retail Clerks Union against the Yachum-Yachum department store here. The store is now 100 percent union, thanks in part to the aid given by the SIU.

At present Yachum's is the only store employing union sales help, and deserves that patronage of union members.

If you happen to buy anything in Yachum's tell them you are there because they have union clerks and union-made clothing.

A few of the oldtimers around who aren't riding cabs or buying anything at the moment are these Hall-sitters: M. Linsky, R. Grimes, W. Stoll and W. "Strawberry" Connors.

## New Orleans Plays Host To Bakers Union

By LINDSEY WILLIAMS

NEW ORLEANS, Sept. 28 — Reporting from the Port of New Orleans where ABs are about as scarce as a five-cent beer, we have to say shipping was good in the past two weeks.

We registered 208 members and shipped 239, without counting the men shipped by Brother Monson, the SUP representative. Since his last report, he shipped 61 men, and looks forward to crewing up 3 more Liberties besides the various ships due in here for payoff.

Although we have only a few ships scheduled for payoff, we are looking forward to good shipping for the next two weeks, as ships due to arrive have been coming in here on very short notice.

Last week the Bakers and Confectionery Workers, AFL, had their convention here in NO, and pledged to organize another 65,000 members into their union. They now have 185,000 members in the US and Canada, and are out to add more members to the union fold.

Aside from their organizational drive, their aim is to eliminate night work in bakeries and to get the 5-day week.

### KEEPS FRESH

New developments in the profession have eliminated the need of shops to put out fresh bread at all times. New wrappers have made it possible for bread to keep fresh longer than had been possible in previous years, and therefore the practice of having to have fresh bread baked several times a day has been eliminated.

Anthony H. Buckley, Sr., President of Local 35 in New Orleans, acted as chairman when the convention with its 600-plus delegates got under way.

Involved in a beef here in NO with the CIO Barbers is the AFL Barbers Union. The AFL barbers have been picketing several shops here in NO due to the owners forcing their barbers to join the CIO.

The beef came to a head when the barbers that were being picketed filed suit in civil district court here seeking a restraining injunction to prevent the AFL pickets from picketing their shops because the pickets were ruining their business.

Seems as though these birds should have thought about that when they tried to get their barbers to change from the AFL to the CIO. After hearing testimony from both sides, the judge suggested that the case be turned over to the mediation board.



JOHN WITCHEN

To date that is how the case stands, but regardless of the outcome, it will be a lesson to other barbers that may try to get their workers to go into the CIO.

The three shops involved have taken a beating and no court order or mediator's ruling will bring back the dough they have lost, and will lose in the future, due to their actions against the AFL barbers.

At last regular meeting, there was no New Business and no Good and Welfare, with a short orderly meeting. New Business from New York and Boston was read and accepted. Headquarters Report was concurred in unanimously by the membership, along with the resolution on 1952 officials.

If the SUP goes on strike, all members are urged to get to the Hall as soon as possible and register for picket duty, as the membership has gone on record unanimously to support the SUP 100 percent.

This is not just a figure of speech, or flowery words being uttered for the benefit of others, but recommendations by the membership to support the SUP 100 percent physically, morally and financially.

### ON THE LINE

This means that all members are to help picket, and those that think it is only the duty of the SUP or others to carry the load will find themselves caught short when the time comes to ship out if they don't have the necessary clearances and picket duty.

Let's get behind the SUP and other members of the MTD, if they have to go out and prove to others that we are united—and because of that we or our affiliates will win out in any and all beefs. This beef is as much

our beef as it is the ILA's, SUP's or MMP's.

On the beach after making several trips on the SS Carabelle is John (Alex) Witchen.

Brother Witchen is well known here in NO for his ability to change from one job to another so often and still hold the job down in fine fashion.

### NEW ANGLE

Alex's mania for having so many different jobs must go way back for, as far back as can be remembered, he has come up with some new angle on what would be better than what he was doing.

Alex started to sea back in the early '30s, but tried his luck ashore in hotels, shipyards and even went into business for himself, all to no avail—so he returned to sea.

First the deck department, then back again to the stewards department, where he sailed as Baker, Pantryman, Cook and then Steward. Now Alex is on the beach and, from last report, was trying to get a foreman's job at the new Kaiser plant.

His last job ashore was selling appliances in a large department store here and is reported to have been the only cigar-smoking salesman in the joint. Actively participating in Union affairs while on ship and ashore, Alex has proven to be a good shipmate. Perhaps we could sell the butcher concession on the cars carried by the Seatrain to Alex, then he would again be in business for himself.

## Galveston Shipping Good

By KEITH ALSOP

GALVESTON, Sept. 27—Shipping continued well above average here during the period just ended with two payoffs, two sign-ons and thirteen ships here in-transit.

The two ships to payoff and sign-on again were the Seastar (Mercador) and James H. Price (South Atlantic).

In-transit ships were Del Santos and Del Alba (Mississippi), Seatrain New York, Seatrain Georgia and Seatrain Havana; Cabins (Cabins Tankers), Cantigny and Council Grove (Cities Service), Federal (Trafalgar), Warrior and George Gipp (Waterman), Trinity (Carras) and Richard Pearson (Bloomfield).

The last named ship is recently out of the boneyard and is being fitted out.

In addition to good shipping, the shrimp fleet is partly active again. A "fishermen's holiday"

began three weeks ago here in an effort to get a rise in the shrimp price schedule. The SIU shrimp men got their demand, and are now going after the fish.

An interesting item in the news from Houston told of a Galveston seaman who is facing deportation charges because of his former membership in the communist party.

He claims, and he is supported by two former NMU officials, that he was forced to join the CP or lose his NMU book. The seaman claims that he attended only one CP meeting and then tore up his membership card.

Here in the Hall we had no meeting because of the lack of a quorum, though we did manage to spot a few bookmembers around the Hall, among them J. Marcoup, H. Parks, J. Bowlines, J. Molorey and F. Aderhold.

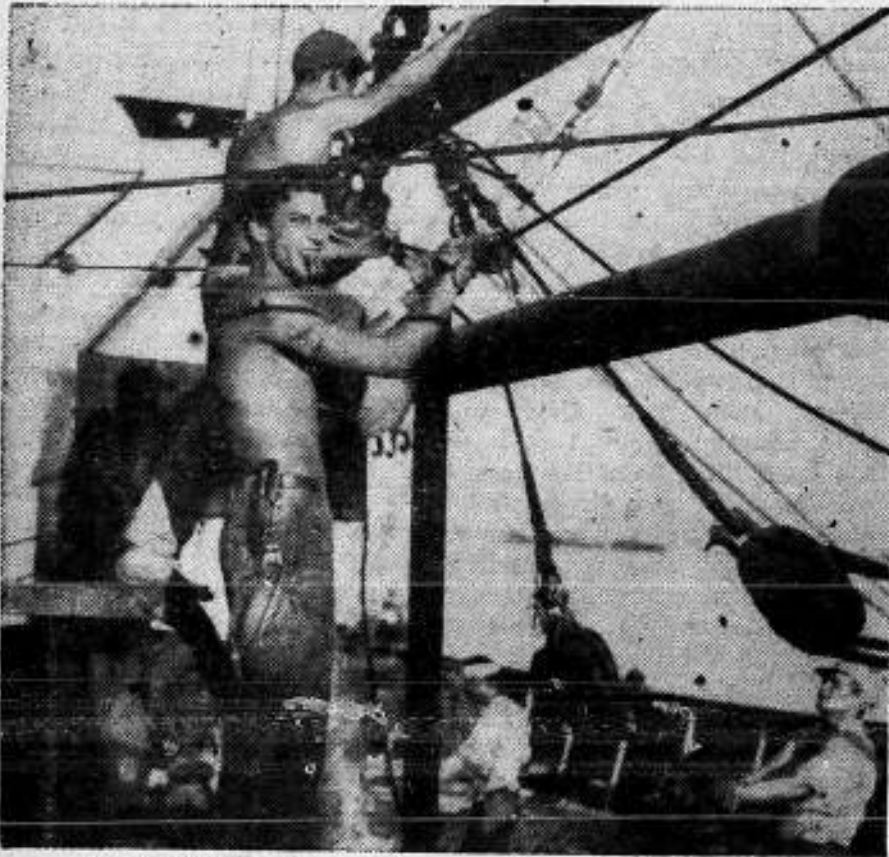


On the last leg of their trip to the Far East, Kyska crewmembers pose on deck with Honolulu in the background. The Kyska left New York in May and after hitting Gulf ports took off for the Far East. Crewmen are, left to right, Alfred Nunez, Wiper; Roberts, AB; unidentified AB; Neumann, AB; Chris, DM; Jim Kelly, OS, and, in foreground, Dave, AB.



This guy has to be sold. George Mann, Cadet, tries to sell an unidentified AB on the merits of the shoes carried in the vessel's slopchest. All photos were taken by Jay Beck, Chief Electrician.

# Four Months Of Harmony Mark SS Kyska's Voyage



The Bosun, foreground, supervises and lends a hand in securing gear as the vessel prepares to leave Yokohama. According to Beck, who took the pictures, all hands worked together well during the trip.



Edwards, the Kyska's Oiler, listens intently to the phone, while he gazes into the distance. The Kyska has since returned to New York and had a clean payoff in all departments.



Jimmy Logan, Wiper, works up a sweat in a tight spot. He's busy replacing plates in a boiler casing, though he pauses a moment for Brother Beck's camera.



The camera gets turned on cameraman Jay Beck, left, as he works with the 1st Engineer replacing a field coil in a lube-oil pump motor.



The Steward of the Waterman ship glances up before making his move—in checkers, that is. The crew was unanimous in praising ship's good food.



"It was this long," seems to be the matter under discussion as Charles Dougherty, Fireman, looks skeptically at "Red Dog," AB, and Jim Kelly, OS.