

SEAFARERS LOG



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

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No. 11

Seafarers Welfare Plan Ups Hospital Benefits To \$10

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SHIP OWNERS SIGN VACATION PLAN

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HQ Committee Given Okay To Reopen Contract On Pay

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SEAFARERS LOG

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Still Leading The Way

The past few weeks have been eventful and beneficial ones for the men of the SIU. Almost in staccato succession the men on the ships have learned of the victories their Negotiating Committee has achieved—the new and revolutionary Vacation Plan and the increase in hospital benefits.

Each of the benefits won makes that much more secure the life of the SIU member who goes to sea for a living.

As a result of the trail blazing by the SIU in recent weeks and in months past, such as the winning of the now smoothly operating Welfare Plan, precedent is being set. Every time the SIU walks out of a conference and announces in the papers a new victory for its members, the "me-too" voices in the other maritime unions rise in a chorus and yell for meetings with their operators.

Sure, the SIU is bragging. It has every right to brag in winning the heretofore unknown benefits its members now enjoy and accept as part of their work. However, the SIU is interested in having the rest of maritime labor join in the newly won benefits.

After the SIU set the pace with its Welfare Plan last year, the NMU and other unions got their operators to okay similar plans. Following our announcement of the Vacation Plan victory two weeks ago, the NMU immediately announced that it was seeking the same thing from its operators. The NMU, despite the fact that it was already in meetings with its operators, did not ask for the Vacation Plan until the SIU announced its victory. The NMU then tacked it onto the list of demands it is making.

The Vacation Plan, which the "New York Times" termed "the first of its kind for seagoing sections of the maritime industry," is only a case in point.

Another long time possession of the SIU are the working rules the men work under every day aboard ship. These have been taken for granted in the SIU for years, but now the NMU is asking its operators "to remove inequities," in other words bring the day-by-day shipboard procedures and rules up to the SIU standard in the NMU fleet.

Again, though, we are not seeking to retain a corner on the market. We hope they get them. The important thing to the SIU is that the benefits be won and enjoyed by all seamen, regardless of the union a man belongs to.

The SIU believes in equal pay for equal work. If the pace-setting is left to the SIU, then we'll do it—and be glad to. The record shows that the SIU has consistently laid down the challenge and won every major benefit to come to seamen in recent years. The beneficiaries have been the seamen and that's our job, that's the SIU policy. We'll continue to fight for the pork chops and the benefits.

Why, though, has the SIU been able to accomplish these major gains where others have feared to tread?

There's no magic formula locked away in a vault. Here are the answers, free to all who wish to make use of them.

• *The SIU has a compact Union.* We have no power-hungry groups waging internal war, under the direction of political commissars.

• *We are a completely democratic Union.* Each man is not only entitled to his say, but is continuously invited to say it.

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"Leading the Way—Again"



Questions A Steward Must Answer

(Thanks to SS Puerto Rico Advocate.)

- 1 Did the Old Man go ashore yet?
- 2 What time will he be back?
- 3 What time is he putting out a draw?
- 4 Will he give us all the money we asked for?
- 5 Say, is the Old Man back yet?
- 6 Is it correct that the second gin mill gives you more on the exchange?
- 7 How far is it to the main part of town?
- 8 Where do you catch a bus?
- 9 How much does a cab cost?
- 10 Is the Old Man back yet?
- 11 How are the girls here?
- 12 How many days will the ship be here?
- 13 Will we get more stores here?
- 14 Did you get any fresh stores in this port?
- 15 Is the Old Man back yet?
- 16 I wonder if he would give me \$40 instead of \$20?
- 17 Does the Old Man allow women aboard?
- 18 Is the Old Man back yet?
- 19 Would you see that my friends are fed if I brought them aboard?
- 20 Where do we go from here?
- 21 Is the Old Man back yet?
- 22 Have we got enough stores to get back to the States?
- 23 Is it very cold in the next port?
- 24 Is the Old Man back yet?
- 25 How much can we get for smokes here?
- 26 Can I eat earlier, for I have a blonde waiting at the gangway?
- 27 Are the MPs tough on a guy here?
- 28 Is the Old Man back yet?
- 29 Where can I get an American paper in town?
- 30 Do women in this town like Americans?
- 31 I am staying in town for the weekend. Could you fix me up with 20 or 30 sandwiches?

32 If I miss the ship, will the agent fly me to the next port?

33 Is the Old Man back yet?

These and a hundred other questions are asked the Steward, and, when he can answer only 95 percent of them, the questioner will say, "What a dumb SOB he is. How in the hell did he get his Steward's endorsement? Is the Captain back yet?"

E. D. Sims

It's Work Or Jail In Russia

WASHINGTON—The boss in the Soviet Union can send a worker to jail for 20 days for refusing to go to another job. No court action is required and no court appeal is permitted.

This is but one example of Soviet labor's loss of freedom cited by the Monthly Labor Review, publication of the US Department of Labor's Bureau of Labor Statistics.

Even children of 12 years of age can be drafted for attendance at factory and trade schools which impose military-like discipline.

A 1938 act, the article reveals, "was directed against tardiness, leaving work before the scheduled time, undue prolonging of lunch time, and loitering on the job. Those who committed such infractions were subject to warning or to transfer to lower grade jobs." An official interpretation of the act in 1939 states "a single tardiness exceeding 20 minutes should result in immediate dismissal." Managers, the article reports, are subject to dismissal and penal prosecution for any failures to inflict "prescribed penalties."

Leaving one's place of employment without permission, the article states, can incur imprisonment of from 2 to 4 months—in a defense industry, the penalty would be imprisonment up to 8 years.

A 1940 edict allows government department heads to transfer certain personnel, and failure to obey transfer orders is punishable as "unauthorized leaving of the job." In some industries, "bosses" are given the power "to impose penal confinement up to 20 days in their own discretion without a court action."

NEW SIU VACATION PLAN PUTS DOUGH ON THE LINE

Complete details of the revolutionary Seafarers Vacation Plan, with which the SIU's Atlantic and Gulf District pounded out another precedent for the maritime industry, have been spelled out in an agreement signed this week by Union and company representatives.

The pact, dated June 1, was concluded after three days of negotiations and is the first of its kind to cover seafaring men in the United States.

As members of the negotiating committees swiftly disposed of all details of the Plan's administration and operation, it became apparent that the SIU's latest achievement had sounded the death knell for the obsolete vacation clause prevailing throughout the shipping industry.

SIU Welfare Plan Raises Hospital Benefits To \$10

In line with its avowed purpose of providing the maximum in benefits whenever possible, the Seafarers Welfare Plan has boosted payments to hospitalized SIU men by 43 percent. The increased benefits go to \$10 weekly, from the present \$7, and become effective as of June 4, trustees of the plan announced this week.

Announcement of the three-dollar weekly rise in the hospital benefits was made after Welfare Plan trustees adopted a recommendation made by SIU representatives.

The expanded hospital payments are the second to be made by the smoothly operating Seafarers Welfare Plan within a period of six weeks. Effective April 16 last, the Plan's trustees doubled the death benefits by increasing the sum payable to beneficiaries of deceased Seafarers from \$500 to \$1,000.

Although both suggestions for increasing the hospital and death benefits were presented by the SIU's trustees, the company trustees have shown complete willingness to raise benefits whenever the Plan showed the ability to meet new payments.

Trustees representing the companies are John Boughman, A. W. Kiggins and Clarence Reed.

Paul Hall, who is a Union trustee along with Robert Matthews and Joseph Volpian, stated that the latest increase in benefits for the membership follows the policy laid down by the SIU negotiators when the Welfare Plan was drawn up.

The A&G District Secretary-

Validated Papers

All Seafarers who have applied to the Coast Guard for their validated papers are urged to pick them up as soon as possible. Those who have not yet applied should do so immediately. All Seafarers must have validated papers by August 1, in order to ship—and any member not having these papers by that date will not be able to register or ship. Anyone having any questions on the application, should see the Branch Agent in the nearest port.

Treasurer said that "any welfare plan that is worth its salt must not be restricted by any thing other than its financial condition.

"If you hamstring a welfare plan with a lot of time restrictions and a lot of high-sound language that doesn't pay off for the beneficiaries, you get nowhere in a hurry.

"The Seafarers Welfare Plan's only objective is to give the greatest possible benefits to SIU men that it can afford without jeopardizing its financial position.

"That's the theory underlying the Welfare Plan and the trustees have been putting that theory into practice," the SIU official said.

Apologies

Our apologies to the Agents in the ports of Wilmington, Galveston, Mobile and Lake Charles for not being able to include their reports in this issue. Despite the addition of eight pages to this issue, we still lacked sufficient space to run all material.

Within a few days of the announcement on May 15 that the SIU had won its demand for a plan guaranteeing Seafarers two weeks of vacation pay for each 12 months of employment, the National Maritime Union—now in contract renewal negotiations—added a similar proposal to its original demands. Other unions are preparing to follow the SIU line.

Maritime observers predict that before the year is over, the Seafarers-type vacation plan will have replaced the current vacation clauses in all agreements covering merchant seamen.

Under terms of the Vacation Plan agreement, the SIU-contracted operators will contribute 35 cents a day for each man working aboard their vessels, with contributions beginning as of June 1.

Each Seafarer will be entitled to draw 14 days pay for each year he has worked. They need not wait until the end of the year however. The agreement provides that Seafarers may apply for their vacation pay, on a pro-rata basis, after completing 90 days of employment on any Union-contracted ships. The vacation rate of pay has been pegged at \$115 per year, less any federal, and state taxes.

Modeled on the highly-successful Seafarers Welfare Plan, the new Vacation Plan will make payments through existing machinery. Thus, an eligible Seafarer can call at any SIU Branch Hall after he has worked the required minimum of three months in a 360-day period and collect the vacation pay due him on a pro-rata basis.

As in the case of the Welfare

Plan, the signed receipts will be presented by the Union to the Plan's Administrator for reimbursement.

In connection with the manner of payment, the Union pointed out that all eligible vacation pay applicants should be prepared to present their discharges as evidence of the required employment.

QUICK SERVICE

Seafarers who have their discharges when applying for vacation pay will be serviced immediately, the Union explained. Those who do not will have to wait until proof of their eligibility has been established.

In any event, SIU men are assured of the same fair and liberal treatment that is characteristic of the smooth-functioning Welfare Plan, inasmuch as the vacation setup will be guided by the same administrator and trustees.

To permit the Vacation Plan to build an initial operating fund capable of meeting all claims, the agreement provides that the first vacation payments are to be

made on October 31 of this year, with the trustees empowered to shorten or extend this waiting period, "if the circumstances so justify."

Members of the SIU Negotiating Committee paid tribute to Morris Weisberger, East Coast Representative of the SUP, for his assistance in the development of the Vacation Plan agreement. Weisberger, who took an active part in all negotiating sessions, was one of the signers of the memorandum agreement on May 15.

The committee also expressed its thanks to SIU President Harry Lundeberg for appearing at the

(Complete text of Vacation Plan agreement begins on Page 5.)

opening meeting at which the vacation plan demand was made. "Lundeberg's presence showed the operators that the demand represented the wishes of all components of the Seafarers International Union. His appearance was a strong factor in our success," a committee spokesman said.

The SIU's success in establishing for the first time a genuine, collectible vacation pay plan for seamen is attributable to SIU's strength and efficient shipboard performance of its membership.

"STRENGTH WON"

A&G District Secretary-Treasurer Paul Hall said, "There's no doubt that the most important factor in obtaining this revolutionary plan was the economic strength of the Union.

"The fact that our crews are successfully carrying out a policy of self-discipline that enables them to do their jobs the way they should be done was also a mighty influence in winning the new vacation setup," he added.

"A Union strong internally, and heads-up job performance by its members," Hall said, "is the kind of combination that can carry us on and on in this important field of seamen's welfare.

"While we recognize the tremendous advances that have

(Continued on Page 7)

The Sun Shines On Winter Hill



Relaxed in the quarters of a shipmate, deck department crewmembers of the SS Winter Hill, Cities Service tanker, discuss problems affecting their work aboard the ship. Meetings such as this serve to clear up departmental problems without inconveniencing the members of the other two departments in general meetings. Photo was turned in to the SIU Lake Charles office.



Ship's Barber Nick Mellis gets a shipmate in shape for time ashore.

Savannah Central Trades Asks Labor Seat On School Board

By E. B. TILLEY

SAVANNAH, May 23 — The AFL Central Trades and Labor Assembly here has called on the local Board of Education to resign in a body "so as to make possible the selection of a new board, representative of a cross

section of the economic life of our community."

The call for the resignation was contained in a resolution adopted at the last Central Trades meeting, at which the SIU representative was present.

The Central Trades' action is the result of the Board's approval and distribution of a propaganda booklet, which contains subtle anti-labor propaganda, issued by the National Association of Manufacturers.

PROTESTED

Distribution of the pamphlet was made over the protests of organized labor. The resolution said that "the working people of our community, whose children constitute the vast majority of the students in public schools, have been denied representation on the board."

The resolution also listed the business connections of the board members.

On the shipping side, Savannah went on the slow bell during the two-week period just ended. Two ships paid off, the Monroe (Bull) and the Southstar (South Atlantic). Both vessels signed on again.

In-transit, we had the Chickasaw, Fairport (Waterman); Cornell; Catawba Victory; Southwave (South Atlantic); Southern States (Southern Trading) and two SUP-contracted ships.

One of our oldtimers, A. L. Fricks, Book No. 60, returned to his native Savannah after paying off a Waterman ship in New York. He had hoped to spend a couple of weeks at home, but in two or three days in port his card was on the counter for a job on the SS Monroe.

Then we saw Brother Fricks telephoning his wife to pack his bags, because his vacation was over for the time being.

The four SIU members in the Savannah Marine Hospital are all hoping to be out and shipping again very soon. They are Brothers R. Strickland, Ivy Peacock, S. C. Turberville and R. Harris.

Because there weren't enough men on the beach to constitute a quorum, this Branch did not hold the last regularly-scheduled membership meeting.

Sandmate Sinks In Newark Bay; No Casualties

The SIU-contracted dredge Sandmate sank in Newark Bay early in the morning of May 25, after striking a submerged object while rounding Bergen Point near Buoy No. 8. All hands got off the vessel safely.

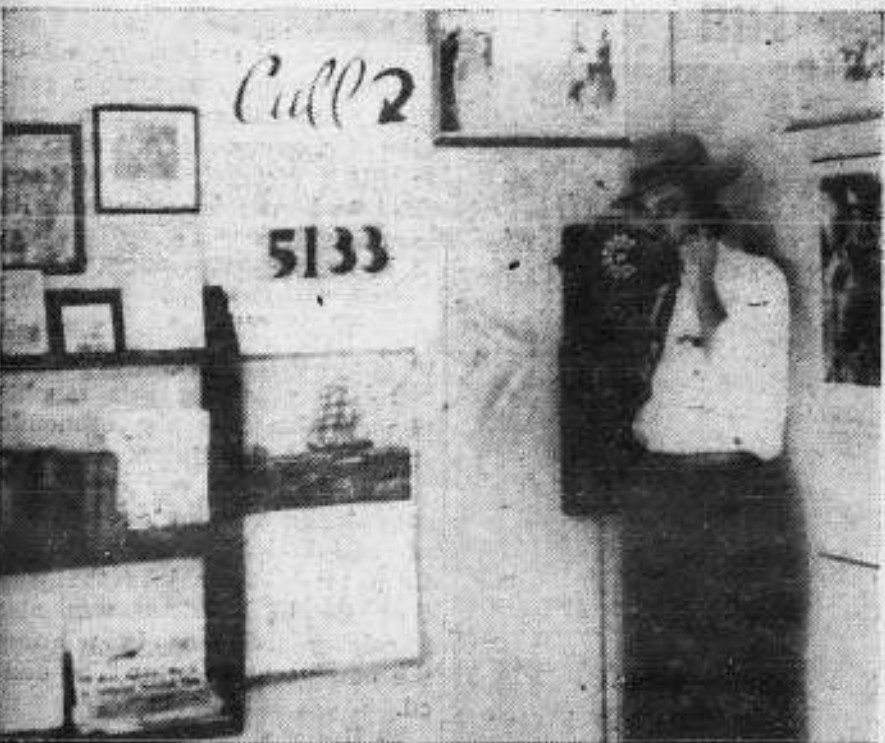
The Sandmate, one of several dredges operated by Construction Aggregates Corporation of New York City, had been used to carry sand from the floor of the Atlantic Ocean off Coney Island to fill marshes for a new thoroughway being constructed in New Jersey.

The dredge struck the submerged object at 2:30 AM. She continued on her way under the Newark Central Railroad Bridge. Water began filling the engine room and the skipper decided to beach the sand carrier.

A Moran tug was dispatched to the scene and stood by while the Sandmate was run on the beach. The Sandmate's crew was removed to the tug and landed at Port Newark.

Shortly thereafter, with the Coast Guard tug Navesink standing by, the 274-foot dredge slowly slipped off the sand and sank into the channel. She settled with her masts, bridge and stack still showing.

The sinking of the Sandmate marked the second time in less than a year that a Construction Aggregates dredge went to the bottom. Last July 3, the 247-foot Sandcraft was rammed and sunk by an inbound collier in the Narrows of New York harbor off 66th Street, Brooklyn. All hands were saved from the swift-running waters, thanks to the fact that the dredge was not loaded.



Brother A. L. Fricks, an SIU oldtimer, calls his wife from a phone in the Savannah Hall to tell her to pack his bags, he's caught a ship. The number "5133" on the bulkhead is the phone number of the Garden City Cab Company which is "100 percent union." Garden's drivers are members of the AFL Teamsters local in Savannah. The Teamsters won a contract after a tough organizing campaign in which they had the solid backing of the SIU.

A Study In Facial Expressions



With expressions varying from amused to frankly quizzical, crewmembers of the SS Robin Wentley's deck gang line the rail for a shot. Submitted to the LOG from the Philadelphia Branch, the photographer was identified as Robin Wentley crewmember Robert Stephenson. The ship is now back in more familiar waters after putting in a long stint of service in the Korea area for the Military Sea Transport Service.

Crewmembers are, front row, left to right, V. Warfield, AB; E. Delle Pelle, OS; E. Vlodek, Carpenter. Second row, Galindex, Bosun; Bosacos, AB. Third row, Hanlin, OS; King, OS; Nixon, AB; Snuffy Smith, AB; Red Morgan, AB, and Don Oden, AB and Ship's Delegate.

Union Victory In New Vacation Plan Hailed By Seafarers In San Francisco

By LLOYD GARDNER

SAN FRANCISCO, May 24 — Shipping is pretty fair in this port and arriving vessels are generally in good shape, thanks to heads-up jobs by the crews.

Naturally, the biggest development of the past two weeks, as far as the membership of this port is concerned, was the news of the Union victory in establishing an industry-wide vacation pay setup.

At our last regular membership meeting on May 23, all hands agreed on the vast benefits of this Plan, and that the SIU is far ahead of other unions in the maritime industry.

The Port Agent, who attended the negotiations in New York, reported on the victory at the meeting. He also reminded all Seafarers to apply for their validated seamen's papers before the August 1 deadline.

SEATTLE HOT

Inasmuch as Frisco has experienced a little lull in shipping, the Agent suggested that all men anxious to ship right away should drift up to Seattle where things were booming for all ratings.

With 73 members present, the meeting voted unanimously to accept and concur in the telegram sent from Headquarters in reference to the Vacation Plan and extension of the contract.

The meeting was chaired by Lloyd Gardner. H. J. Fischer served as Recording Secretary and A. Branconi as Reading Clerk.

The labor front is quiet here in Frisco at the moment. The AFL Farm Labor Union has called a strike in central California, but as yet there are no developments to report. The Marine Cooks and Stewards called a stop-work meeting, supposedly to discuss reopening of their contracts, demands, etc.



GUS PETROULIAS

As the membership probably knows by now, the SIU Guards and Watchmen's Union in the Long Beach area has won an election over the commie-controlled longshoremen of the ILWU. The commies should know by now that it does not pay to try to move in on the SIU anywhere.

A good seaman and a good shipmate who is in this port right now is Gus Petroulias, FWT and Oiler. Gus, who was born in Greece, has been sailing on American ships for six years, three of them as a member of the SIU.

Prior to 1945, Gus sailed on Greek-flag ships. He's been around and seen a lot, he says, but nothing to equal this country and his Union. Brother Petroulias is waiting for his final citizenship papers. Meanwhile, he intends to ship out of here awhile.

PAYOFFS

The vessels accounting for the activity in this port during the past two weeks were the Gadsden (American Eastern) and the

Ponce de Leon (Waterman), both payoffs. The latter vessel signed on along with the Arizpa and Topa Topa, also Waterman.

In-transit were the Yorkmar, Calmar (Calmar); Yaka, Raphael Semmes (Waterman); Steel Worker (Isthmian), and the Santa Venetia (Elam).

All needed repairs were taken care of on these ships. The Ponce de Leon's payoff was the cleanest in this port in the past month—no disputes or beefs of any kind, which shows what a good gang can do.

We've got one beef and that is that some men are taking jobs and failing to report on time. These guys should remember that the penalty for such performances is loss of shipping card and a fine.

And now to mention some of the oldtimers around here: G. F. Cobbler, J. C. Munden, H. L. Williams, Emil Austad, Bob Rutledge, T. Torres, S. Sceviour, E. A. Gardner and S. W. Hale.

Five Seafarers are in the Frisco Hospital. They're C. J. Rinus, G. Binnemans, Ruperto Rivera, James Doyle and C. L. Moats.

See you all in the same spot next issue with more from Frisco.

Notice To Crews

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

Complete Text Of Vacation Plan Agreement Won By The Seafarers

In drafting the agreement setting forth all details of the newly-won Seafarers Vacation Plan, the trustees were guided by the simplicity of the flexible and smoothly-functioning Welfare Plan agreement. The agreement is free of any heavy and round-about legal language. All provisions are stated clearly and the intent is unmistakable. There is no need for any Seafarer to seek interpretations of any of the contract's clauses, as a reading will prove.

Among the principal provisions of the new Vacation Plan agreement are those dealing with the creation of the Fund into which the operators will contribute 35 cents a day for each working Seafarer, the eligibility requirements, manner of payments, trustees' duties and method of administration.

Essentially, here is what the plan provides:

1. The agreement assures the operation of the plan for the next five years, with the operators' first payments into the Fund to begin as of June 1, 1951.

2. The 35-cent per hour contributions made by the companies for each man employed aboard their ships will constitute the Fund out of which vacation pay will be met.

3. Under the Plan, all Seafarers are guaranteed two weeks of vacation pay for every 360 days of employment.

4. Upon presenting evidence of employment, Seafarers may get vacation pay after working a minimum of 90 days in the 360-day period and will be paid on a pro-rata basis. The pay to which claimants are entitled will be figured at the rate of \$115 per year, less Federal and State taxes and other required deductions.

5. Proof of employment, as established by the claimant's dis-

charges, must be presented within one year from the date he last worked for one of the contracted companies.

6. To enable the Fund to accumulate a sufficient reserve to meet all claims, the agreement states that first vacation benefits are to become payable six months after May 31, 1951. However, the trustees are authorized to shorten or lengthen this period "if the circumstances so justify."

7. The benefits of the Vacation Plan may neither be assigned by a Seafarer, nor attached for or against him.

8. In the event a Seafarer dies after becoming eligible for vacation pay, his benefits will be paid to his widow or designated beneficiary.

9. Trustees of the plan shall not be paid for performing any of their duties, outside of authorized expenses incident to the performance of such duties.

Following the procedure so successfully employed in paying benefits under the Seafarers Welfare Plan, vacation pay will be collected through the Union. Upon becoming eligible for his vacation, a Seafarer will go to any SIU Branch Hall, where he will be required to present satisfactory proof of employment for the required period. He will receive his vacation pay from the Union Patrolman or other authorized Union representative and will sign a receipt for the amount paid to him. The Union will be reimbursed for these payments upon submitting such receipts to the Welfare Plan office.

To assure prompt payment of their applications for vacation pay, all Seafarers are advised to hold on to all discharges. Those who can present their discharges will be serviced immediately. Men lacking this evidence of employment will be required to wait until they can produce other bona-fide, satisfactory proof of employment for the period for which they are seeking vacation pay.

This Agreement and Declaration of Seafarers' Vacation Plan made as of the first day of June, 1951, by and between JOHN N. BOUGHMAN, CLARENCE REED, and WILLARD A. KIGGINS, Jr.; PAUL HALL, ROBERT MATTHEWS and JOSEPH VOLPIAN, who, with their alternates and successors designated in the manner provided, are hereinafter called "Trustees;" SEAFARERS' INTERNATIONAL UNION OF NORTH AMERICA, Atlantic and Gulf District, Hereinafter called "Union;" and the Various Employers who, in writing, adopt and agree to be bound by the terms and provisions of this instrument and any amendments or modifications thereof, hereinafter called "Employers."

WITNESSETH:

WHEREAS, various Employers having collective bargaining agreements with the Union have agreed in writing with the Union to create a Vacation Plan for the benefit of the unlicensed seamen employed by them for whom the Union is the collective bargaining representative, and

WHEREAS, the said Vacation Plan is to be known as the Seafarers' Vacation Plan, and

WHEREAS, it has been mutually agreed that the Plan shall be for a period of not less than five years and shall be irrevocable during the period of its creation, and

WHEREAS, it is desired to set forth the terms and conditions under which the Plan as finally agreed upon between the Employers and the Union is to be established and administered, and

WHEREAS, it has been mutually agreed that the Plan shall be administered by Trustees it is desired to define the powers and duties of the said Trustees.

NOW, THEREFORE, in consideration of the premises, it is mutually understood and agreed as follows:

ARTICLE I Definitions

1. **Employers.** The term "Employers," as used herein, shall mean the various Employers of unlicensed merchant seamen having in effect a collective bargaining agreement with the Union

and who are, or who may hereafter become, signatories hereto.

2. **Administrator.** The term "Administrator" as used herein, shall mean the Administrator provided for in Article VI.

3. **Employees.** The term "Employees," as used herein, shall mean all unlicensed merchant seamen employed by each employer with whom the Union has a collective bargaining agreement and for whom contributions may be made.

4. **Union.** The term "Union," as used herein, shall mean the Seafarers' International Union of North America, Atlantic and Gulf District.

5. **Trustees.** (a) The term "Employers Trustees," as used herein, shall mean the trustees appointed by the Employers.

(b) The term "Union Trustees," as used herein, shall mean the trustees appointed by the Union.

(c) The term "Trustees," as used herein, shall mean Employer Trustees and Union Trustees collectively and shall include their alternates when acting as Trustees.

6. **Seafarers Vacation Plan.** The term "Plan," as used herein, shall mean the benefits provided for in this instrument, including any amendments hereto or modifications hereof.

7. **Seafarers Vacation Fund.** The term "Fund," as used herein, shall mean the monies or other things of value which are under the control or in the custody of the Trustees for the administration and operation of the Plan.

ARTICLE II

1. In order to provide two (2) weeks' vacation allowance as provided in Article III each Employer shall contribute to the fund, currently on a monthly basis, the sum of Thirty-five cents (35c) per day per unlicensed seaman, adjusted as provided in this Article, represented by the Union for the purpose of collective bargaining, employed on vessels manned by such Employer and actually working thereon. Such contributions or payments for each month shall be made not later than the tenth of the second month succeeding that of the payroll terminations. The first payment of each Employer shall be calcu-

lated from June 1, 1951. Checks for contributions or payments shall be made payable to the order of "Seafarers Vacation Fund."

2. Such funds shall be used for the payment of all qualified vacation allowances and the cost of the administration and operation of the Vacation Plan and shall be disbursed and accounted for under the general direction of the Administrator and Trustees of the Fund. In the event any surplus shall remain in such funds on September 30, 1952 or the date of each annual audit thereafter, such surplus funds shall not be reimbursed to any of the contributory Employers, each of whom waives any right, title, interest or claim in such funds; provided, however, any such surplus after setting up an adequate reserve for liabilities, contingent or otherwise, shall be used to help meet the ensuing years' anticipated obligations under the plan and the Employers' contributions shall be adjusted accordingly.

3. Either the Employer Trustees on behalf of the Employers or the Union Trustees on behalf of the Union may, upon application within sixty (60) days prior to the termination date of the collective bargaining agreement, request that negotiations be opened for changes in the amount of the Employer payment or Employee benefits. No such change shall be made unless the Union and the Employers, by majority vote, agree to such change and any change so agreed upon shall not affect any of the other provisions of this Plan. The Employer vote shall be in accordance with the vote specified in Article IV, paragraph 2 hereof, at a meeting called under the provisions of Article IV, paragraph 9 hereof; it being specifically understood and agreed between the Employers individually and the Union that any Employer who signifies in writing to the Trustees within one week of the time of such vote that he does not wish to be bound by such majority vote shall be relieved of the obligations under this Agreement and shall cease to be a party hereto, and no Employee shall be entitled to receive benefits under this Plan by virtue of employment with such Employer.

(Continued on Page 6)

Complete Text Of Vacation Plan

(Continued from Page 5)

4. The Trustees in their names as Trustees, shall have the power to demand, collect, receive and hold the Employer payments and they are authorized to take such steps as may be necessary or appropriate to effectuate the collection of such payments, including the institution and prosecution of, or the intervention in any proceeding at law, in equity, or in bankruptcy.

5. The Trustees shall deposit all monies received by them in their capacity as Trustees in such bank or banks as they may designate for that purpose; provided, however, that no bank shall be selected as a depository of the funds of this Plan which is not a member of the Federal Deposit Insurance Corporation.

6. The Funds shall be used by the Trustees (a) to provide for the payment of the benefits described in Article III, Paragraph 2 hereof, and (b) to pay for the sound and efficient operation of the Plan, including the expenses of the Trustees incurred in carrying out their duties as Trustees.

7. No Employer nor the Union nor the individual Employees shall have any vested rights in or to the Fund or any part thereof except the rights of the qualified Employees or their Estates, to receive the benefits provided for in the Plan to which they may be respectively entitled, and upon termination of the trust hereby created, the funds shall be put to the uses and purposes specified herein.

8. No Employee shall have the right to assign any benefits to which he or she may be entitled hereunder and any such assignment is void; nor shall any benefits be subject to attachment or other legal process for or against an Employee.

9. In case the seaman dies after he has fulfilled all his requirements for vacation with pay, his vacation pay will be paid to his widow or his designated beneficiary.

ARTICLE III

Eligibility and Application of Fund

1. An Employee qualifies for accrued vacation benefits upon the completion of a minimum of ninety (90) days employment within a spread of three hundred and sixty (360) days with any one or more of the Companies who are signatories hereto or who may become signatories hereafter and who are obligated to contribute for this Employee in accordance with Article II, Paragraph 1.

2. After an employee has qualified as provided in paragraph 1 of this Article and applies for his vacation he shall be entitled to two (2) weeks' vacation allowance per year, on a pro rata basis, at the rate of One hundred and fifteen dollars (\$115.00) per year, less all required Federal and State taxes and any other required deductions.

3. Payment of the benefits as provided for in Paragraph 2 of this Article shall not be paid unless necessary and appropriate proof for such benefits are a matter of record maintained by the Fund and further satisfactory proof is presented in writing to the Administrator within one (1) year from the date such an Employee was last employed by an employer party to this agreement, provided, however, if satisfactory proof is furnished the Administrator and Trustees that absence from the United States has prevented the Employee from complying with the aforementioned requirements, then consideration may be given.

4. In order that the Plan be properly organized and to insure its successful operation it is agreed that the first vacation payment to any Employee shall be held in abeyance for a period of six (6) months after May 31, 1951, provided, however,

that the Trustees may shorten or extend the six months' period if the circumstances so justify.

5. Payment of the benefits provided for in Paragraph 2 of this Article will be made to the Employee personally or to a representative of the Employee when such representative has been duly authorized to receive such payment on behalf of the Employee; provided, however, that application for the said benefits shall be presented in accordance with Paragraph 3 of this Article.

6. The Trustees shall not receive compensation for the performance of their duties as Trustees, but the Trustees are by Majority vote authorized to be reimbursed from the Fund, the cost of all expenses incident to the performance of their duties as Trustees and there shall be paid directly from the Fund the cost and expenses provided for herein and the cost of fidelity bonds and the expenses, including counsel fees, of any suit or proceeding

- (a) brought against the Trustees, arising out of acts within the course and scope of the powers and duties of the Trustees; or
- (b) brought by the Trustees as authorized in Article II, Paragraph 5 hereof.

ARTICLE IV

Appointment of Trustees

1. The operation and administration of the Plan shall be the joint responsibility of the Three Trustees appointed by the Employers and the Three Trustees appointed by the Union. The Employers shall appoint an alternate Trustee for each Employer Trustee who shall have full authority to act as a Trustee hereunder in the absence of the Employer Trustee for whom he acts as alternate. The Union shall appoint an alternate Trustee for each Union Trustee who shall have full authority to act as a Trustee hereunder in the absence of the Union Trustee for whom he acts as alternate. Any successor Trustee shall, upon the acceptance in writing of the terms of this trust, be vested with all the rights, powers and duties of his predecessor.

2. Successor Employer Trustees and successor alternate Employer Trustees shall be appointed by majority vote of the various Employers who are subscribers to this instrument at the time such appointments are made; provided, however, that not more than one (1) Employer Trustee or alternate Employer Trustee may be employed by or affiliated with the same Employer. Each Employer shall be entitled to cast one vote for each unlicensed seaman, represented by the Union, it would employ at the time of subscribing to this instrument and thereafter on June 1 of each year, if all vessels manned by it had a full complement employed thereon and the nominee receiving the majority of the votes so cast shall be appointed by all the Employers.

The Employers who subscribe to this instrument reserve to themselves the right to change, at any time, the provisions of this paragraph by a vote of two-thirds (2/3) majority of the total votes so cast as above provided. The Union and the Trustees hereby consent and agree to the right herein reserved by the various Employers who subscribe to this instrument.

3. All Trustees and alternate Trustees shall obtain fidelity bonds in equal amounts and to be secured by such surety companies as shall be determined by the Trustees. The Trustees shall, from time to time, review the amount of said bonds as compared with the total of the Fund and shall require adjustment as appropriate.

4. In all meetings of the Trustees, four shall constitute a quorum for the transaction of business, provided there are at least two Employer Trustees and two Union Trustees present at the

meeting; and at all meetings the Employer Trustees and the Union Trustees shall have equal voting strength. The vote of any absent Trustee shall be cast by the Trustees present designated by the same party with the same force and effect as if such absent Trustees were present. In the event any matter presented for decision cannot be decided because of a tie vote the matter shall remain in status quo pending arbitration as set forth in Article VII hereof.

5. John Boughman, with E. S. Trosdal his alternate, Clarence Reed, with Donald W. Smith his alternate and Willard A. Kiggins, Jr., with Charles H. Logan his alternate, have been selected and are hereby appointed and designated Employer Trustees and alternate Employer Trustees, respectively. Paul Hall, Robert Matthews and Joseph Volpian have been selected and are hereby appointed and designated Union Trustees, and Lloyd Gardner, Joseph Algina and Lindsey Williams have been selected and are hereby appointed and designated alternate Union Trustees, any one of whom may act as a Union Trustee in the absence of any Union Trustee. The Trustees hereby agree to accept the trusteeship and further agree to accept such Fund for the purpose herein provided and declare that they will receive and hold the Employers' contributions or payments and any other money or property on policies of insurance which may come into their custody or under their control pursuant to this Plan as Trustees thereof for proper uses and purposes and with the powers and duties herein set forth. The Alternate Trustees hereby agree to accept the obligations and perform the duties of a Trustee when called upon to act as a Trustee.

6. All Trustees and alternate Trustees shall be appointed to serve for the duration of this trust. After the expiration of the initial term, all Trustees and alternate Trustees shall serve for terms lasting for the duration of any new trust or extension hereof. Employer Trustees or their alternates may be removed at will by the Employers and Union Trustees or their alternates may be removed at will by the Union.

7. Except as provided in Paragraph 6 of this Article, a Trustee can be removed only for malfeasance in the execution of his trust. Any Employer or the Union may initiate charges of malfeasance against a Trustee by filing such charges with the other parties of this Agreement and with the Trustees. Such charges shall be referred by the Trustees to a Board of Inquiry which shall consist of an equal number of members appointed by the Employers and by the Union. The members so appointed shall attempt to agree upon an additional member to act as impartial chairman and if within a period of five days an impartial chairman is not agreed upon then application by the Trustees shall be made to a Judge of the United States District Court for the Southern District of New York, who at the time is sitting in chambers, for appointment of an impartial chairman. All records and other information available to the Trustees shall be made available to the Board of Inquiry. If a majority of said Board of Inquiry finds that a Trustee has been guilty of malfeasance he shall be removed and may not thereafter be eligible to serve as a Trustee or alternate Trustee. All expenses incident to a Board of Inquiry shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such expenses, including the fees, if any, of the members of the Board.

8. If for any reason a Trustee cannot serve or resigns or is removed before the expiration of the term for which he is appointed, his alternate shall succeed him until a successor is appointed in the same manner as the Trustee to whose of-

(Continued on Page 19)

SIU To Run School For Cooks, Bakers In New Building

Shortly after the opening of the SIU's new Headquarters-New York Branch building, the Union will put into operation a streamlined Cooks and Bakers school designed to offer the finest instruction available.

The structure, located at 4th Avenue between 20th and 21st Streets, Brooklyn, will be equipped with complete, modern galley facilities.

FULL FACILITIES

Men taking instruction in the Cooks and Baker school will have at their disposal a complete bakery, butcher shop, galley, cafeteria, and private dining room for use in practical training in their jobs. Lectures will be given in separate classrooms.

Each of the facilities will be a separate and distinct unit and will be set up with the object of making aspirants for Cooks and Bakers ratings experts in the respective jobs. In the course of their instruction they will work under actual shipside conditions, according to Frenchy Michelet, who is attending to the details of the school setup.

The utilization of the new building's excellent facilities for a Cooks and Bakers school stems from the Union's desire to aid all Steward Department personnel in obtaining ratings or up-

grading, and to increase the department's efficiency.

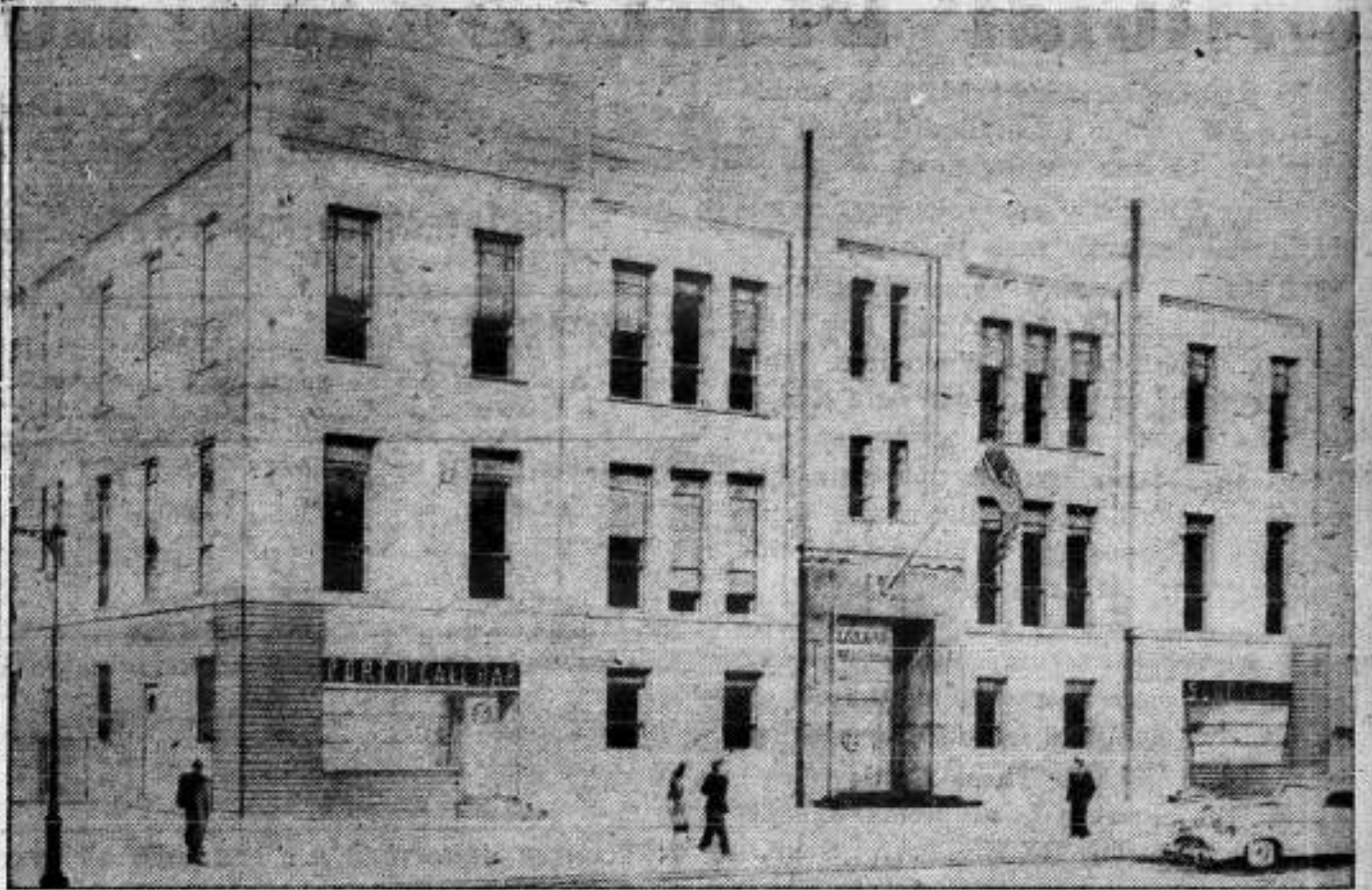
DECK SCHOOL STUDIED

In addition to the plans already projected for the Cooks and Bakers school, Union Headquarters is currently exploring the possibilities for a school for deck-department members.

Among the ideas being studied are classes for ABs, courses of advance instruction for Bosuns, and instruction for men anxious to obtain their lifeboat tickets.

The Union feels that the schools of instruction would enable Seafarers to more easily obtain higher ratings and thereby afford them the opportunity of increasing their earning power.

Headquarters Branch To House Galley School



Quarterly Finance Committees Recommend Increase In Dues To Preserve Union Power, Expanded Service

Following out the recommendations made by two consecutive Quarterly Finance Committees, Headquarters is drafting a ballot on the question of a dues increase to enable the Union to meet all contingencies in face of the spiraling costs of materials and administration.

The committees' reports — issued on February 23 and April

24, respectively, and adopted by more than the required two-thirds majorities at subsequent regular membership meetings—recommended that monthly dues be set at \$4 and that a readjustment in assessments be effected to continue the various operating and reserve funds at present strength.

The membership's action thus directed Headquarters to prepare for district-wide balloting on the question as required by the Union constitution.

As emphasized in the two finance committees' reports, the Union is operating well within its income, with the General Fund in sound condition.

\$2 MILLIONS IN ASSETS

The Union's assets total over \$2,000,000. Of this, approximately three-quarters of a million dollars is in real estate, equipment and other physical properties.

By exercising strict economies in personnel and administrative expenditures, the SIU has been successful in continuing — and even expanding — all its services to the membership throughout the postwar period, without an increase in dues since 1940.

While the membership has obtained a considerable number of increases in take-home pay and welfare benefits since the last dues increase, Headquarters rejected several suggestions that it seek increased revenue to protect the organization against the constantly rising costs of virtually every phase of its operations. This rejection of the idea of a dues increase was based on the hope that costs would eventually stop climbing. However, the present situation shows no such possibility and, as in the case of every section of the US economy—labor organizations as well as business—an increase in revenue is essential to meet all contingencies.

PER CAPITA UP

One example of the most recent increases in cost of operation is the raise in per capita tax to 20 cents paid monthly to the International. Made necessary by the increased costs borne by the International, the per capita increase was voted by delegates to the convention held last April. It is still among the

lowest in the labor movement, however.

Among the innumerable other costs that have skyrocketed in the past couple of years and which show no signs of leveling off are publication costs, paper, inks, office equipment—in fact every single item which the Union requires in the conduct of its daily business.

Most of the unions in the country found it necessary to up their dues months ago. Among the larger organizations that have voted increases in the past couple of months are the CIO United Automobile Workers, and the AFL International Longshoremen's Association. The National Maritime Union membership voted to increase its dues several months ago.

ECONOMIC POWER PAYS

Because the SIU is bolstered by impressive economic strength it has been able to shoot for—and win—contractual gains for its membership that other less-well endowed organizations have been unable to obtain.

On the organizing side alone, the ability of the SIU to finance major organizing drives led to

contracts with two of the biggest operators in their respective fields — Isthmian in dry cargo, and Cities Service in the tanker services.

Over the past several months, the Union has broadened the area of its personal services to the membership in connection with insuring prompt payments of welfare benefits. And very soon it will begin utilizing its facilities for providing eligible Seafarers with vacation pay at the various Branches throughout the District.

Inasmuch as the Union is undertaking all of these additional services in an inflationary period, it must provide a financial cushion for the future because it does not intend to curtail any of these services in the event of a lean period.

Balloting on the proposed methods of increasing the Union's revenue will be on a district-wide basis and will continue for 30 days, as in the case of all referendum voting. The voting dates will be set after the wording of the ballot has been drafted and submitted to the membership.

SIU Clears Deck For Action On New Wage Hike Demand

At the last regular meeting, the SIU membership okayed a Headquarters request for permission to reopen the contract on the subject of wages. The request, which was made in conjunction with a report on the newly-won Vacation Plan, was based on the gap between the 6.38 percent increase won by the Union eight months ago and the 10 percent ceiling later set by the Wage Stabilization Board.

Because of the increase in living costs that must be met by Seafarers and their families, the Union is anxious to obtain more than the 3.62 differential, how-

ever, and feels that the shipping companies increased profits warrant a more adequate pay rise.

In view of the fact that the WSB has shown indications of easing the 10 percent limit in some instances and may relax the restriction on a broader scale, the Union does not want to take premature action. Instead, it favors a policy of "wait and see," so that it can seek the maximum increases.

With the decks cleared for action, the Union will thus be in a position to step in with its demands the moment the Board has set final policy on the wage question.

Still Leading The Way

(Continued from Page 2)

• *There is easy contact between elected officials and the membership.* Every official is available anytime to any member who wishes to see him.

• *Self discipline aboard ships.* Gains won by the Union are protected by alert crews who do not hesitate to take disciplinary action against a crewmember who endangers the welfare of others. The crews know that by their action the way is paved for further gains.

• *We are a militant Union.* The historical militancy of the Union has been proved in a host of job actions and strikes in recent years for better conditions, higher wages and more "fringe benefits." There are, however, no irresponsible actions by "super militants." All SIU actions are taken only after the full approval of the membership. Recent examples are the times we hit the bricks this year against two operators in order to bring them into line.

That's the formula. We said there was nothing mysterious about it. It came as a result of a lot of work by a determined membership over the years and it has proved itself in every test. The future will see what greater gains, what new landmarks it will establish in the industry.

Unity And Strength Won Vacation Plan For SIU

(Continued from Page 3)

been made by the SIU in behalf of seamen in a few short years, the energies of this Union will continue along the pattern we have developed.

"The merchant seamen had been on the short end of the stick for a long time. But we're gradually realizing our long-time objective of easing him out of that position," the SIU official said.

The new vacation pay plan will be known as the Seafarers Vacation Plan, and will be under the direction of Max Harrison, administrator of the Welfare Plan, with offices at 11 Broadway, New York City.

Union trustees for the plan are Paul Hall, Joseph Volpian and Robert Matthews, with Lindsey Williams, Lloyd Gardner and Joseph A'gina as alternates.

Trustees for the companies are John W. Boughman of Isthmian Steamship Company, Clarence Reed of Waterman Steamship Corporation, and W. A. Kiggins of A. H. Bull and Company, Inc.

Alternate trustees for the companies are Charles Logan of Mississippi Shipping Company, Donald Smith of Seatrain Lines, Inc., and E. S. Trosdale of South Atlantic Steamship Lines, Inc.

All of the SIU's major contracted companies and a considerable number of the smaller operators have already signed the vacation plan agreement. As was the procedure followed in the establishment of the Welfare Plan, negotiations are now going on with a number of the smaller outfits not yet signed. These negotiations will continue until all contracted operators have been brought into line, SIU Headquarters said.

Official Draft Board Notification Cards

Card Number 1

The purpose of these cards is to enable you to keep your Local Draft Board informed as to your employment.

The responsibility for your proper execution of the cards rests with you.

PENALTY: Any person knowingly making or assisting in making any false statement shall be upon conviction liable to a term of five years in jail or a fine of \$10,000 or both.

You should understand that this procedure does not assure automatic draft deferment. Responsibility for making this decision rests with the Local Board, but the extent to which you cooperate by strict adherence to this procedure will insure that your case will be judged on the basis of complete factual information.

How To Use These Cards

Print the answers to all items, excepting signatures. The REGISTRANT'S SIGNATURE MUST BE YOUR OWN.

Address: Current mailing address refers to the place at which you customarily receive your mail and where you are certain that Selective Service notices will be promptly forwarded to you. Reply promptly to such notices.

Selective Service Number: The number assigned to you by your Local Board.

Additional copies of these cards may be secured at the Union Hiring Hall or company office. Every seaman should take one extra copy on each voyage.

Any change in the employment status which cannot be documented on these cards should be immediately dealt with by individual letters.

Card 1: Registration For Maritime Employment:

Item 4, refers to Union Hiring Hall, company office or government hiring agency.

Item 5, refers to Coast Guard licenses, certificates and endorsements.

NOTE: This card is to be mailed by registrant.

Card 2: Notice Of Maritime Employment:

Item 4: For example: Able-bodied Seamen, Firemen, Second Cook and Baker.

NOTE: This card to be countersigned and mailed by ship's Master.

Card 3: Notice Of Termination Of Maritime Employment:

Item 5 — Note: It has been suggested to Local Boards that they allow one day ashore for each week at sea, totalling a maximum of 30 consecutive days in any one year, including vacation time. Where exceptions to the time ashore limitation are caused by extraordinary circumstance, such exceptions must be justified on an individual basis with the Local Board.

NOTE: This card to be countersigned and mailed by ship's Master.

BE SURE TO ADDRESS CARDS CORRECTLY AND PLACE STAMP AS INDICATED.

Other Instructions

In the event of illness or accident causing hospitalization or out-patient treatment, YOU should immediately inform your Local Board of the circumstances, with supporting signature or affidavit from the Public Health Surgeon. In case of separation in foreign countries, affidavit should be obtained from the US Consular Office.

In addition to following this procedure, each seaman already classified or anticipating classification by Selective Service should address a letter to his Local Board, outlining his previous sea experience.

REGISTRATION FOR MARITIME EMPLOYMENT			DATE	
1. NAME (FIRST) (MIDDLE) (LAST)			2. SELECTIVE SERVICE NO.	
3. CURRENT MAILING ADDRESS			4. PLACE REGISTERED FOR EMPLOYMENT	
5. LICENSES OR CERTIFICATES HELD WITH ENDORSEMENTS			6. DATE REGISTERED FOR EMPLOYMENT	
7. COUNTER SIGNATURE AND POSITION OF UNION OR COMPANY REPRESENTATIVE			8. REGISTRANT'S SIGNATURE	

PENALTY: Any person knowingly making or assisting in making any false statement shall be upon conviction liable to a term of five years in jail or a fine of \$10,000 or both.

Card Number 2

NOTICE OF MARITIME EMPLOYMENT			DATE	
1. NAME (FIRST) (MIDDLE) (LAST)			2. SELECTIVE SERVICE NO.	
3. CURRENT MAILING ADDRESS			4. JOB ASSIGNED TO	
5. NAME OF EMPLOYER OR UNION WHO MAY REQUEST DEFERMENT			6. NAME OF VESSEL	
			HOME PORT	
7. ADDRESS OF EMPLOYER OR UNION			8. EXPECTED DATE OF SAILING	
			MINIMUM LENGTH OF VOYAGE	
9. COUNTER SIGNATURE OF SHIP'S MASTER			10. REGISTRANT'S SIGNATURE	

PENALTY: Any person knowingly making or assisting in making any false statement shall be upon conviction liable to a term of five years in jail or a fine of \$10,000 or both.

Card Number 3

NOTICE OF TERMINATION OF MARITIME EMPLOYMENT			DATE	
1. NAME (FIRST) (MIDDLE) (LAST)			2. SELECTIVE SERVICE NO.	
3. CURRENT MAILING ADDRESS			4. PORT OF TERMINATION	
			DATE OF TERMINATION	
5. EXPECTED TIME TO BE ASHORE			6. REASON FOR TERMINATION	
7. COUNTER SIGNATURE OF SHIP'S MASTER			8. REGISTRANT'S SIGNATURE	

PENALTY: Any person knowingly making or assisting in making any false statement shall be upon conviction liable to a term of five years in jail or a fine of \$10,000 or both.

Ships Warned Of Looting In Java

American-flag shipowners and operators were warned recently that sporadic looting of ships has broken out in the Port of Surabaya, Java.

A message sent to the owners and agents by the Maritime Administration, declared ship's officers are in real danger of personal attack should they attempt to stop the looting and pilferage.

The notice carried a warning from the United States State Department that conditions in the port may further deteriorate, and said that should trouble arise the United States consul in Surabaya should be notified immediately.

Terms Used Aboard US Ships

SPANNER WRENCH—Used in tightening and loosening of fire hose connections.

DEVIL'S CLAW—Used to take the strain off the windlass when the anchor is up and secured for sea.

RIDING PAWL—Used to prevent the anchor chain from slipping out when the anchor is being heaved in.

SPAN GUY—Used in place of inboard guys and also to support the life lines.

LIFE LINES—Used primarily for the safety of the men being lowered in case the boat is dropped while being lowered.

SHROUDS—Heavy wire cables extending athwartships from the mast to the gun-whales for supporting the mast.

STAYS—Light wire cables extending fore and aft from the mast for supporting the mast.

RUDDER INDICATOR—Used to show number of degrees the rudder is turned.

RIGGER'S SCREW—A portable vise used to hold wire when splicing.

MARLINE SPIKE—A steel spike to part the lays of wire while splicing.

FID—A wooden spike to part the lays of rope while splicing.

RELIEVING TACKLE—Used to take some of the strain off the rudder.

Philly Shipping Hectic; Vacation Plan Is Hailed

By STEVE CARDULLO

PHILADELPHIA, May 24 — All our ships sailed from this port on time, despite a hectic two-week shipping period marked by a heavy demand for manpower.

The following ships were paid off here in the past two weeks:

Arlyn, Hilton, Dorothy, Emilia (Bull); Winter Hill, Fort Hoskins, Bradford Island (Cities Service); Alexandra, Federal (US Petroleum); The Cabins (Cabins Tankers); L. Emory, Jr. (Victory Carriers) and Transatlantic (Palmer).

The only noticeable effect of the hopped-up shipping—outside of the huffing and puffing here—was the lack of a quorum for a meeting.

Anyone interested in shipping and looking forward to a voyage to Spain, Germany, France, South Africa, South America and even good old Lake Charles, La., should come on over to this port and take his pick.

The new Vacation Plan won by our SIU Negotiating Committee was hailed with quite a lot of enthusiasm in Philadelphia. This new plan whereby Seafarers are guaranteed that they will collect vacation pay for the time they put in on the contracted ships sets a new mark in the maritime field.

Tragedy struck the waterfront here recently, when one of the piers caught fire. Fanned by a stiff breeze, the flames ate through the structure rapidly, and spread to an English ship. By the time firemen were able to bring the blaze under control, the fire had taken its toll in lives and property. Three men were killed and the pier was a total loss.

Seafarers in this port who are looking for ways to spend their evenings might take notice of the fact that the circus and the Phillies are in town. We expect the latter to rise to the top of the league in the near future.

We understand that the circus lost one red-headed monkey. Rumor has it that he stowed away as Saloon Messman on the Dorothy. We won't mention names but we think his initials are Reds Healey.

Good Old Days? — You Take 'Em!

By LOUIS GOFFIN

To dispel the idea that coal burning ships were romantic, let me tell the story of the SS Lake Geneva on a voyage to Havana, Cuba, from New York—a voyage that originally was supposed to be about three weeks, but wound up three months and six days later when she paid off in Texas City, Texas.

This was one of the World War I Lakes ships, built in the port of Duluth, Minnesota, which sailed through the Lakes and the St. Lawrence river to New York. She was a small ship, of about 1400 tons, and was powered by coal. We carried six Firemen and three Coalpassers, plus three Oilers in the black gang.

COAL DUSTED

The ship, like most coal burners, was very filthy. Coal dust covered her from stem to stern and seeped into the quarters, over the bunks, and even over the crew's clothes.

I joined this ship as the crew Messman, and it was this trip that taught me more about the sea and seamen than any other trip that I have ever made since.

The Firemen, Coalpassers, and sailors lived aft. The messrooms were adjacent to the quarters, and the only entrance or exit was from the poop deck. There was no door leading to these quarters from the afterdeck, and in order to bring the food from the galley, which was midships, we had to climb a steep ladder leading to the poop.

This was quite a job, and when the weather was bad we had a hell of a time making it. Many times the cans that we carried the food in would be upset, and the crew would wind up with a cold meal. This meant nothing, as the food was lousy, cold or warm, and the men soon got used to eating it regardless of the condition that it was in.

ALL NATIONALITIES

The crew back aft was really a United Nations, composed of Englishmen, Frenchmen, Scandinavians, Mexicans, Chileans, Canadians, and Argentines. All were aliens. The only Americans aboard were up midships. In those days there were very few Americans going to sea, and that was the reason for so many aliens aboard American ships.

We left New York under charter from the United Fruit Company, with general cargo, and were to pick up a load of sugar for Baltimore. However, this did not materialize, for, when we

arrived in Havana, the long-shoremen were on a general strike and we had to anchor in the harbor, along with quite a number of other ships, both American and foreign.

We inquired from various sources just about how long this strike was expected to last, and were told at least sixty days, maybe longer. Under these circumstances we had to lay plans on how to spend these days while laying at anchor. There's no use going into the story of the gin-mills and the females ashore, as this is an old story to all seamen, but what we want to relate is the actions aboard during this long period in Havana.

The Captain was a fellow named Iverson, a little guy with a loud voice, and, in the opinion of the crew aft, a no-good bum. In this I agreed, because it was the actions of this Skipper that

The Patrolman Says

Engine Agitator

NEW YORK—Crewmembers of the SS Robin Tuxford, which paid off in this port recently, are still trying to figure out just how petty some guys can get.

It all started with the purchase of a washing machine. The crew took up a collection and accepted contributions from the officers, who said they'd like to use the washer.

All went well until some of the engine department officers started coming into the crew's mess to avoid changing from their dirty clothes, as they have to do to get into the officers' mess.

The crewmen got sore and voted to keep the engine officers from using their messroom. Anyone eating in the crew's mess has to wear clean clothes, they said.

About this time, the agitator in the washing machine broke down. The Fourth Assistant Engineer made a new one. But he only put it in the machine when the officers had to wash clothes.

In the discussions at the pay-off, we suggested that the crew give the officers back their contributions and keep the machine for their own use. The moral might be that you better know whom you're dealing with before going into any such joint venture.

Howard Guinier

helped make things miserable while we were crewmembers of this ship. He sponsored the two-pot system, and nothing was too good for the midship gang, and nothing the after gang got was any good.

During our stay, he had a woman living aboard with him, but he allowed no one else this pleasure. He was the Master, as he used to repeat time and time again, and no one but the Master rated any attention. Well, enough of this guy; let us go on with our tale.

When money was very short, the crew had to figure out ways and means of raising some fresh money in order to keep a few bottles back aft, and it wasn't long before they discovered how to increase the bankroll.

BOTTLE PARTIES

I wasn't informed of how this worked out, but from that time there was no shortage of bottles in the forecabin, and some brutal parties took place. This applied mainly to the sailors, as the black gang, being mainly Spanish-speaking, had no trouble ashore, and were not included in these parties.

Finally, the boys ran out of whiskey, but happily they discovered a way to replenish the supply. They found out that the Captain had a case of rum stowed in his bathtub, and since there was a skylight over this bathroom, the boys had to figure a way to get this case.

One guy was put on watch, to see when and if the Skipper would leave the ship. However, he wouldn't go ashore, and they were getting very thirsty. Finally, they decided on a bold move. It was one o'clock in the morning and no moon, so about four of them sneaked up to the boat-deck and around the Old Man's skylight.

GOOD HAUL

They knew that he had a woman aboard, so they waited until they started making love, and then they slowly opened the skylight. One guy let himself in; a heaving line was passed down, and slowly but surely the case was hauled out—and what a party took place.

Such incidents took place frequently, and through them there was continuous warfare between the midship gang and the after gang.

The Firemen and Coalpassers never complained. They never missed a watch, were always on the job, and certainly were a credit to all black gangs. They ate whatever was placed before them, slept in pretty crummy

quarters, and yet they all seemed to be satisfied with their lot. Watching them set me to thinking—just how would the seamen ever improve their wages, and conditions if all seamen were like these Firemen? Fortunately, all seamen weren't like these guys, and could be talked to regarding the raising of their wages and working conditions.

TOUGH JOB

Coal burning Firemen and Coalpassers were in a great majority in those days, and the lives that they had to live aboard ships were the toughest that I ever saw. Working in these grimy firerooms was a tough job and it took tough men to do this work, but there certainly was no romance in this work, as I had read in various fiction sea tales. It was strictly a tough job and, as far as I was concerned, only a fool would do this kind of work.

Our stay in Havana ended after 79 days, and we sure were a happy bunch when we pulled out, bound for Texas City. Even the Old Man mellowed down a bit and, when we paid off, wished us a lot of luck as we flew down the gangway, bound for the railroad station and a trip back to New York by rail. I thought that this would be my last trip on coal burning ships, but I was to be sadly mistaken, as I wound up a few years later sailing the real big ones, the old George Washington and the America.

AFL Council Votes To Support SUP Against Bridges Raiding

CHICAGO—The AFL Executive Council has pledged to the Sailors Union of the Pacific "every protection and assistance within its authority and power" to resist the threat of invasion of that union's jurisdiction by Harry Bridges' communist-tainted Longshoremen's and Warehousemen's Union.

The Council said in a statement:

The Sailors Union of the Pacific of the Seafarers International Union, since its inception and for many years past, has enjoyed the right and jurisdiction over work in vessels operating out of the Pacific Coast and Alaskan ports.

It has come to the attention of the Executive Council of the AFL that the communist-dominated Longshoremen's and Warehouse Workers Union, under leadership of the Australian

communist Harry Bridges, is again making an effort to weaken and destroy the relationship now existing between the Seafarers International Union and the waterfront employees and shipowners by disregarding and transgressing the right and jurisdiction of the Seafarers International Union.

The American Federation of Labor is gravely concerned in these developments and to avoid discord in the present industrial relations existing in the shipping industry on the Pacific Coast, including Alaska, and to protect the rights and jurisdiction of the Seafarers International Union, the American Federation of Labor will extend to that organization every protection and assistance within its authority and power and will call upon our affiliates to render like encouragement and support.

SHIPS' MINUTES AND NEWS



Heavy Seas Batter Robin Doncaster; Ship Puts In At Durban For Repairs

The SS Robin Doncaster is being made seaworthy again in Durban, South Africa, after taking a severe battering from heavy seas which twisted heavy steel deck stanchions, ripped canvas hatch coverings and flooded the No. 1 hold.

The inrush of salt water saturated the upper portion of the cargo in the hatch. Part of the soaked shipment were tins of leak-sealing compound for car radiators and windscreens.

According to a communication sent to the LOG on May 14 by F. Paskowski, a crewmember, the incident occurred about 6 AM as the Doncaster was driving through a strong southwest gale south of Port Shepstone.

ABOUT FACE

The damage necessitated a turn-about and the ship returned to Durban. As she entered port, she was appreciably down by the head. The Doncaster left a trail of discolored water caused by contact with wattle extract among the cargo in the affected hatch.

Paskowski reported that upon arrival in Durban the Seas Shipping Company's 7,600-ton vessel had 24 feet of water in the flooded hold.

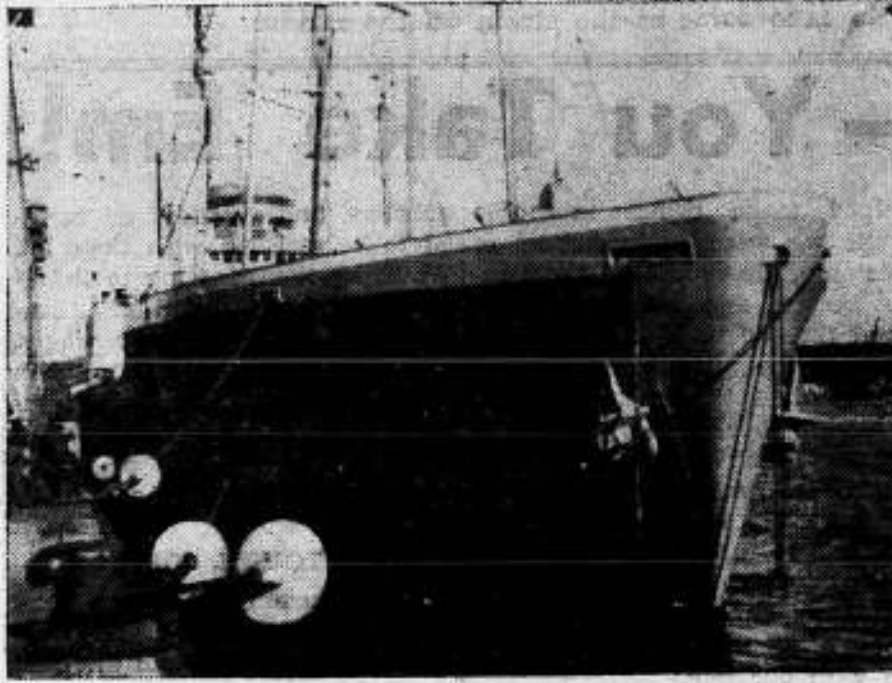
Captain Welsh, Master of the Doncaster, said that the gale "was blowing hard and building up progressively until about 6 AM, when it was about the hardest.

LUCKY CREW

"It was then that we took this one sea, which came right across the foc'sle head to pour into the well deck. Fortunately, there was nobody on the fore-deck at the time."

Surveyors boarded the battered ship as soon as she put in at Durban to appraise the damage. Most of the damaged cargo was removed.

Paskowski said that he and his shipmates might have to spend "a couple of weeks" in the South African port until the vessel is ready to resume her voyage.



Her No. 1 hold flooded with 24 feet of water, the Robin Doncaster is down by the head as she lays alongside Durban dock, after returning from encounter with heavy seas.

Del Norte Navigator Enters Second Year Of Publication

Despite the success of their first year of publication, staff members of the SS Del Norte Navigator are not resting on their laurels. Instead, they are continually striving to improve every feature of the shipboard paper.

Looking back over the progress made in the past year, Seafarer Emilio Reyes, who until recently served as art editor of the Navigator, attributed the successful operation to the unqualified cooperation of all hands aboard the Mississippi passenger-cruise ship, from the moment the idea was first toyed with right through every phase of its production today.

"The Navigator was born just a little over a year ago," Reyes said, "when some crewmen were chewing the rag over the first issue of the SS Puerto Rico Advocate, which we had just received."

Someone asked why the Del Norte couldn't get out a shipboard news sheet. "And that was the birth of the Navigator," Reyes said.

"The general policy of the Navigator was established from the beginning," Reyes continued. "It was to help in the smoother functioning and relationships of the crew and to reflect the policies of the SIU, something which we believe has been accomplished."

Those responsible for the production of the paper are always seeking new talent. The Navigator is open to all crewmembers and meetings are held as soon as the ship leaves New Orleans on its southbound voyage. New members are recruited, ideas exchanged and the next issue discussed. Several get-togethers are

held by the staff before each issue.

The paper is published on the way north and delivered during coffee time to the messrooms.

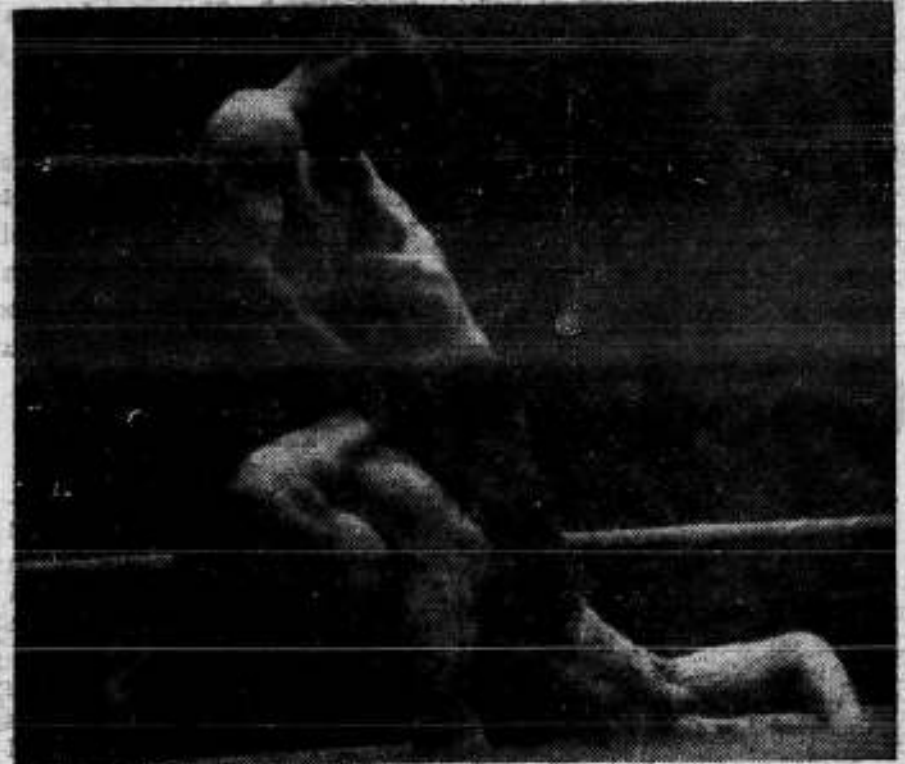
Reyes, who paid off the Del Norte recently to ship out of the port of New York for a while, had high praise for his former associates on the Navigator: Editor Thurston Lewis, Photographer Ralph Boyd, Advertising Manager Joe Zimmer, Al Mauffrey, Tex Metting and all others.

To his Union Brothers aboard other SIU ships, Reyes offered this advice: "Try publishing a ship's paper. It's a lot of fun."



Doncaster crewman F. Paskowski poses with native lad in Dar-es-Salaam. Paskowski, who was the LOG's on-the-spot reporter, didn't sound too sad about those extra days in Durban.

When Boyne Bagged A Title



Seafarer Frank Boyne literally had Irish champ Mike Howley standing on his head when the two wrestled for the British middleweight title in 1939. Boyne's defeat of Howley earned him crack at European championship.

Boyne Ends Successful Tour As Wrestler—But Loses Ship

Frank Boyne, the wrestling Seafarer, lost his first ship upon returning to sea after having concluded a successful 12-month European tour as a grunt n' groan artist. Frank was aboard the SS Sandmate, which sank last week in Newark Bay after hitting a submerged object.

"Not a very good way to resume shipping," Frank said of the experience, when he returned to the New York Hall to register the other day.

Brother Boyne took a leave of absence from shipping in 1950 for another whirl at wrestling. He won some 30 of his 40 matches which he fought at catchweight, which is the European equivalent of the 175 pound class and up.

In England Frank wrestled before large audiences. Wrestling over there is not the exhibition that it is in this country and fans show deep interest in the contests. His matches were billed at "catch-as-catch-can," which is the roughest form of the bone-breaking art.

Boyne, who has been going to sea since 1943 and has been a member of the SIU since 1945, started wrestling in his native Australia where he had his own gym. During World War II he instructed British commandos in jiu-jitsu and other forms of self-defense for hand-to-hand unarmed combat.

Prior to the outbreak of the war, Boyne won the British Empire middleweight title from Mike Howley which earned for him a go with the European titleholder, Milo Popocopoulos. He lost on points in a gruelling contest.

Frank's talents extend beyond the ring. He turns out some neat verse when the mood seizes him and many of his poems have appeared in the SEAFARERS LOG.



E. Reyes, former art editor of the Del Norte Navigator, made the above cartoon comments on staff members of the shipboard publication.

Digested Minutes Of SIU Ship Meetings

ROYAL OAK (Cities Service). March 17 — Chairman, C. L. Green, Jr.; Secretary, W. E. Owen. Ship's Delegate reported that the awning on the fantail and the slop chest were okay. The Engine Delegate and the Stewards Delegate reported 13 hours disputed overtime respectively in their departments. Deck Delegate reported no beefs. All hands were advised to study the agreement so they would be more acquainted with all the terms.

SEAMAR (Calmar), March 19 — Chairman, R. Saviar; Secretary, S. Ruzyski. A report was made on the number of books and permits in each department. Harold Long was elected Ship's Delegate by acclamation. A motion was made to have new lockers installed in Stewards department fo'c'sles. It was suggested that crew be on record as trying to get extra man in Stewards department. A motion was made that each man donate \$2.00 toward purchase of a washing machine.

SEABEAVER (Colonial), March 9 — Chairman, Emerson Spaulding; Secretary, James A. Boykin. Departmental Delegates reported on the books and permits in each department, and also reported there were no outstanding beefs in their departments. The crew was reminded that, according to the contract, anyone wanting to quit the ship must give the Skipper 24 hours notice. Crew demanded that on next voyage the Slop-Chest be properly stocked. Crew also requested screens and fans be put aboard and an extra motor for the scuttlebutts.

STEEL MAKER (Isthmian), March 17 — Chairman, A. Langley; Secretary, T. Concepcion. Ship's Delegate reported \$51.00 in the ship's fund. Departmental Delegates reported no beefs in their departments. A beef against one of the Engineers will be submitted to the Patrolman at the payoff. A vote of thanks given the Stewards department for the fine job they did this trip. It was suggested that any one who uses the library should please keep it clean.



ST. AUGUSTINE VICTORY (Mississippi), March 24 — Chairman, Richard L. Abbey; Secretary, George Frank. Headquarters' messages on sailors working cargo and being restricted to the ship were read and the crew voted to concur unanimously with them. It was voted to stand in silence for one minute in memory of our departed Brothers.

STRATHBAY (Strathmore), March 22 — Chairman, Strickland; Secretary, Davis. Deck Delegate reported that the company had agreed to put a washing machine aboard in Mobile. Also reported that overtime that was disputed was not legitimate. Stewards Delegate reported some disputed overtime — otherwise everything was okay. It was suggested that Union literature be requested in Mobile, and that all hands read it for their benefit. A number of items were discussed which will be put on the

SEAFARER SAM SAYS:



BEFORE GOING ASHORE, TAKE A LOOK AT THE SAILING BOARD SO YOU'LL KNOW WHEN YOUR SHIP IS SCHEDULED TO LEAVE PORT. IF THE TIME IS NOT POSTED, ASK THE DELEGATES TO FIND OUT THE CORRECT DEPARTURE TIME FROM THE MATE. DON'T LEAVE THE SHIP UNTIL YOU KNOW WHEN YOU ARE DUE BACK ABOARD!

repair list for Mobile. Santos asked that all Union business be conducted aboard the ship instead of in the barrooms.

CLARKSBURG VICTORY (Mississippi), March 24 — Chairman, C. Lawson; Secretary, D. Thomas. Delegates reported no beefs in any department. It was reported that the refrigerator in the reading room had not been repaired as yet, and it was suggested that this should be done in Japan. Also the alleyways still have not been painted, but this will be done by the Deck department. Engine Delegate reported that the First Engineer is requesting the guys not to hang clothes in the sidley to dry. The crew voted to let the soldiers have the washing machine between 8-12 weekday mornings for washing clothes, so that the rest of the crew would be able to use it when necessary.

HIGHPOINT VICTORY (Seaside), March 25 — Chairman, Mike Ross; Secretary, C. J. Scofield. Delegates reported on the number of books and permits in each department, and they also reported no beefs to the meeting. A motion was made and carried that all hands should cooperate in keeping the messroom and pantry clean and tidy at all times in SIU style. A motion was made and carried that, in the future, meetings should be held after 6:30 PM instead of 2 PM as the galley crew has to go to work at 3 PM. It was suggested that a voluntary collection should be made at the payoff for the purchase of a washing machine. If the ship lays up the machine could be transferred to another SIU ship which might not have a machine.

AMBERSTAR (Traders), March 25 — Chairman, H. Tuttle; Secretary, H. K. Iliff. Ship's Delegate reported that the beef about the Engine department fo'c'sles had been adjusted. Deck Delegate reported some minor beefs and 14 hours disputed overtime. Stewards Delegate reported some overtime disputed. The Second

Cook complained that it is difficult for him to get his proper sleep, because he has to share his room with the Galleyman and the crew Messman. These men work different hours and as a result his rest is broken up. There was a general discussion on the manning scale, overtime, accommodations on the ship, etc.

YORKMAR (Calmar), March 28 — Chairman, Harold Wilson; Secretary, J. Bowen. Departmental Delegates reported no beefs in their departments. The Ship's Delegate reported that the sink

in the pantry which was leaking could not be repaired at sea. The Headquarters communication dealing with working cargo in foreign ports and denial of shorettime was read, and it was voted to go along unanimously with the Headquarters' views. It was suggested that the Deck Engineer repair the coffee pots.

SHINNECOCK BAY (Veritas), April 1 — Chairman, A. Bell; Secretary, E. L. Eriksen. No beefs reported in any department. Under Good and Welfare, it was suggested that all the white card crewmembers read all the booklets, shipping rules and all available literature aboard the vessel. It was requested that the crew should be more considerate in helping to keep the paint work in passageways, rooms and messrooms clean. Stewards department was given a vote of thanks for their cooperation and efforts in doing the best they could under the circumstances under which this vessel sailed from New York. The Steward reported a shortage of bed spreads and the crew unanimously agreed to help out in any way possible.

PETROLITE (Tanker Sag Harbor), April 1 — Chairman, L. Tilley; Secretary S. F. Schuyler. Department Delegates reported on the number of books and permits in each department, also on the number of men in each department who were getting off the ship. It was moved and carried to have department Delegates make a list of who needed porthole screens and chutes. It was moved and carried that all hands donate one dollar to the ship's fund. The ship's treasurer told the crewmembers what the ship's fund could be used for, and he suggested that, if anyone thought of something that

could be bought which would benefit the crew, he should suggest it to the meeting.

LIBERTY BELL (Tramp Cargo Carriers), April 1 — Chairman, Daniel Piccerelli; Secretary, Barney Kelley. Departmental Delegates reported no beefs. Moved and carried that anyone leaving dirty cups outside pantry shall be fined, and the fine shall be put into the ship's fund. It was moved and carried that the breakfast bell not be rung at sea, as this disturbs the sleep of those who do not wish to get up for breakfast. It was suggested further that the guys should be a little quieter in the passageways.

HEYWOOD BROUN (Victory Carriers), April 1 — Chairman, T. J. Dawes; Secretary, C. E. Hellem. Ship's Delegate reported no beefs, inasmuch as the repair list which had been given to the Captain has been taken care of. Deck Delegate reports some overtime disputed. A question has been raised as to whether or not watches should have been set in Antwerp prior to sailing day. This concerns awaiting tugs after weather had moderated sufficiently so that ship could have sailed possibly eight hours sooner. Suggestions made on keeping the messroom and recreation room in better condition.



ROBIN KIRK (Seas), April 3 — Chairman, Carl Franson; Secretary, Abner Guralnik. Ship's Delegate reported no beefs, with exception of the beef between the Chief Electrician and the Skipper. Deck Delegate reported no beef to be given to the Patrolman concerning relations between officers and crew. Engine Delegate reported disputed overtime on delayed sailing, which will be referred to Patrolman. Stewards Delegate reported no beefs. A vote of thanks given the Stewards department for fine food which has been served. All cots to be turned in when weather gets cold.

AMBERSTAR (Traders), April 3 — Chairman, H. D. Carney; Secretary, Nat Einsburch. All Delegates reported no beefs in their respective departments. Each man asked to donate five dollars to ship's fund toward the purchase price of the washing machine which has already been installed. This five dollar donation will reimburse the Brothers who advanced the money to buy the machine. Union reading matter has been requested from the Union, and Bookmembers are asked to assist the Permitmen in their Union problems, and to cooperate with them in every way. Highlights of the latest LOG read and discussed. The Stewards department was praised for its cleanliness, good food and good service.

NIKOS (Dolphin), April 4 — Chairman (not given); Secretary, Frank Reeves. Small overtime beefs reported in the Deck and Engine departments, with Stewards department reporting no beefs. Communications from Headquarters read, accepted and

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. William Rentz, Agent Mulberry 4540
 - BOSTON.....276 State St. Ben Lawson, 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
 - MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
 - NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
 - NEW YORK.....51 Beaver St. HANover 2-2784
 - NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1983
 - PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
 - SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
 - SAN JUAN, PR.....252 Ponce de Leon Sal Colla, Agent
 - SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
 - SEATTLE.....2700 1st Ave. Ray Oates, Agent Seneca 4570
 - TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
 - WILMINGTON, Calif.....440 Avalon Blvd. Jeff Morrison, Agent Terminal 4-2874
 - HEADQUARTERS.....51 Beaver St., N.Y.C.
- SECRETARY-TREASURER Paul Hall
ASST. SECRETARY-TREASURER Earl Sheppard
HEADQUARTERS REPRESENTATIVES Joe Aigna Robert Matthews Joseph Volpian

S U P

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

- SAN FRANCISCO.....450 Harrison St. Douglas 2-9369
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....105 Broad St. Bowling Green 9-3438

Great Lakes District

- ASHTABULA.....1036 W. 5th St. Phone 4-8031
- BUFFALO, N.Y.....10 Exchange St. Phone Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone Main 0147
- DETROIT.....1036 3rd St. Headquarters Phone Cadillac 6857
- DULUTH.....531 W. Michigan St. Phone Melrose 4110
- MILWAUKEE.....683 S. 2nd St. Phone Broadway 2-5017
- 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 2-7076
- SAINT JOHN, N.B.....177 Prince William St. Phone 2-3049

THE MEMBERSHIP SPEAKS



Vacation Plan Victory Held Demonstration Of SIU Strength, Membership's Efficiency

To the Editor:

It looks like the old SIU did it again. Show me a Seafarer who won't agree that the new vacation setup won by our Union Negotiating Committee is just about one of the biggest things ever done for seamen.

Thanks to the efforts of our Union representatives we seamen will be getting real vacation pay that is no sleight of hand affair. We'll get the vacations for the time we put in, just like shoreside workers.

I've had my fingers crossed ever since I heard Secretary-Treasurer Paul Hall report to the membership at a recent Headquarters Branch meeting that the Union was going to try and get a vacation plan that would guarantee all hands paid vacations.

'GOOD ISSUE'

When Brother Hall told us about the plan, he said that while we had a good issue we shouldn't count on it until the operators had agreed to the plan. He said that "we may get it," but that if we didn't at least we'd know we were in there pitching on an issue that would benefit all seamen. Brother Hall

figured that it was about time some one went to bat to get a square deal for seafaring men on vacations.

Well, according to last week's LOG, the Negotiating Committee made it. We got our vacation plan and I was able to uncross my fingers.

I think it would be a good idea if some of us stopped to figure out how come the SIU was able to do this tremendous job of getting guaranteed vacations for its members, when up to now nobody else either ever thought of it or was unable to get to first base on the issue.

WILL BE THERE

Nobody asked me but I'd like to give my reason. We got the strongest Union in the maritime industry, and our members on the ships are doing a good job, showing that they are responsible seamen and good Union men. That's probably the big reason why our Negotiators are able to win such great victories as the vacation plan without the trouble that most other organizations seem to have in negotiations.

I don't think I have to say that I'll be right up there among

the first group to cash in on the vacation deal when the details are worked out. I hope that the Negotiating Committee is able to work out a system like the Welfare Plan, because it seems to be the most efficient plan in the maritime business today.

If the vacation plan can be made to work like the Welfare Plan I think it will be a good deal, because we Seafarers will be able to collect our vacation money promptly and without a lot of red tape. That is the beauty of our Welfare Plan. If you don't think so, just ask any guy in the NMU how he likes the complicated way he has to go about getting his hospital benefits from the insurance company.

That's all for now from this vacation-happy Seafarer.

Dick Keene

Del Mar Arts And Crafts



Ship's Barber Sal gives Brother Daigrepoint, Passenger BR on the Mississippi cruise ship, a neat trimming.

Wentley Softball Victory String Is Halted—No Games

To the Editor:

Item noted this trip in Durban paper:

"Africa, nearly four times the size of the United States, is a continent of diverse peoples, climates and cultures. However, all of the societies have characteristics in common — they are all colonial.

"Over all, save one-fifteenth of Africa, foreign flags fly, the flags of Britain, France, Portugal, Belgium and Spain. And even the Union of South Africa, Liberia and Ethiopia are in varying degrees semi-colonial, their economies are tied to London and New York."

Random ramblings from the Robin Wentley: The steward department and crew send regards to "Big Bob from Brooklyn (George Whale)," Steward on the last trip... Coincidence in Port Elizabeth on the way over: Prominent among the names of ships and seamen painted in various and sundry colors in 17 stages of legibility on one pier in Port Elizabeth is a name that will be readily recognized by all Seafarers, Ray Oates.

Due to a decided dearth of competition, the Wentley softball champs (semi-pro, maritime) failed to increase their total victories this trip.

Fishing was fair, the notable incident being the hooking of an over-sized shark by Brother King. One of the AEs got married this trip in Durban. His name is herewith deleted at his request.

In closing this letter to the LOG, I would like to mention the fact that you didn't have to go to Europe to marry abroad.

Phil Tole
SS Robin Wentley

LOG Reader Pleased With 'Seafarers In War'

To the Editor:

While the story of "Seafarers in World War II" was running in the LOG, I started to read it. But last summer there were two or three copies I didn't receive, so I decided to wait and see if it would be published in book form before sending for the missing chapters.

So I was very pleasantly surprised to see it advertised in last week's LOG. Would you please let me know how much the booklet costs, so I can send for one? John Bunker, the author, is to be complimented on his beautiful and clean use of the English language. More power to him. The two chapters I read were wonderfully written.

The LOG is a wonderful and interesting paper. I enjoy it immensely.

Mrs. J. A. McNeil
Holyoke, Mass.

(Ed. Note: A copy of "Seafarers in World War II" is on the way to Mrs. McNeil, with the Union's compliments.)



Daigrepoint points to his painting of "Washington Crossing The Delaware," which he recently presented to the New Orleans Hall. Photos by G. H. McFall.

New Welfare Benefit Viewed As 'Great Morale Booster'

To the Editor:

Received the LOG dated April 20 and sure was glad to read of another step forward taken by the SIU. I'm referring to the increase in death benefits from \$500 to \$1,000.

News like this is a great morale booster, and only a first-rate Union makes this possible.

Well, we finally hit Korea after making two ports in Okinawa, three in Japan. We arrived in Inchon on April 28 and it looks as though we will be here about 15 days.

SKIPPER TOPS

From here we head back to Japan and then only the good Lord knows where we will go from there. We are getting stores and fresh vegetables in Yokohama and Kobe and, speaking for the entire crew, we will continue to get fresh stores as long as the Skipper whose name is

Hoestetter, keeps these agents on the ball.

Captain Hoestetter cooperates with the crew 100 percent; in port he issues draws as long as he has cash on hand. He wires each port of call in advance so that the agent will be on hand to issue mail and passes for shore liberty. (Army prohibits liberty in Inchon.) When no launch is available, he has one of the motor lifeboats lowered for the crew to operate. That's what the De Pauw Victory crew has—cooperation with topside.

We work and live by our agreement, and all we expect topside to do is live up to it, too. We have a damned good crew and as yet no one has fouled up, although the trip isn't over yet.

Vic Miorana
Ship's Delegate
De Pauw Victory

SIU Literature 'Invaluable Aid' To College Man

To the Editor:

Thank you most sincerely for your kind cooperation in sending me the collection of your union's literature. It has proved to be an invaluable aid in preparing my term paper for my Labor Problems class.

I gave my report orally this morning and it was received with a bit of apprehension by most of my fellow students since they are largely unacquainted with the maritime industry and could not believe that so much has had to be accomplished in so short a time against such great odds.

Here's wishing you much success in your future union activities and thanks again for your trouble.

L. Raymond Scholl
Grand Rapids, Mich.

BRITISH SEA UNION AIDS BROTHER IN BEEF ABROAD

To the Editor:

This is a letter I'd like published in the Union paper, because it shows the cooperation between seamen's unions throughout the world.

I was sent off my ship in Swansea, South Wales, with the understanding that I was a hospital case. But the agent of the company apparently thinks seamen can be treated like dirt.

I believe that with the cooperation of the National Union of Seamen I changed his mind.

To say that these Brothers lent a helping hand is putting it mild. Friendships such as theirs should be appreciated not only by myself, but by all union men the world over.

Ray Ruppert
SS Sweetwater

The Redhead Gets Romantic When It's Twilight In Turkey

To the Editor:

Trip No. 2 on "Capt. Millingtons' Mad-house (SS Algonquin Victory)," was no more delirious than usual. We arrived in Genoa last Easter Sunday, just in time to deliver the eggs. Since then, "Shorty Byus" has been walking around with an empty smile—he left his teeth in one of the baskets.

At the Scandinavian, we had quite a supper. The cheese tasted like soap with B.O. As for the wine, the guy that pressed the grapes must've really enjoyed his work—I found 3 toe-nails in my glass. As a climax, we cleaned up on some chicken—later on a chicken cleaned me.

This trip we "slid" past the Greek ports and went to Turkey, the middle-east Alabama. This may shorten my life span, but



"RED" CAMPBELL

east of Piraeus most of the girls look like Yogi Berra. In Izmir we hung around the Sen Bar. I saw the "Third Man" but this was the first time I'd been in the sewer. The place is the hang-out of many married couples—some even married to each other. But the management does try to be pleasant—everytime they lift the lid on the garbage can, it plays a Strauss waltz. As for the hostesses, the day we left port they all went home—their cages were clean.

After a 15-day hop from Iskenderun we were back in the Big Town, for some fine spring weather. I knew it was spring—the Waterman office put out their Christmas tree. I've been informed that elevator service in the Waterman building has been curtailed. The operators are scouring the eastern sea-board for three pieces of dunnage deep-sixed from the Fairland. And what's this about the Antinous getting bumped. Waterman, no doubt, will claim self-defense.

And now just a few parting tips to the membership. Don't ever try to by-pass a customs guard with six foreign-made pipes by telling him you're a chain smoker. Or to beat your draft board with this one, "Honest Doc, my eyes are so bad the other day I picked up a snake to kill a stick."

"Red" Campbell

Port-To-Port Library Cited

To the Editor:

There is an organization doing a fine job for the benefit of all merchant seamen without cost to us individually which I think deserves a word of thanks from the sailors who enjoy and appreciate their services.

The American Merchant Marine Library Association has been rendering this "Books on the Ship" service in many of our ports of call in the USA for many years. On presentation of our "Z" card in any port and payment of one dollar to become a member of the library, we can take out a reasonable number of selected text, technical or fiction books, take them aboard ships and exchange them personally at the next port where they maintain a library on the beach.

In the East, the American Seamen's Friend Society, particularly in the Port of New York, has maintained a service for many years. They also have a rest home out in Tottenville on Staten Island, where, for a very nominal fee, if a man has it, he can recuperate from an injury or sickness whether he has been hospitalized or merely an out-patient at a Marine Hospital.

Neither of these outfits are controlled by any concern or affiliation, but operate completely on their own.

At this time I might suggest to the Brothers that since the new Hall in Brooklyn will contain a library of our own, any books that you have already read

would look good on those shelves to your Brothers who like to read new books, too.

Carl Shotter

Supporting Other Unions Called Valuable Training For Future Beefs

To the Editor:

As a member of the SIU who has deep pride in his Union and the labor movement as a whole, I have been reading with interest the various reports published in the LOG telling of the strike support the Seafarers have been giving to other unions along the coast.

I see that our relations with these other unions is practically the same in a number of ports. I'm referring to the support we have been giving to the AFL Retail Clerks both in Savannah and Tampa. Should the Retail Clerks' beefs in these ports come out successfully, they will have strengthened their positions a great deal.

TWO ACTIONS

In Savannah I notice that the clerks are balloting under NLRB procedure in a department store. In Tampa they are striking against the largest optical company in the city. I'm hoping that the support we have been

giving these people will help turn the tide in their favor.

Another interesting part of this cooperation of the SIU, is that taxi drivers in Tampa are on strike. They should be encouraged by the success of their fellow members of the Teamsters who, with SIU support, recently won a contract with a taxi company in Savannah, according to the LOG.

Mobile, too, is aiding a Teamsters' local, which is conducting an organizing drive among dairy drivers.

Laundry workers, in Savannah, are receiving the close cooperation of the SIU in that port in its strike against one of the city's larger laundries.

Several weeks back, our New Orleans Brothers were in there helping out the striking garbage disposal workers.

I like to read that kind of news. It shows that we know the score. But more than that it's a damn good conditioner.

Right now and for the past months, we've had damned good relations with the operators. Fortunately, we haven't had to hit the bricks to win our demands on any of the big issues in recent years. That's the best and most economical way to win—by having the operators know you're strong.

UNION TRAINING

But you never know when you're going to go into a beef, and personally, besides helping the other unions, this cooperation is a pretty good training camp for us if we ever are to have to square off against the operators. Kind of keeps us from getting stale.

So while we're winning our beefs the peaceful way, we're helping other organizations that are on the bricks. This is especially good training for the newcomers in our Union who have not had the experience of a strike atmosphere and who don't know from actual experience how our Union had to fight the hard way to get the conditions they now take for granted.

So helping other unions is a good Union training school. And taking a strictly selfish view—don't forget that by helping another organization in its beef, we're helping ourselves. Some day, if we need it, they'll be glad to pitch in for us.

Bill Branscom

Savannah SIU Branch Lauded For Active Trade Union Role

To the Editor:

I think that it is time that the shore staff in the port of Savannah received a just pat on the back. The SIU Hall in Savannah, after all of these years, is now looking like the business location to fit the leading maritime union of today.

Brother Tilley, Agent, has installed a new Dispatcher's counter and office. Plans are under way to open the basement in the future as a recreation room for the membership.

Our many contracted ships are also cared for in true SIU fashion. We have just completed the first voyage on this new addition of the South Atlantic Line fleet and while in Savannah a

long list of repairs were effected, among these being a new galley range and badly-needed mixing machine.

Performers, too, should take heed and steer clear of Savannah because it is felt there, as is the case of our entire membership, that an injury to one is an injury to all, and all steps are being taken to eliminate or deal properly with those who would endanger our present conditions and contracts.

Just a word of thanks in closing to Brother Tilley and Brother Bryant for the wonderful job that they are doing for the SIU and organized labor in Savannah.

Charles M. Rice
Steward, SS Southwave

3 Seafarers Wind Up In Same Army Company

To the Editor:

I am in the same "boat" that a lot of other merchant seamen are finding themselves in—drafted into the Army, that is.

The Fourth Infantry Division is the outfit I'm in and we have finished our training and we are now ready to go overseas. In fact, we will be the first outfit to be sent to Europe as Eisenhower's European Forces in Germany under the new setup. We are leaving next week.

My experience as a Baker in the merchant marine has helped me toward becoming a corporal in only seven months.

There are about three other SIU men in this company besides myself. One is a cook, two are riflemen.

I would like to have the LOG sent to me in Germany as I enjoy reading it very much. After I read it I pass it around to the others to read. My family has been sending the LOG to me from home.

Hoping to be discharged after my 21 months are up so that I can go back to sailing.

Corp. H. H. Miller

Dirty Work On The Del Monte



The gang that cleaned the No. 1 hold containing lamp black didn't take the job lightly. Top row, left to right: Bradford, Deck Delegate Dupree, Hoffman, Burger, Carter and Beverly. Kneeling: Bosun Dugas and Frank.



George Hoffman slushes down a guy pennant aboard the Mississippi ship.

To the Editor:

I am on my way to the West Coast and I stopped here in El Paso long enough to develop some pictures taken aboard the SS Del Monte, Mississippi Shipping Company, which is on the Brazilian run.

We were a little late in leaving the States because of the extreme cold which delayed loading in Houston. I am enclosing several pictures, one was taken

in Houston, the others at sea between Santos and Rio Grande.

The excellent food and brotherly spirit that prevailed during the voyage made this trip one of the best.

The group picture was taken while we were cleaning the No. 1 hold which had carried lamp black. We really had a hell of a time washing that stuff off.

Before signing off, I want to ask you about part of the agreement in regards to Saturday

afternoon in port on sea watches. Does the watch get OT for securing or doing any other work beside the regular OT for standing the watch?

Edmundo G. Sepulveda
SS Del Monte

(Ed. Note: There is no extra overtime for topping, lowering or securing gear on Saturday afternoon. If you are asked to paint, chip, etc., the extra OT is payable.)

Send Those Minutes

Send in the minutes of your ship's meeting to the New York Hall. Only in that way can the membership act on your recommendations, and then the minutes can be printed in the LOG for the benefit of all other SIU crews.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 11)

posted on bulletin board. Reported to the meeting that some personal gear had been stolen while in the port of Liverpool—so crews of other ships, when you get to this port, see that everything is battened down if you want to keep it. This crew reports that they are very fortunate in having aboard a first class Baker, John Hoster. They say that he makes such fine pastries that even a picture would not do his art full justice.

SALEM MARITIME (Cities Service), April 13—Chairman, C. T. Braile; Secretary, Frank Savoie. Departmental Delegates reported no major beefs in their departments. Steve Deri reported there has been a great improvement in the bacon and potatoes, thanks to the Stewards department. An article was read from the LOG, dealing with performers and gashounds, which was well taken. Ship's fund reported to have \$115.00, out of which will be bought another set of dominos and a monopoly game. Headquarters communication on shore leave and working cargo in foreign ports was read and accepted. Also the article from "Food For Thought," regarding responsibilities our Union has and those we, the members, have toward our Union, was read and well taken.



BRADFORD ISLAND (Cities Service), April 24 — Chairman, Frank Pasaluk; Secretary, Marsh. Deck and Engine Delegates reported no beefs in their departments. Stewards Delegate reported three hours overtime disputed. It was reported that \$54.00 was collected for the March of Dimes and another collection has been planned. Various suggestions made looking about putting the ship in better condition and more livable. Headquarters communication taken from "Food For Thought" was read and accepted by the crew.

CANTIGNY (Cities Service), April 22—Chairman, Mike Escobio; Secretary, David Fonseca. All departmental Delegates reported on the number of books and permits in their respective departments. The Deck Delegate reported twelve hours overtime disputed in his department. The Steward's Delegate reported dispute on extra meals to be divided by the Galleyman. Joseph Teicher elected new Ship's Delegate by acclaim, inasmuch as past Delegate is getting off the ship. It was suggested that each member of the crew get his new life preserver which is already on board. It was also suggested that the crew could and should cooperate better with the Messmen in helping to keep the messroom cleaner. This also applies to the recreation room.

WINTER HILL (Cities Service), April 30—Chairman, Tom Brennan; Secretary, J. J. Mullin. Deck and Engine Delegates reported on disputed overtime in their departments. Stewards Delegate reported a minor beef in his department. It was moved and carried to try to get a second-hand washing machine and a juke box with records. Mo-

A & G Shipping From May 9 To May 23

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	32	15	20	67	43	28	19	90
New York.....	141	134	127	402	191	183	91	464
Philadelphia.....	63	51	49	163	79	61	60	200
Baltimore.....	101	102	65	268	97	89	66	252
Norfolk.....	19	21	16	56	74	51	45	170
Savannah.....	10	12	8	30	9	10	6	25
Tampa.....	5	12	14	31	11	2	4	17
Mobile.....	48	40	44	132	62	48	45	155
New Orleans.....	65	43	89	197	109	87	126	322
Galveston.....	46	42	23	111	54	49	51	154
West Coast.....	32	32	24	88	31	24	15	70
GRAND TOTAL.....	562	504	479	1,545	760	631	528	1,919

tion to have Patrolman to see what can be done about getting rid of cockroaches, and also to have Patrolman look into the food situation as a whole. Under Good and Welfare, there was a discussion on poor menus and one-track foods, such as too much starchy foods and old foods. The bacon is rancid and this effects the eggs as they are fried in the bacon grease. The only time fruit juices are served is while in port. Discussion on Chief Mate, who has an anti-Union attitude. He works on deck, and when the callors claim overtime he disputes it, and threatens those who put it in. This crew has donated \$50.00 for the March of Dimes.

CHIWAWA (Cities Service), April 14—Chairman, J. Connolly; Secretary, D. Robinson. Engine Delegate reported 11 hours overtime disputed and Stewards Delegate reported 12 hours disputed in his department. It was moved and carried that the Delegate and Cooks see the Port Steward about getting a variety of menus, inasmuch as the Steward has refused to co-operate with the crew about the matter. Under Good and Welfare, there was a discussion on the broken water cooler and it was suggested that the Messman should make more ice. A vote of thanks was given to the Cooks for the good preparation of the food, in spite of the lousy menus on the part of the Steward. It was suggested that the crew ask for the regulation 140 quarts of milk as other ships get.

CAROLYN (Bull), April 22 — Chairman, Thomas Clough; Secretary, Frank Holland. Report given on ship's fund as standing at \$28.50 and report on donation for TV set for Baltimore Marine Hospital. Delegates reported no beefs. Suggestion made that more juices be put out. Motion carried to take greater interest in the Union material put aboard. Crew cautioned other crews hitting Cuba to be wary of using mails there as half of mail received had been opened before being delivered. Some mail was not delivered at all.

ALCOA PILGRIM (Alcoa), April 22 — Chairman, James Russell; Secretary, Floyd Mitchell. Ship's Delegate reported men returning to ship late and urged that all cooperate. Other Delegates reported no beefs. Discussion on needed repairs.

SEATRAN NEW JERSEY (Seatrains), April 29 — Chairman, Mike Muzio; Secretary, Bill Frederick. Ship's Delegate reported

on new washing machine purchased. Delegates reported number of books and permits in their departments. Motion carried that repairs on washing machine be confined to distributor under one year guarantee. Motion carried that chairman and secretary be rotated every meeting.

STEEL FABRICATOR (Isthmian), April 22 — Chairman, H. Higginbotham; Secretary, C. Greenwood. Delegates reported all okay. Crew okayed donation of \$23 to the March of Dimes. Educational material read and discussed. Read and discussed the article on political action; action tabled until next meeting.

DEL MAR (Mississippi), April 15—Chairman, McFall; Secretary, Perkins. Delegates reported all okay in their departments except for disputed overtime. Committee elected to purchase a gift for the new New York Hall. Motion carried that crew menus be made up by Chief Steward instead of Chief Cook to eliminate repetition in menus.



GEORGE A. LAWSON (Pacific Range), April 8—Chairman, J. Murray; Secretary, W. Trolle. Delegates reported no beefs. Motion carried to have each member donate \$1 for new reading material for crew. Discussion on poor launch service in Hamburg. Vote of thanks given Stewards Department for job well done.

DEL ORO (Mississippi), Chairman, T. Atkins; Secretary, W. Carroll. Delegates reported number of books and per-

mits in their departments. Motion carried that Purser be investigated concerning his inattentiveness to crew's medical needs. Motion carried that the Captain be barred from SIU ships for 12 different actions contrary to the best interests of the crew, including the offer of a bribe to the Ship's Delegate. Motion carried that the stores be thoroughly checked before next trip begins.

ALCOA PENNANT (Alcoa), April 22—Chairman, Red Sully; Secretary, George Russell. Delegates reported from 24 to 55 hours of disputed overtime. All disputed overtime to be referred to Patrolman. Ship's Delegate reported the Stewards Department as doing a first rate job during entire trip. Each crewmember asked to turn his book over to his Delegate before the payoff and signify how much he wishes to pay.

SOUTHERN CITIES (Southern Trading), April 30 — Chairman, Fred J. Babcock; Secretary, L. White. Delegates reported all in order, except in deck department where the Mate has disputed overtime. Motion carried to have a Patrolman hit the ship the next trip, as crew wishes to pay up dues. Discussion on messman's duties.

FRANK E. SPENCER (Bloomfield), April 28 — Chairman, W. Allman; Secretary, R. Amsherry. Delegates reported number of books and permits in their departments. Motion carried that when motion was carried the delegates are to see that the crew's action is carried out. Suggestion made that crew cooperate in keeping messroom clean. Discussion on obtaining draw money

in Brazil. Crew asked that draw be put out in American currency.

EDITH (Bull), April 29—Chairman, Jack Johns; Secretary, L. Rizzo. Delegates reported all in order. Ship's Delegate reported two men had missed the ship in Baltimore. Motion carried to clamp down on performers.

ALCOA PEGASUS (Alcoa) (No date given)—Chairman, Barnett; Secretary, Burrough. Ship's Delegate reported that action would be taken against all men who foul up. Departmental Delegates reported the number of books and permits in their departments. Delegates asked to check stores before ship leaves Canada.

ROBIN SHERWOOD (Seas Shipping), April 22 — Chairman, Miller; Secretary, Hayes. Delegates reported disputed overtime in all departments. Suggestion made that more men be added in deck department. No one to payoff until overtime and repairs are squared away in New York. Laundry machine to be repaired in New York.

WILD RANGER (Waterman), April 19—Chairman, J. Morton; Secretary, I. Woodel. Motion carried to post communication from Headquarters and discuss it at the next meeting. Delegates reports accepted and filed. Motion carried to remove a part of the washing machine after use to keep the officers from using it. Motion carried to find out whether or not the Chief Mate relieves the gangway watch.



TRINITY (Carras), March 27 — Chairman, McDonald; Secretary, Pete Piasick. Delegates reported the number of books and permits in their departments. Motion carried to buy additional gear and games for crew.

GATEWAY CITY (Waterman), April 28—Chairman, John Hunt; Secretary, Warren Burbine. Delegate reported that repair list had been turned in to Patrolman. Delegates reported all in order. Ship's Delegate read letter from Headquarters referring to the March of Dimes appeal. Steward stated that beefs should be handled by department Delegates instead of having each man blow his top. Crewmember who continually beefed about conditions on ship was asked to get off at next port.

FAIRISLE (Waterman), April 20 — Chairman, J. Batson; Secretary, J. Clinton. Steward raised beef about taking over the department in sloppy condition from the previous Steward. Delegates reported no beefs. Discussion on purchase of new washing machine. Discussion on repair list.

AMEROCEAN (Blackchester), April 29—Chairman, John Zieris; Secretary, James Porter. Delegates reported all running okay. Chief Engineer to be asked to change domestic tanks as water has a bad taste. Ship's Delegate gave a talk on working together to bring the ship

Go After Your Rating

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

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

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

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

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

in clean from its first trip under the SIU flag.

OREMAR (Calmar), April 28— Chairman, J. Miller; Secretary, W. Pinkham. Delegates reported all okay. Motion carried to see Skipper about having Pantry sougeed down.

MICHAEL (Carras), April 21— Chairman, A. Anderson; Secretary, J. Mercado. Motion carried to send a letter to Headquarters to find out if crewmembers can receive US currency while out of US continental waters. Request made that ship receive educational kit the next time it hits port.

ALGONQUIN VICTORY (St. Lawrence Navigation), April 11— Chairman, John Crowley; Secretary, A. Campbell. Delegates reported no beefs. Discussion on "Divided Responsibilities." Washing machine to be repaired.

ELIZABETH (Bull), April 29— Chairman, Edmund Abualy; Secretary, K. Hatgimisios. Delegates reports accepted. Motion carried that anyone having suggestions of SIU interest to send it to the SS Puerto Rico for publication. Request made for more cooperation in keeping ship quiet at night.

STEEL SURVEYOR (Isthmian), April 15— Chairman, J. Nina; Secretary, H. Nicholson. Delegates reported disputed overtime in all departments. Ship's Delegate to collect all Union books prior to payoff. Patrolman to be seen about transportation for men who have been fined. Discussion on the quality of the night lunch cold cuts.

SOUTHERN STATES (Southern Trading), April 30— Chairman, Stacy Robinson; Secretary, C. Parrish. Delegates reported disputed overtime in all departments. Article from "Food for Thought" read and discussed. Each Department instructed to make up a repair list.

CUBORE (Ore), April 27— Chairman, L. Van Ever; Secretary, W. House. Delegates reported number of books and permits in their departments. Ship's Delegate told crew that a collection will be made at payoff for the March of Dimes.

OCEANSTAR (Triton), April 15— Chairman, Bill Higgs; Secretary, Whity Lewis. Delegates reports accepted. Motion carried to bring to the attention of the Patrolman anyone performing during trip. Repair lists to be submitted to delegates as soon as possible.

JOHN B. WATERMAN (Waterman), April 29— Chairman, Jesse Lewis; Secretary, G. Billey. Delegates reported number of books and permits in their departments. Motion carried to buy an iron and ironing board from ship's fund. Steward told crew that meals served to other than crewmembers are to be followed by chits confirmed by him.

LONGVIEW VICTORY (Victory Carriers) (no date given)— Chairman, Ken Roberts; Secretary, Charles Lord. Delegates reported no beefs. Discussion on getting better fans for quarters. Crew to take turns in keeping laundry clean.

BRADFORD ISLAND (Cities Service), April 24— Chairman, Frank Pastuh; Secretary, Marsh. Delegates reported no beefs. Dis-

Warriors Taking It Easy



A trio of seafaring Warriors use the ship's rail for support as they brace themselves for a traditional shipboard shot with the vessel's life ring. Left to right: Bosun Knowles and ABs Green and Demayer.

ussion on poor quality of night lunch. Report made that ship had given \$54 to the March of Dimes and will take another collection. Article from "Food for Thought" read to crew and discussed. Senate investigators report on Cities Service read and discussed.

OCEAN C (Ocean Transportation), April 30— Chairman, Ed Albanski; Secretary, Santano Busciglio. Delegates reported no beefs. Pantryman asked the crew to cooperate in keeping the pantry clean.

CHIWAWA (Cities Service), April 21— Chairman, J. Connolly; Secretary, J. Bell. Delegates reported the number of books and permits in their departments. New sheets and pillow cases to be ordered. Ship's Delegate read letter concerning March of Dimes. Discussion on educational program for new permit card men. Discussion on article on political action from pamphlet "Food for Thought."

STEEL WORKER (Isthmian), April 22— Chairman, Charles Bush; Secretary, Tony Gasper. Delegates reported beef on delayed sailing. Discussion on purchasing a new washing machine.

SEATHUNDER (Orion), April 22— Chairman, Britton; Secretary, Smilowitz. Ship's Delegate reported that there has been some stealing going on aboard ship. Motion carried that departmental delegates collect donations for March of Dimes from crew at the payoff. Preamble of Union Constitution read to enlighten some of crewmembers who seemed to have mistaken ideas as to the "Brotherhood of the Sea."

DEL NORTE (Mississippi), April 29— Chairman, Metres; Secretary, Lewis. Ship's Delegate reported posting of educational bulletins from Headquarters. Treasurer reported \$98.71 in Ship's Fund. Ship's baseball cup given to Gymnasia y Esgrima



Here's the man who submitted the photos to the LOG, Chuck Garriz. Apparently, he's resting up for one of the big canasta contests that were a nightly feature.

Club inasmuch as they won it in a ball game. Discussion on how much to give crewmembers removed to the hospital in South America. Motion carried to give the men \$100.

SEADREAM (Orion), March 28— Chairman, Ralph Williams; Secretary, Dan Foreman. Delegates reported all in order. Discussion on needed repairs in engine room. Discussion on disciplining of new member of deck department who had been the cause of trouble with every member of his department.

STONY CREEK (Mar-Trade), April 8— Chairman, George Baker; Secretary, Richard Bauer. Discussion on sending of letter to Union concerning replacements needed on ship. Crew to turn in face towels with their dirty linen. Discussion on crewmember having to pay overtime to man who stood his watch

while he went ashore to see a doctor. Bulletin from "Food for Thought" posted where entire crew could read it.

FRENCH CREEK (Cities Service) (date not given)— Chairman, Charles Hoenemann; Secretary, Eddie Farrell. Delegates reported all okay. Motion carried to get a new library in next port. Ship's Delegate reported that the Captain had had the Ordinary Seaman make coffee in the wheelhouse while the ship was having fire and boat drill.

ABIQUA (Cities Service), April 8— Chairman, Stanley Swiencowski; Secretary, Kenneth Skonberg. Delegates reported the number of books and permits in their departments. Ship's fund reported to contain \$55. Pumpman donated electric iron.

KATHRYN (Bull), April 8— Chairman, A. Oquindo; Secretary, A. MacDonald. Ship's Delegate reported that company has instructed gate guards to open all packages whether the bearer has a pass or not. Crew told to keep a receipt for all purchases until they are clear of the ship. Discussion on the duties of the gangway watch.

SEATRAN HAVANA (Seatrains), April 22— Chairman, Jack Kelly; Secretary, Martin Lynch. Delegates reported the number of books and permits in their departments. Request made for a better grade of meat. More glasses needed.

SEATIGER (Orion), April 15— Chairman, Harvey Guenther; Secretary, V. O'Brian. Delegates reported all okay. Status of permit and work permit men explained. Welfare fund beneficiary cards given out to crew.

SEATIGER (Orion), April 30— Chairman, Abe Goldfab; Secretary, V. O'Brian. Delegates reported all in order, except deck department, which is one man short. Repair list to be posted on bulletin board. Discussion on keeping washing machine clean. Men advised of rule regarding 24-hour notice of signing off.

SEADREAM (Orion), May 13— Chairman, Ralph Williams; Secretary, Dan Foreman. Steward asked to put out more steaks and roast beef. Also complaint registered about hard baked potatoes and cold corn. Chairman read

letter from Headquarters on March of Dimes appeal. Decision made to send one man topside for mail instead of everyone running up there.

SEAMAR (Calmar), May 13— Chairman, Joseph Brennen; Secretary, Stanley Ruzyski. Delegates reported everything in order. Repair list made up and approved. Various topics in educational bulletins discussed.

COE VICTORY (Victory Carriers), April 1— Chairman, G. Bulleh; Secretary, Sir Charles. Delegates reported some disputed overtime and report of Mate working on deck. Motion carried to give all disputed overtime to Captain. Library to be exchanged in next port. Water in fresh water tank to be analysed. Educational meetings to be held for the benefit of the crew whenever possible for the purpose of raising the ratings of crewmembers.

EDWARD L. GRANT (Bloomfield), May 12— Chairman, J. Kane; Secretary, C. Stringfellow. Delegates reported the number of books and permits in their departments. Discussion on water situation. Donation of \$3 raised for Brother W. Browlow who died on April 19.

ANN MARIE (Bull), May 14— Chairman, Charles Dwyer; Secretary, Chris Karas. Delegates reported on beefs. Washing machine to be purchased this trip. Chairman reported that \$40 had been raised by crew toward polio fund. Bulletins from Headquarters on education read and discussed.

ALCOA ROAMER (Alcoa), May 20— Chairman, W. Horstfall; Secretary, T. Faulkner. Delegates reported number of books and permits in their departments. Ship's Delegate reported that Captain had sent word to crew that he expects the type of conduct from the crew that is guaranteed in contract.

CLARKSBURG VICTORY (Mississippi), April 21— Chairman, C. Lawson; Secretary, D. Thomas. Delegates reported some disputed overtime. Crew to ask that cooking range be repaired or crew will not sign on. Discussion on equalization of overtime between Electricians. Crew agreed to put charges against person taking crew information topside, if that person is found.

(Continued on Page 22)

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name _____

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Book No. _____

Ridding SIU Of Subversives Upped Efficiency, He Says

To the Editor:

For quite a while now our Union has been functioning without any of the nuisances which the Trotskyites and other subversive political groups used to try to create whenever they saw an opportunity for grandstand play.

I recall the fight our organization put on against these characters and it seems that we are far better off for having gotten rid of them.

True, we never had any commies in our Union, and the Trotskyites and the other politicals never amounted to anything in the organization, but they did have nuisance value.

They never gave a damn about the welfare of the seamen and whenever an issue arose in which a seaman stood to gain, they'd jump on it and pump it for all it was worth just to call attention to themselves. That the beef might be lost was not their concern.

GROUND OWN AXES

About all they contributed to anything was confusion. They operated purely as politicians who were out to build themselves and never took a straight trade union line when the membership's welfare was involved.

I remember, for example, back a couple of years when it was announced at a New York membership meeting that the Union was going after increased wages and improved working conditions in contract negotiations. Up jumps one of these Trotskyite characters and starts bellowing about how the membership should instruct the Negotiating Committee to ask for a fantastic increase and a lot of other ridiculous demands. If I'm not mistaken they even wanted the Negotiating Committee to demand that the operators make May Day a holiday, or something just about as bad.

WHY NOT?

It was pretty obvious that they didn't give a hoot about how we made out, or what we got. Just so long as they had an excuse to step up and holler. In fact, like the commies, they preferred that we didn't get any-

thing because that would give them propaganda to try to win guys to follow their phony line.

Naturally, when some unthinking guys hear a guy get up and say let's ask for \$500 per week, they're all for it. So these characters would confuse some guys and keep the Union membership from being closely knit, as they should be, especially when a beef is coming up on the horizon.

ECONOMIC BEEF

And back in 1946, when our Union struck in protest against the Wage Stabilization Board's overruling of the wage increase the SIU negotiated in private collective bargaining with the shipowners, these lunatics sat back and thought the revolution was here, and were trying to make all kinds of crazy political analyses of the beef. They did everything but view it as the plain economic beef that it was.

So when we got rid of these characters, I think we did a service to our membership, the Union and the country in general. The proof shows up when you look at how much better off our Union is without them.

Bob Weldon

Dewey Martin Sends Greetings—From Army

To the Editor:

The last "greetings" I got sure weren't very cheerful. This is to inform my former shipmates, through the LOG, that I'm in the Army. I'm hoping to hear from some of them.

I've already retired my book, and I sure intend to use it again when I get out. Please continue sending the LOG to my home, as my mother forwards them to me.

You fellows who were on the Steel Surveyor with me, drop me a line. And you characters on the Southport had better not laugh—you may be next.

I'll forward a donation to the LOG as soon as I get paid.

Pvt. Dewey L. Martin,
US 53082099
HQ Battery,
213 AAA Gun Bn.
Camp Stewart, Georgia

Agent Speeds Library To SS Logans Fort

To the Editor:

The crew sends its appreciation to Blackie Gardner for his splendid and successful efforts in obtaining a ship's library for us on short notice, when we were on the West Coast.

The Skipper, Captain Ellison, is one of the best and fairest afloat, as far as the crew is concerned. The rest of the officers are also a good bunch of joes. The Steward, Bill Riodian, is a popular fellow with the boys for his continental dishes and his many little efforts please the crew. Karl Petersen is Bosun on here, and he's one of the best you can find.

Our trip over here will long remain in the memories of the crew as the roughest any of us have ever seen in the Pacific. Most of the crew on here are Boston boys and get along famously. Wishing good sailing to all of you boys back home.

Crew, SS Logans Fort
Yokosuka, Japan



Currently aboard the Cities Service tanker Logans Fort, which is enroute to the Far East, are (left to right) J. Ahern, OS; M. Hitchcock, AB; R. Leavy, OS, and C. Vincent, BR. The boys say the LOG "will probably be hearing from us from time to time, as we're out here on one-year articles." Keep those photos of crewmembers coming, too, Brothers.

Kyska Comes Through Ship-Shape



The Deck Gang had no beefs when the Waterman ship paid off after four-month trip to Far East. Left to right: Hank, AB; Galloway, AB; Nick, OS; Chris, DM; Bob, AB and Deck Delegate. Kneeling is Mike, an OS.



Here are some members of the Stewards department, whose beefs were settled at the payoff. Photos were submitted by Harry Mrva, DM, who said the Kyska crew was "a good gang."

Robin Trent Gang's All Working Together —And There's Not A Single Beef In Sight

To the Editor:

Greetings and salutations to all SIU Brothers and officials from the crew of the Robin Trent, sometimes known as the "Ex-Leaping Flattop," and the "Rambling Ghost of the Robin Line."

It seems to the writer that there are a few shattered hearts on this scow because we had to depart from li'l Old New York a few days ahead of time. Perhaps manana they will change their views, for during a few days of our stay in a few of these ports, the writer is positive that some of the Casanovas will find new fields.

MAKE UP KITS

Ski Gretskey of the land of the oriole and canaries, who, incidentally, is a pretty good buckaroo, just decided to purchase a whole new line of cosmetics for his gang and himself so they can renew their complexions after so much painting, sougeeing, scraping, oiling and what have you.

One of his boys, "Slimbo Hedge," now uses more poo foo than a leading man in a musical comedy. Early this morning Slim

ran into a lush on the street who said "Hello Hedge." Slim told him he didn't remember him, but that his breath was familiar. (That's corn, too, Brother.)

"Silent" Redman from the City of Scrapple and Brotherly Love, Roger La Pointe, the smiling bean eater from the city that has hell winning a pennant in the American League, Happy Shield, Johnny Reddecki, Chuck Babbitt, and many others are now claiming they are 'of the



fighting Irish of Notre Dame. It seems strange that no one has claimed to be an alumnus of Vassar. But all joshing aside, the oldtimers and the youngsters really get along on this tub.

Everything and all things are running smoothly, just as an SIU ship should run. No beefs, no arguments, and so far (yes, the fingers are crossed) a great fra-

ternal feeling among the whole gang.

The culinary (and I quote Frenchy Michelet) department, headed by the genial and grinning Johnny (Sirloin Steaks) Menville, aided and abetted by Chief Cook Bob (Keep 'Em Fat and Sassy) Reid, Night Cook and Baker Fred Minco, Second Cook and Can Opener Charles Muntz, Blazes Pinaccio, Andy Albers, Jerry Brooks, Don Tappan, Luis Williams, Jo Jo (Cotton) Bale and D. C. Jones are cutting the mustard, but is it entirely too good to last? Anyway, we are keeping our fingers crossed and hoping that the food and service stay at status quo—which is above average.

This rustbucket is being cleaned from stem to stern, scraped, sougeed, painted, etc. From the looks of things, the deck apes will be entirely too exhausted to go ashore down in the svelte belt and if some of these lovers do not show up at certain places within a limited time after arrival, then yours truly feels there may be a female picket line thrown around the "Rambling Ghost."

Leo Koza
Ship's Delegate
Capetown, So. Africa

Cute Dish



Two-and-a-half-year-old Eileen Lee Levine of Brooklyn looks plenty appealing. She's the daughter of Phil and Yetta Levine. Phil is Second Cook and Baker on the SIU-contracted Sand Chief.

CAPTAIN KEYMER LAUDS SIU CREW AS 'SEAMANLIKE'

To the Editor:

I take this opportunity to commend each and every crewmember (of the SS Highpoint Victory) at the close of this voyage, for his personal cooperation in being attentive at all times to his duties and for coming into the final port of payoff with no logs or fines on the ship's records after a foreign voyage.

It is quite a pleasure to have a crew that conducts themselves at all times in an orderly and seamanlike manner, both in the States and abroad.

In closing this voyage, I can only say for all departments that it has been a pleasure being associated with you.

G. M. Keymer, Master
SS Highpoint Victory

SIU Welfare Plan Superior, Say NMU Men

Reprinted below is the text of a letter written by a hospitalized member of the National Maritime Union and addressed to his union brothers in the Manhattan Beach Marine Hospital, Brooklyn. A copy of the letter was given to the SIU Hospital Delegate when he made his regular call this week to bring Seafarers their hospital benefits.

As Seafarers will note, the letter points to a number of facts in regard to the relative merits of the Seafarers self-administered Welfare plan and the insurance-company-administered plan, facts that we have consistently stressed.

However, we do not agree with the writer of the letter when he suggests that any NMU official might have had ulterior motives in preferring the insurance company method of administration. Several factors undoubtedly influenced the NMU to avoid the responsibility of providing the services required by the self-administered Welfare plan. Not the least of these is the fact that the American Merchant Marine Institute, which is the bargaining representative for NMU-contracted operators, has always presented a tough front to the NMU. Because the NMU has no economic strength at present, the union evidently had to

accept the type of plan which the AMMI insisted upon.

In addition, the NMU is confronted with a number of internal problems and the diversion of union energies required by the self-administered type of plan would present an additional burden to that organization. That, of course, is the NMU's own problem and it is not our desire to meddle in its affairs.

Nevertheless, the administration of welfare benefits is a problem that should be met squarely as the prime responsibility of a trade-union—for the good of its members, like the writer of the letter on this page who is typical of the majority of hospitalized seamen.

The problem must be dealt with because the failure of any trade union to draw the greatest benefits from any contractual improvement can ultimately endanger all workers within the industry.

In accepting the insurance-company administered plan, the NMU passed the work entailed in administration to the insurance company, which is ill-equipped to service the needs of seamen.

Regardless of the strain which may be put on a union by its functions in a self-administered

plan, the SIU feels that it is the union's job to participate actively in any project designed to improve the welfare of its membership. Only in the trade union is there warmth and understanding of the individual members' problems and a genuine desire to effectively aid in their disposition.

The trade union all-around is best geared to give personal service to its members. Seamen cannot, and should not, be regarded as case numbers in hospitals, or numbers on policies—they are human beings who have devoted their lives to an industry that until recently has been calloused and indifferent to their welfare. The SIU has been a strong influence in opening the new era of treatment of seamen and it feels that the union should continue to protect the seafaring man's welfare all the way.

The answer to the problem confronting the NMU lies in direct approach. It should tell Mr. Frank Taylor of the AMMI that it wants to participate in the operation of its welfare plan.

The SIU sincerely wants to see the NMU welfare plan work, and work for its membership's benefit. We do not want the NMU to be hurt, least of all on any issue involving the welfare of its membership. What hurts one group of unionists, hurts all unionists.

'NMU Plan Good For Companies — Not Members'

Dear Brothers:

Since many of our Brothers are misinformed and have the idea that the NMU pension and welfare plan is taking care of the membership, we would like to acquaint all of you with the facts.

This plan that Curran, Stone & Hanley call the most wonderful in the industry is one that looks as if it was written to benefit the insurance company. In a nutshell here is what it does:

The insurance company doesn't invest a penny, doesn't risk a penny and will collect at least \$250,000 a year, and the ones most members thought it was supposed to help do not get a cent; also with the new resolution passed at a New York meeting all the old-timers who helped build this Union, and sailed under the terrible conditions that existed before the union came into being, are now left out in the cold with nothing to look forward to but a pauper's grave; the national officers are asking you to eliminate this death benefit, too.

Stone claims they had trouble getting an insurance company to handle the plan, but because of the contract signed by the SIU, had trouble keeping the insurance company's hands off. How is it that the so-called reactionary unions can get a policy that considers the welfare of their membership first always. They have come to the conclusion long ago that shipowners, bankers, and insurance companies are quite capable of taking care of themselves. At one time the NMU had the same attitude but times have changed.

Hedley Stone said that the men in hospitals are a drain on the union. Did he expect that hospitalized members would be a paying proposition? He also states that there are men who made only one trip as a tripcard member, and have been in the hospital ever since, continued on the welfare plan. This may apply in a few rare cases, but the truth is that the average man in a TB hospital is an old-timer. There are very few young men, so it is not unusual to find men here with 20, 30, or 40 years of sea service. Almost all of them helped start this union as charter members, and to prove it we are listing the names of the members with the time they have been in the union and years at sea. Curran talks about active service but he is hardly in a position to talk since he has made one short trip in the past 15 years, and that to escape the draft.

Before this program the NMU paid benefits to members until the monies he had paid in the union were exhausted, then on the welfare or tobacco fund at \$5 a month. Now that will be finished at the end of the year, and if a person had not been employed for 20 days since last August 31, he is completely out. Needless to say most of the men here and at Ft. Stanton do not qualify, with the result that we have even less than we had before.

All of you must know that a person doesn't get over TB in a few months; sometimes it takes years and sometimes never. Now Curran & Co. intends to get rid of all these old-timers with one clean sweep—most of whom knew him when.

In "The Pilot" of March 22 there is the first financial report from August 1 to February 28. \$820,271 was collected; \$110,432 was paid to

the insurance company. Hedley Stone claims they get 6 percent, and those figures say they get over 13%. The SIU cost is figured at 3% with their money invested in interest-bearing bonds at 2½%. Therefore it costs ½ of 1% or \$50 on one hundred dollars—cheaper than travelers cheques.

You may wonder why we mention these other unions. It is because we thought we belonged to a union that had the welfare of its members at heart, and now we are ashamed that in every maritime union except the NMU the members are taken care of as long as they are in the hospital—and they always were that way. But when a member now goes to a hospital with any sickness that will keep him there a long time, such as TB, cancer, or heart trouble, after 13 weeks of benefits he is out of luck, and if he dies after a year he goes to a pauper's grave if someone does not take care of him.

We are reprinting a report on the SIU Welfare Plan in toto, dated May 4, 1951. We cannot get out and take care of this situation ourselves; as you must know, we are restricted to the hospital for long periods, so we are appealing to our Brother members to take appropriate action.

Now Curran and Stone are going to have very good assistance from the lawyers of the union, the shipowners, and the insurance company to tell what a good plan they have written, but the fact remains that conditions will be as already stated. One of our members paid a visit to 225 Broadway, the office to handle the distribution of funds. The office consists of one room and the staff is composed of one girl. No one else. And, of course, there is no longer a pension plan; it is now called a welfare plan. They have made it easy for the insurance companies and shipowners to check up on everyone in the Union. All in all Curran & Co. have done a fine job for the shipowners and particularly the insurance company. I hope they have shown their appreciation.

Hedley Stone reports they had trouble getting an insurance company to underwrite the plan, but the SIU reports that because of the NMU action they had trouble keeping the hands of the insurance company out of their plan. One can easily believe how anxious an insurance company would be to get in on a racket like that. As the fund is now established with well over a million dollars since last August 31, and up to the present writing, May 15, not one penny in welfare benefits has been paid. So no risk, no investment, and a return of a quarter of a million dollars a year that would have taken care of all the sick members the way the membership thought and expected.

Since this letter is going to all the ships, we hope that when you elect your delegates to the convention, you will instruct them to try to get us a plan that at least resembles the one that is operating so successfully in the SIU. . . .

The following is part of a letter in the SIU LOG from a hospitalized member:

"Practically everybody in our Union is eligible for the Welfare Plan's benefits. Anybody can make it, because as Brother Hall said, you only have to work one day during the past 12 months. And the

(Continued on Page 20)

Complete Text Of Vacation Plan Agreement Won By The Seafarers

(Continued from Page 6)

office he is succeeding and, subject to Paragraph 6 and 7 of this Article, shall complete the unexpired term.

9. Any Employer Trustee or alternate Employer Trustee is authorized and empowered to call a meeting in the City of New York, N.Y., of the various employers who are subscribers to this instrument upon five (5) days' written notice and such a meeting shall be called whenever a vacancy occurs in the office of Employer Trustee or alternate Employer Trustee. An individual may, at any such meeting, represent more than one Employer and any Employer shall forfeit the right to vote at any such meeting at which he fails to appoint and have present a duly authorized representative but such forfeiture shall in no way relieve such Employers of his obligation to be bound by any action taken or decision made at such meeting.

ARTICLE V

Authority and Liabilities of Trustees

1. The Trustees shall have the power to require each Employer to furnish appropriate information to establish that he is making full payment to the Trustees of the amounts required as set forth in Article II, Paragraph 1 hereof.

2. The receipt given by the Trustees, or any person acting with their specific authority, for any monies or other things of value shall effectively discharge the person or persons paying or transferring the same and such person or persons shall not be bound to see to the application of such monies or other things of value or be answerable for the loss or misapplication thereof.

3. The Trustees by majority vote may obtain administrative, consultative, legal, technical, and other services and assistance which in their opinion are necessary or advisable in the sound and efficient operation of the Plan and to effectuate its purposes and objectives and all expenses incident thereto shall be a proper charge against the Fund.

4. At the first meeting of the Trustees they shall elect a Chairman and a Secretary whose terms commence on the date of their election and shall continue for one year, or until his or their successors have been elected. At no time shall both such offices be held by Trustees designated by the same party.

5. Meetings of the Trustees shall be held at such place or places as may be agreed upon by the Chairman and the Secretary and may be called by the Chairman or the Secretary upon five days' written notice and may be held any time without notice if all the Trustees consent thereto. Individual members of the Board of Trustees may not take any action for or on behalf of the Trustees between meetings, except as may be specifically authorized in writing.

6. The Trustees shall keep full minutes of all their meetings, resolutions and actions. In the absence of the Chairman, the Secretary shall act as Chairman and shall appoint another Trustee from the group of Trustees to which the absent Chairman belongs to act as Secretary for the meeting. In the absence of the Secretary, the Chairman shall appoint another Trustee from the group of Trustees to which the absent Secretary belongs to act as Secretary for the meeting. In the absence of both the Chairman and the Secretary, there shall be made *pro-tem* appointments by the Trustees present.

7. The Trustees shall cause to be kept true

and accurate books of account and records of all their transactions as Trustees which shall be audited annually by certified public accountants, or more often as may be determined by the concurrent action of the Employers and the Union. The cost of all audits shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such charges. Copies of all audits shall be furnished to each of the Trustees, to the Administrator, to each of the Employers and to the Union. A statement of the results of such audits shall be available for inspection by interested persons at the office of the Administrator and at such other places as may be designated by the Trustees.

8. Each Trustee shall be protected and held harmless in regard to any action which may be taken upon any paper or document believed by him to be genuine and to have been made, executed, or delivered by the proper parties purported to have made, executed, or delivered the same; and no Trustee shall be held liable for any action taken or omitted by him in good faith, nor for the acts of the Administrator or any agent or employee selected by the Trustees, nor for any act or omission of any other Trustee.

9. The Trustees are authorized to formulate and promulgate any and all necessary rules and regulations to facilitate the proper functioning of this Plan, provided the same are not inconsistent with the terms hereof.

10. The Trustees shall appoint an Administrator as provided in Article VI, Paragraph 1 hereof, and may delegate any of their ministerial powers or duties hereunder to him or to any of their agents or employees; provided, however, that the Administrator and any such agent or employee authorized to have access to money or things of value belonging to the Fund, shall obtain a fidelity bond in such amount and secured by such surety company as the Trustees shall determine.

11. Any Trustee or alternate Trustee may resign by instrument in writing executed for the purpose and delivered to the remaining Trustees; provided, however, no vacancy or vacancies in the office of Trustees shall impair the powers of the remaining Trustees acting in the manner hereinabove provided to administer the affairs of this Plan; and further provided that for the purpose of determining the voting strength of the Trustees any unfilled vacancy shall be considered an absence and the provisions in Article IV, Paragraph 4 hereof shall apply.

ARTICLE VI

Administrator and Records

1. The Administrator specified in Article V, Paragraph 10 hereof, shall be appointed as follows:

In a meeting of the Trustees held for the purpose of appointing an Administrator, the Employer Trustees shall submit a list of twelve (12) persons as nominees for the position of Administrator and the Union Trustees shall select from the list one (1) individual who shall be the Administrator.

2. The Employer Trustees or the Union Trustees may initiate charges of malfeasance or misfeasance against the Administrator and such charges shall be referred to a Board of Inquiry under the procedure set forth under Article IV, Paragraph 7, hereof. In the event the Administrator resigns or is removed or for any reason is unable to perform his duties, a meeting of the Trustees shall thereafter be held as soon as practical for the purpose of appointing a new

Administrator as provided in Paragraph 1 of this Article.

3. The Administrator shall perform the duties delegated to him by the Trustees and his salary and the salaries of his assistants, clerical or otherwise, shall be fixed by the Trustees and shall constitute a proper charge against the Fund.

4. Each of the Employers shall furnish to the Trustees, through the Administrator, necessary and appropriate records pertaining to their respective Employees, including records of the names and classification of such Employees; the number of days worked by such Employees with place of employment; Social Security numbers, if any, identification numbers of the U.S. Coast Guard, and any other information that the Trustees may require in connection with the sound and efficient operation of the Plan. The Union shall furnish to the Trustees, through the Administrator, necessary and appropriate records or other information available to the Union pertaining to the Employees as defined in Article I, Paragraph 3 hereof, which the Trustees may require in connection with the sound and efficient operation of the Plan.

5. All claims for benefits shall be presented to the Administrator who shall, with reasonable promptness, certify to the Trustees that the records available to him indicate that each benefit claimed is or is not properly payable.

6. The Administrator shall, upon approval of the Trustees, make direct payment of any vacation benefits to which any employee may be entitled and shall pay the salaries of the employees of the Plan. When making such disbursements the signatures of the Administrator and one other bonded employee of the Plan shall be required in order that such payments be made.

ARTICLE VII

Arbitration

1. In the event the Trustees cannot decide any matter or resolve any dispute because of a tie vote, then and in such event the Trustees cannot agree on an impartial arbitrator, application shall be made to the Judge of the District Court of the United States for the Southern District of New York who, at the time, is sitting in chambers, for the appointment of an impartial arbitrator.

2. The decision or award, which shall be in writing, shall be final and binding on all parties and persons concerned, it being the intention that such written decision shall be made within five regular working days after the Impartial Arbitrator receives all the evidence.

3. In the event of an arbitration, the expenses thereof, including the fee, if any, of the Impartial Arbitrator, shall be a proper charge against the Fund and the Trustees are authorized and directed to pay such charges.

ARTICLE VIII

Miscellaneous

1. None of the Employers or the Union shall in any way be liable in any respect for any of the obligations of the Trustees because such Trustees are officers of or in any way associated with any Employer, or the Union. The Trustees, although appointed by the Employers or the Union, act hereunder as individuals only and not as agents or employees of the Employers or the Union, nor as representatives of the Employees.

2. Whenever this instrument specifies that the

(Continued on Page 20)

Complete Text Of Vacation Plan

(Continued from Page 19)

Employers are to perform any obligation or duty or may perform any function or take any action, as provided for in Article IV, Paragraphs 1, 6 and 7, and Article V, Paragraph 7, thereof, such collective obligation, duty, function or action shall be determined in accordance with and under the provisions of Article IV, Paragraph 2 hereof.

3. The Plan is accepted by the Trustees with the understanding that it must be approved by all Federal and State agencies which have proper jurisdiction. Any applicable Federal or State taxes, any compensation insurance premiums, etc.; shall be paid out of the funds collected under the Plan.

4. The place of business of the Fund shall be New York, New York. Any written communication to an Employer Trustee, individually, shall be deemed properly addressed if addressed to the office of such individual Trustee and any written communication to the Employer Trustees, collectively, shall be deemed properly addressed if addressed to the office of the Administrator. Any written communication to the Union Trustees, either individually or collectively, shall be deemed properly addressed if addressed to the Headquarters of the Union in New York.

5. The Plan shall not become effective until the contributions or payments thereto by the Employers shall have been approved by the Bureau of Internal Revenue as proper current deductions for tax purposes. If approval by any other Federal or State agencies with proper jur-

isdiction is required by law or contract, such approval shall be secured before the Plan becomes operative on the vessels so involved.

6. This Agreement and Declaration of Vacation Plan and the Trust created hereby shall continue until midnight, **September 30, 1956**, and the provisions hereof may be amended only as herein provided at any time by an instrument in writing, executed by all the Employers and by the Union and subscribed to by the Trustees; provided, however, that no amendment shall alter the purpose of the Plan or divert the Funds to any use other than as specified in this agreement.

7. If the Trust herein created is not extended for a specified period from its termination date, the Trustees shall, upon termination or liquidation of the trust and the fulfillment of the purposes specified in Article III hereof, transfer any surplus monies in the Fund to any new trust fund or Vacation Fund that may be created by and between all the Employers and the Union. If the Trust herein created is not extended and no new trust fund or Vacation Fund is created by and between all the Employers and the Union, then in such event, the Trustees shall continue after the termination date hereof to perform and carry out the provisions of the Plan on the basis that all Employees then qualified to receive the benefits of the Plan shall continue to remain qualified until the disbursements of the monies in the Fund reduce the Fund where the monies left are too small, in the judgment of the Trustees to be used to effectuate the purposes of the Fund when such residual monies shall be given to such seamen's charity or charities as

the Trustees in their discretion shall determine.

8. Income of the Fund, if earned, is incidental only and the Fund is not intended to produce income other than as may be collateral or incidental to its operation and the providing of benefits and to avoid waste. Should any income be earned, it shall be credited to the Fund.

9. This Agreement and Declaration of Vacation Plan may be executed in a number of counterparts each of which shall have the force of an original. Subscribing Employers are not required to execute more than one counterpart.

Signed this 24th day of May, 1951, by the Negotiating Committees:

For the Company:

J. M. Boughman
ISTHMIAN STEAMSHIP COMPANY
W. E. Anthony
WATERMAN STEAMSHIP COMPANY
R. C. Chapdelain
SEATRAINS LINES, Inc.
M. Williams
A. H. BULL STEAMSHIP COMPANY
BALTIMORE INSULAR LINE, Inc.
A. Lesh
VICTORY CARRIERS, Inc.
C. H. Logan
MISSISSIPPI SHIPPING COMPANY

For the Union:

Morris Weisberger
Paul Hall

'NMU Plan Good For Companies — Not Members'

(Continued from Page 18)

benefits continue as long as you're in the hospital. I imagine a lot of guys in the NMU are going to find out that they just missed the boat when it comes to getting the hospital payments. They have to work 20 days in a six-month period. And then they only get benefits for 13 weeks, then they have to work another 20 days. Kind of tough when a guy's sick.

"You can get a pretty good idea of what the Seafarers are trying to do by that special group of old-timers who were in the hospital when the Plan started and who were made eligible for all the benefits. It looks to me like our Union had one idea and that was to make every man eligible, without forgetting anybody.

"That's one of the swellest things about the Plan. Most guys know that when something new is started, there are always a bunch of people who are left out in the cold, because a start has to be made somewhere. But the old-timers weren't forgotten, the Plan brought them right in. . . .

"By the way, I noticed in the Welfare Plan report that the two Seafarers who have been written up so much lately in the papers have been receiving hospital benefits at the Staten Island Marine Hospital. Eric Joseph, who gave up an eye to save the sight of Phil Pron. They're both on the list.

"Our Welfare Plan may be a model for other Unions but the thing that interests me the most is that it is working to suit us Seafarers."

* * * *

As you know, to send out this letter to all NMU ships costs money. Any donations will be appreciated.

HIGHLIGHTS OF THE SIU WELFARE PLAN

"The Seafarers Welfare Plan is the only one which is self-administrative, which means that practically every cent that comes into the fund is available for benefits. Administrative costs of the Seafarers Plan amount to less than 3 percent of the monies coming in, compared with upwards of 11 percent that is charged by the insurance companies. The Seafarers Plan is the only one with a steadily growing reserve. As of today the Plan has assets of \$1,321,000, and approximately \$150,000 owed to it. . . .

"The Seafarers Welfare Plan is the most flexible. New or increased benefits can be added any time the trustees agree that the fund is in a

strong financial condition. The recent doubling of the death benefit to \$1000 is an excellent illustration of the flexibility of the Plan. . . .

"Another example of the flexibility of the Seafarers Plan was demonstrated last year. A few days before Christmas the Union's Negotiating Committee proposed that the Welfare Plan make a \$10 Christmas gift to the men in the hospitals. Immediately the Union and the shipowner trustees met, discussed the matter, decided that the Plan could easily afford a holiday gesture of remembrance, and voted the payment. . . .

"To come under the Welfare Plan, a man need only to have worked one day for a contracted company during the previous 12 months. (Compare this with the NMU's plan, where one must have worked 20 days within the previous six-month period). Under the Seafarers Welfare Plan benefits are indefinite: a man is paid as long as he is hospitalized. Under the NMU plan payments are limited to 13 weeks, after which a man must work another 20 days within 6 months to become eligible again. In addition the SIU Negotiating Committee succeeded in making eligible all benefits, present and future, a group of 120 old-timers who were so sick or so disabled that they had been unable to work for years, and who could not meet the one day a year requirement. Four of these men, incidentally, have died since then, and the death benefits were paid to their designated beneficiaries. Under the NMU Plan no old-timer, sick or disabled, and unable to work, is eligible for either benefit."

A FEW OF CURRAN'S "ONE-TRIPPERS"

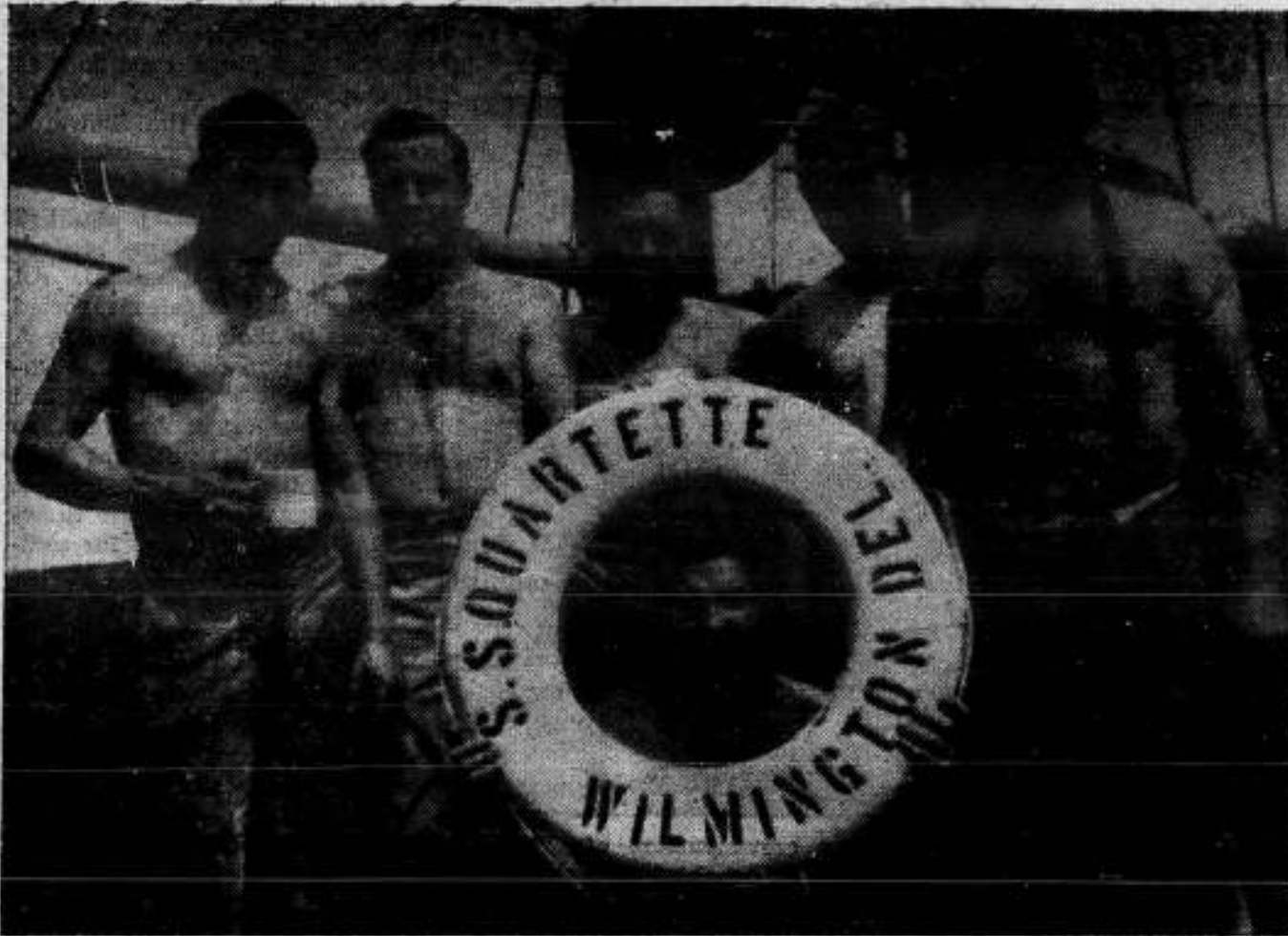
Name	Years At Sea	Name	Years At Sea
Richard Merz No. 1532	25	Laurance Logan No. 17183	30
John (Whitey) Thornstrom No. 4207	30	John T. Hogan No. 20691	32
Louis Oliver No. 18876	28	Jerry Byrne No. 18616	25
Alfred Pedersen No. 11670	20	George F. Gibson No. 6342	45
Edwin Fetter No. 2195	16	Antonio Gracia No. 17907	50
Walter Chalk No. 7812	25	Frank Sanchis No. 95046	31
Frank Martin No. 11596	30	Gustav Olson No. 33641	48
Renato A. Villota No. 10497	20	Joseph Blackston No. 68893	33

There are 85 more members here, but space does not permit us to print their names. This letter was approved unanimously. Please send contributions to NMU Committee at this hospital.

Fraternally,

John (Whitey) Thornstrom

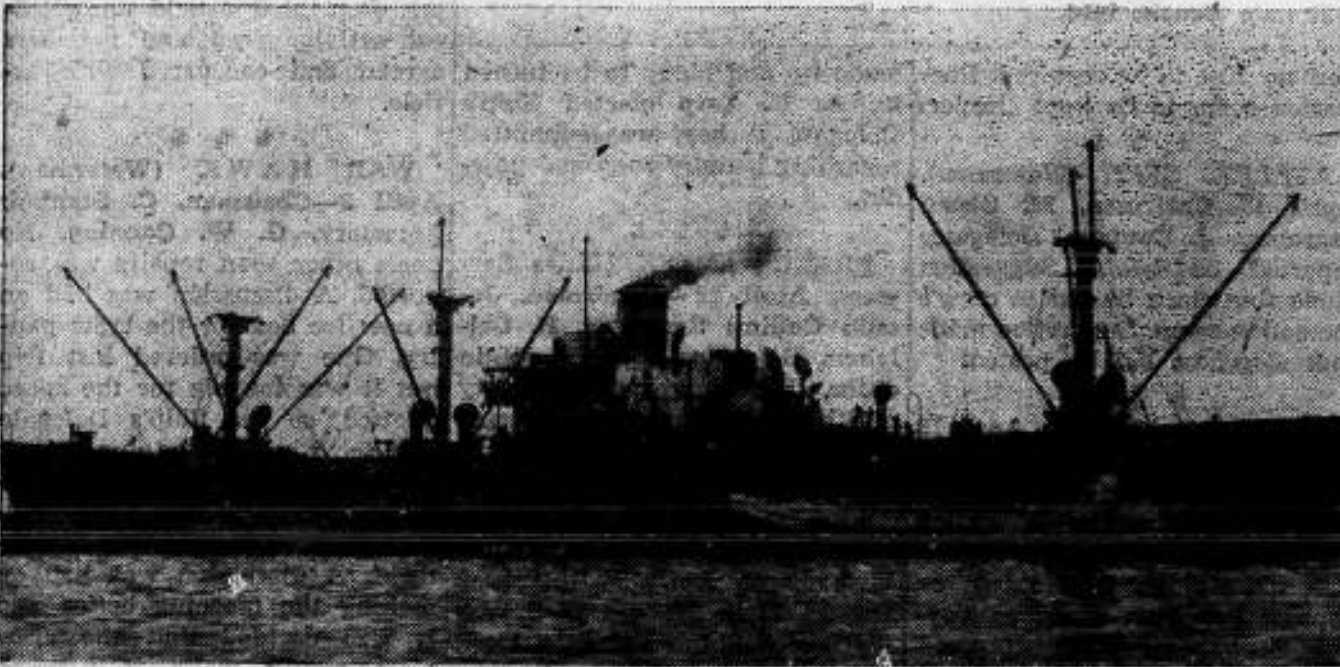
Quartette Crew Sings Trip's Praises



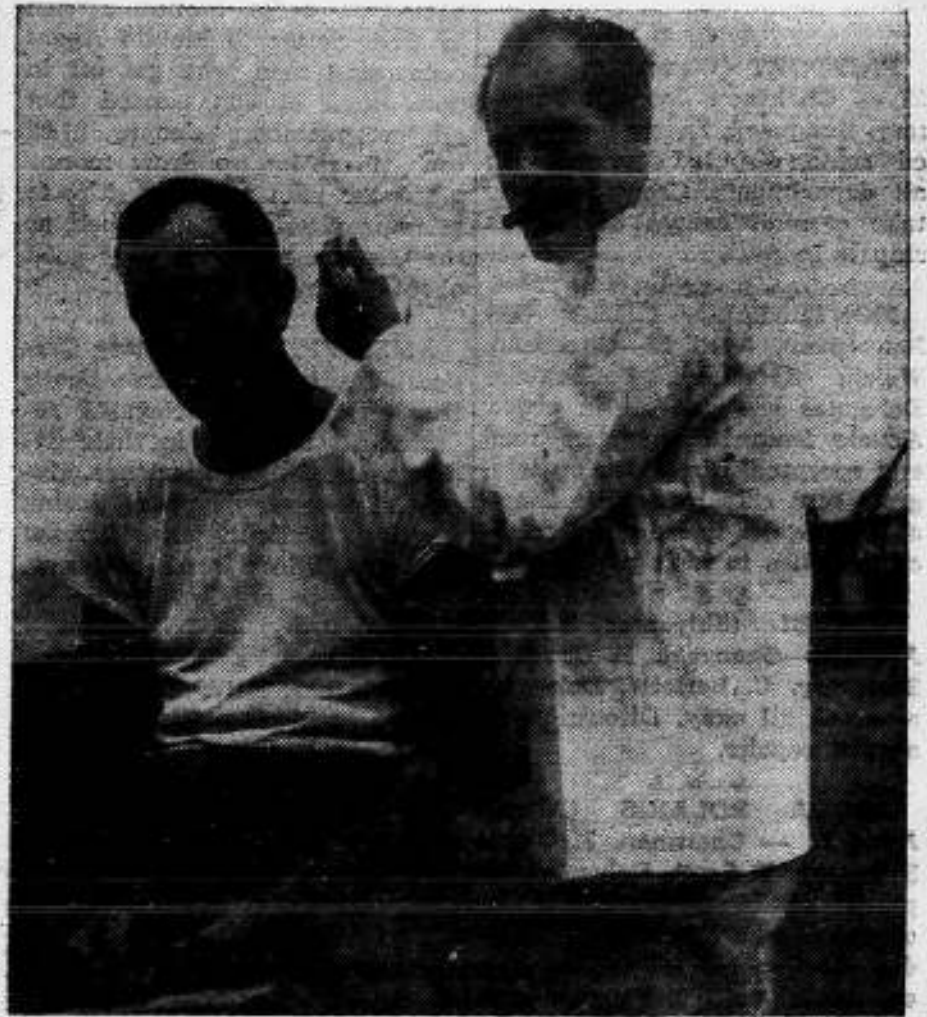
The photos on this page were among a group forwarded to the LOG recently by Seafarer Paul T. Cassidy, Ship's Delegate aboard the SS Quartette, operated by the Standard Steamship Company. Accompanying the photos, on which Cassidy collaborated with Tom Willis, was a letter describing some of the colorful highlights of the crew's visits to Far Eastern ports.

Because of Cassidy's vivid account of the Quartette crewmembers' experiences—notably a ball game played in Masinloc, P.I. against a strange cult referred to as "Billie-Boys"—the LOG is anxious to reproduce it in full. Space limitations necessitated a hold-off and the letter, with additional photos, will appear in the next issue.

Here's a hep sextet of Seafarers on the SS Quartette. From left to right: H. McNeil, Wiper; M. D. Howell, Messman; Roy Devine, Steward's Utility; Roy Boyd, Wiper; Cliff Berg, Oiler, and Coy L. Morrow, Messman, who is sporting a nautical necklace.



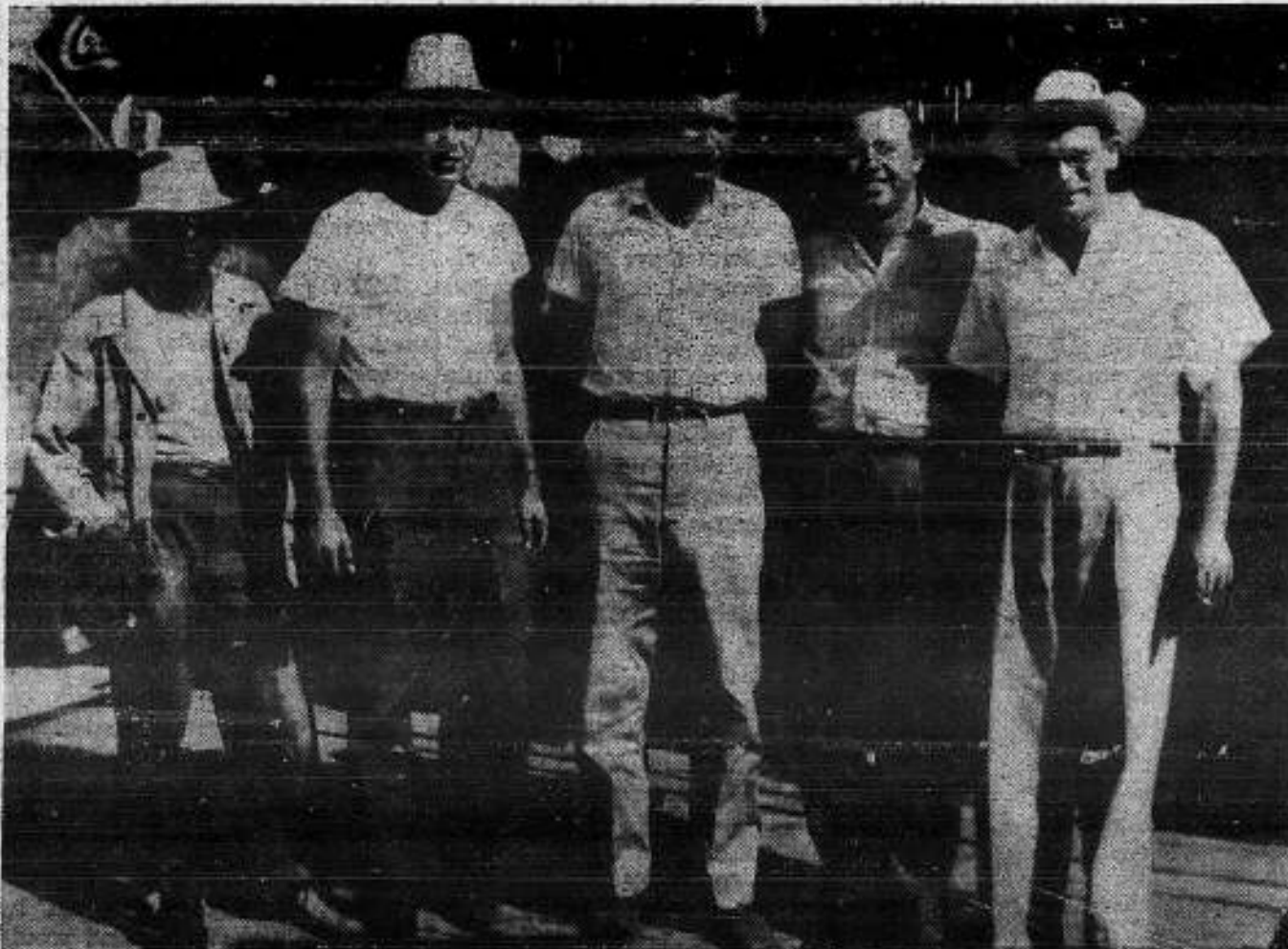
This photo by the Cassidy-Willis combination was taken as the SS Quartette lay at anchorage in Nagoya, Japan, with a liberty launch alongside. In the Japanese port, the Quartette crewmen found a good deal in the Nagoya Seamen's club, operated by "Tony." The lads recommend the spot highly to all Seafarers.



In the Quartette's open-air tonsorial parlor (Haircuts Only), Roy Boyd dons a barber's coat to trim the locks of the vessel's capable Steward, Bob Elliot. What Roy may lack in skill, he makes up on willingness to please.



Cassidy himself poses in front of Tony's canteen in Nagoya with one of the club's employees. The club is for the exclusive use of merchant seamen and is off limits to Army and Navy personnel. Prices are reported to be well below any charged by other places in the harbor.



Quartette crewmen pose with a couple of acquaintances in Masinloc, P.I. At extreme left is a local volunteer guard with his rifle at rest. Others are (left to right): Tom Willis of the Quartette, Hollis Tower, a discharged GI presently working for Masinloc mining outfit, and crewmembers Howell and Boyd.



On deck are Oiler Cliff Berg (left) and Chief Engineer Joseph Hempstead. According to Cassidy the Quartette is scheduled to return to the States in a couple of weeks. They'll bring back memories of an interesting voyage, which is fair enough by any seamen's standards.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 15)

PONCE DE LEON (Waterman), April 22 — Chairman, Anthony Kuberski; Secretary, Emil Gomez. Delegates reported all in order. Communications from Headquarters read to crew and discussed. Discussion on maintenance of washing machine. Suggestion made that something be done to insure heat in foc'sles.

ABIQUA (Cities Service), April 22 — Chairman, Francis Sontillo; Secretary, Ken Skonberg. Ship's Delegate reported he will buy crew phonograph this trip. Ship's fund reported as containing \$58.28. Delegates reported all in order. Collection to be taken for March of Dimes. Crew asked to stop quibbling about seats in messroom.

FAIRPORT (Waterman), April 22 — Chairman, Drozak; Secretary, Sunguroff. Delegates reported some disputed overtime in all departments. Crew asked to take care of canvas cots when ship is in port.

MONTEBELLO HILLS (US Petroleum), April 22—Chairman, Welch; Secretary, Boubouloix. Delegates reported all in order. Article from Headquarters read and accepted. Discussion on telegram sent ship by former Steward. Delegates to see about medical supplies in next port.

TADDEI (Shipenter Lines), April 22—Chairman, S. Candela; Secretary, C. Barletta. Delegates reported all okay. Discussion on needed repairs.

ALCOA POLARIS (Alcoa), April 22 — Chairman, McClure; Secretary, T. Scott. Delegates reported all in order, except for one man who left ship in Trinidad. Motion carried not to sign on again until mattresses and pillows are replaced.

FRANCES (Bull), April 22 — Chairman, H. Ricci; Secretary, Don Herlby. Delegates reported no beefs. Discussion on letter from Union. Discussion on ice and coolers.

SEATRAN NEW JERSEY (Seatrains), April 22—Chairman, Bill Frederick; Secretary, Wiley Carter. Delegates reported no beefs. Communication from Headquarters on "Political Action" read and accepted. Discussion on needed repairs.

HARRY T (Palmer), April 8 — Chairman, William Mellon; Secretary, J. Chastant. Delegates reported no beefs. Motion carried to have bunks and mattresses inspected and necessary repairs and replacements made. Motion carried that fire stations be numbered as soon as possible.

EVELYN (Bull), April 8 — Chairman, N. Henson; Secretary, E. Dacey. Delegates reported no beefs. Motion carried that crew pay heads of departments \$1. for key to foc'sles. Motion carried to report Messman who got off in Port Sulphur.

SHINNECOCK BAY (Mar-Trade), April 15 — Chairman, Graydon Suit; Secretary, E. Erikson. Delegates reported no disputed overtime. Motion carried that all men be sober at payoff. Suggestion made that repair list be ready when ship hits port.

SEACOMET (Seatraders), April 15 — Chairman, Thomas Lyons; Secretary, Anderson. Delegates reported all okay. Letter sent to all ships on conditions aboard ships read and discussed.

SIMMONS VICTORY (Bull), April 14—Chairman, Ray White; Secretary, W. Salazar. Ship's Delegate reported he had received a letter from Headquarters which stated that all crew shore leave time in Japan put in for by the crew was good. Two men to be turned over to Patrolman when ship hits States. Chief Cook and Baker complimented on their work by the crew.

CITY OF ALMA (Waterman), April 14—Chairman, Leo Marsh; Secretary, E. Linch. Delegates reported no beefs. Motion carried to write letter to Mobile Agent concerning man who got off in San Juan. Motion carried that all crewmembers donate \$1.22 each, to make up draw money given the man who left ship, to reimburse Skipper, inasmuch as the Captain has been very good about putting out draws.

AMES VICTORY (Victory Carriers), April 15—Chairman, Scott; Secretary, Spear. Delegates reported all in order in their departments. Union literature given out to new members during meeting. Bulletin on "Divided Responsibilities" read to crew. Beef raised on low grade of meat.

SEATRAN NEW YORK (Seatrains), April 15—Chairman, R. Sweeney; Secretary, J. Monast. Delegates reported all in order. Motion carried to donate \$10 to March of Dimes. Men cautioned to show up for meals in proper dress or face fines.

JOHN B. KULKUNDIS (Mar-Trade), April 16 — Chairman, Joe Air; Secretary, S. Berger. Delegates reported no beefs. Captain praised for being very cooperative with crew and termed "one of the best." Deck Delegate to purchase washing machine and be reimbursed from money collected from crew. Stores to be checked by delegates.

BIENVILLE (Waterman), April 15 — Chairman, D. Wallace; Secretary, C. Andrews. Ship's Delegate reported on the March of Dimes appeal. Delegates reported no beefs. Clapper valves and

Likes Philly



H. K. Pierce, recently paid off in Philadelphia, one of his favorite ports. He intends to ship from there for awhile.

Under Khorrahmshahr Skies



Under the blazing Indian sun crewmembers of the SS Robin Goodfellow hold still for crewmember Bing Miller's camera. The Goodfellow, which had served in Korean waters since the outbreak of hostilities, was under charter to Isthmian when this picture was taken.

The crewmembers pictured are, left to right, Lew Berkowitz, BR; Kirby Digman, Cook; Bill Davies, Carpenter; Johnny Soroa, Oiler; Louie Dengage, Oiler; Stanley Gisa, OS, and Jimmie Lencic, MM.

sanitary line to be repaired. Recreation room to be kept cleaner.

AZALEA CITY (Waterman), April 15—Chairman, M. Olsen; Secretary, J. Connors. Delegates reported no beefs. Suggestion made that clock be put in crew's recreation room. Suggestion made that slopchest list be posted.

MARYMAR (Calmar), April 15 — Chairman, Guy Walter; Secretary, J. Molden. Delegates reported all in order. Discussion on keeping laundry and recreation room clean. Beef raised on repairs list from previous voyage. Stewards department praised for fine work.

STEEL DIRECTOR (Isthmian), April 15—Chairman, M. Anderson; Secretary, W. Stark. Delegates reported no disputed overtime. Ship's Delegate suggested that Steward ask company for innerspring mattresses. Steward asked to be sure slopchest has fresh cigarettes for next trip.

HIGH POINT VICTORY (Mar-Trade), April 19—Chairman, C. Scofield; Secretary, M. Cruz. Delegates reported a few disputed hours. Ship's Delegate reported that Captain wished to compliment crew on its behavior while in port. Motion carried that a store list be secured from company before the next trip. Steward was asked to leave out more cans of coffee at night lunch.

IBERVILLE (Waterman), April 20 — Chairman, Claude Nolan; Secretary, De Fazi. Delegates reported all okay. Discussion on educational items placed in recreation room for use by new Union members. Discussion on needed repairs for head.

GEORGE M. CULUCUNDIS (K and C), April 8—Chairman, W. A. Palmer; Secretary, E. Morris, Jr. Deck and Engine Delegates reported everything running smooth, except for a few hours disputed overtime in each department. Stewards Delegate reported no beefs. Ship's Delegate reported that all repair lists are

made up and ready to be turned in. A. K. Torp elected Ship's Delegate. A beef was submitted regarding laundry soap and powder.

FRENCH CREEK (Cities Service), April 22 — Chairman, Joseph Collins; Secretary, E. Callahan. Delegates reported all in order. Report given on safety meeting held by Captain. Discussion on performers; bulletin relating to same posted on board.

TRANSATLANTIC (Pacific Waterways), April 8—Chairman, Donald Hall; Secretary, Steven Wartelsky. Ship's Delegate, Deck Delegate and Stewards Delegate reported no beefs in their respective departments. Engine Delegate reported sixteen hours disputed in his department. Gerald Schartel elected Ship's Delegate. Under Good and Welfare various suggestions were made on keeping the messroom cleaner. A complaint was made that not enough salad was made for supper and the Steward promised that in the future this would be corrected.

LONGVIEW VICTORY (Victory Carriers), April 5 — Chairman, Ken Roberts; Secretary, Charles Lord. Departmental Delegates reported no beefs in their departments. Ship's Delegate to see the Skipper about milk, repairs and draw system in foreign ports. Suggestion was made that repair list be made for enough in advance so that some of the work can be done at sea. John Gellaty elected Ship's Delegate.

DEL MONTE (Mississippi), April 14—Chairman, V. B. Burger; Secretary, Scotty Malvenan. Ship's Delegate reported that the painting being done by the Stewards department on orders of the Captain was being claimed by the Deck department and would be settled by the Patrolman in New Orleans. All Delegates reported disputed overtime in their respective departments. The Ship's Delegate requested each man on leaving the ship to strip

the bunks and leave the quarters in ship-shape condition as all ships should be. A vote of thanks was given the Stewards department for good feeding.

HARRY T (Palmer), April 8 — Chairman, William Mellon; Secretary, J. C. Chastant. All departmental Delegates reported no beefs in their departments. A motion was made that the Union and the company be notified of repair needs in Antwerp, so there would be sufficient time to make the necessary repairs. It was suggested that the Steward make arrangements for sanitary work in laundry. Motion made that fire stations be numbered as soon as possible.

GOVERNMENT CAMP (Cities Service), April 23 — Chairman, James Phillips; Secretary, J. H. Parker. Ship's Delegate reported that the Mate had promised to have the lifeboat davits repaired. Departmental Delegates reported on books and permits in their departments. Motion made to have New York Headquarters impress on all men shipped to tankers that smoking regulations must be enforced on the tankers. Reprinted article on political activity read and members agreed and concurred with article.

WAR HAWK (Waterman), April 2—Chairman, C. Stanbul; Secretary, G. W. Canning. No beefs other than repairs was reported. A discussion was had on a new ice box for the crew pantry. One was ordered last trip but it was too big for the space allotted, so the Ship's Delegate will see what can be done about it in Frisco. An inadequate supply of soap powder and lava soap was reported in the deck department. A discussion was had on making the morning coffee and it was decided that the crew mess would make it pending clarification from the Union.

YAKA (Waterman), April 15—Chairman, Dan Butts; Secretary, J. Flanagan. A new Ship's Delegate was elected (A. D. DePhillips) as the past Ship's Delegate, J. Flanagan, was getting off the ship. Various repairs given to the Mate to be taken care of. Under Good and Welfare several Brothers blew their tops on matters concerning the welfare of the crew.

MASSMAR (Calmar), April 22 — Chairman, S. Holden; Secretary, L. Hamilton. Letter read concerning "March of Dimes," and it was agreed that each man would donate \$1.00, sign the scroll and the scroll will be turned over to the Patrolman at the payoff. It was brought to the members' attention that if they have not applied for their validated papers and signed the Welfare card they should do so immediately.

OLYMPIC GAMES (Pacific Tankers), April 8—Chairman, W. Sharp; Secretary, Robert Douglas. R. Douglas resigned as Ship's Delegate and W. Sharp elected. Under Good and Welfare the Stewards Delegate asked everyone to cooperate in keeping the scuttlebutt clean. Repair list to be turned in to Delegates before arrival in Rotterdam. Brothers asked to take better care of washing machine.

ROUND UP OF MARITIME NEWS

The Wage Stabilization Board has been asked to approve wage increases for shipyard workers over the level set by it, in order to halt the movement of these skilled men to industries paying higher scales. . . . Japanese shipbuilding firms are very actively seeking contracts from other countries. . . . 123 vessels have been assigned by the National Shipping Administration to general agents, 57 of which are currently in operation.

The US now has many fast, modern cargo ships, the world's largest tanker fleet, and a representative amount of refrigerated units and bulk carriers, but the number of American-flag passenger ships is mighty low. . . . 15 Liberty ships were assigned on May 21 to 13 operators to carry coal or grain to ECA aid countries, of which SIU-contracted operators got eight: two each to Robin Line and Bull, and one each to Isthmian, Waterman, Mississippi, and South Atlantic.

The uncertainty of their draft situation was reported responsible for the drop of student tours abroad this summer. . . . A Japanese freighter, which ran aground near Stewart's Point, 75 miles north of San Francisco, was finally refloated after 25 days of salvaging attempts. Her crew of 54 remained aboard all during that period. . . . The Skipper of the tanker Merrimac was fined 1,500 pounds by an English court for overloading his ship by 700 tons.

The NMU has toned down its new contract demands considerably. The main emphasis now seems to be the industry-wide vacations instituted by the SIU, a wage increase and the elimination of inequities (which means they want to

bring their contracts up to SIU standards). So far not much progress seems to have been made, although it seems very likely that they will get the vacation plan, now that the SIU has paved the way.

The MCS called a stop-work meeting on May 25 to protest against "NMU raiding." The NLRB, incidentally, rejected an NMU request for an election aboard West Coast ships. The Board said that the NMU had presented an insufficient number of pledge cards. . . . The port director of Houston has proposed a \$21,000,000 program to deepen the channel. The program would include the construction of a new turning basin to accommodate huge tankers, through construction of a dam, and the easing of eight bends in the channel to eliminate navigation hazards.

A recent report by the ECA shows that US-flag ships carried 53 percent of American exports financed by that agency. The law (which was passed primarily because of insistence by SIU and other maritime unions) provides that 50 percent must be carried on American-flag ships. Since April, 1949, 68 percent of inbound tonnage purchased under the ECA agreement was carried on US ships.

The full story of the evacuation of GIs from Wonsan and Hungnam on American merchant ships may not be told for a long time, but it is known that our merchant seamen moved 105,000 troops, 100,000 civilians, 17,500 vehicles and 350,000 tons of material in little more than two weeks. . . . The privately-owned ocean going merchant fleet flying the US flag now totals 1,310 ships of over 15.5 million deadweight tons, an all-time record.

Complaints have been pouring in about the poor mail service in Cuba. Crews report that some mail has been opened, some ~~not~~ received and many—of these some with postal notes—were not delivered. The answer to this situation would seem to be not to send anything from Cuban ports and not to have anything of value sent you there.

The gashounds are fast disappearing from the sea, says Harry L. Nilsson, of the Norwegian Sailors Home in Brooklyn. "I'm tired of hearing about sailors who drink," he says. "Seamen are now going in more for studying to improve their conditions. As for seamen who drink, they are not one bit worse than men who are on the land all the time." . . . The AFL International Longshoremen's Association is trying to get its weekly welfare payments raised from \$26 to \$30. . . . 17 Congressmen are off on a six-day tour to inspect the site of the controversial proposed St. Lawrence Seaway, which is still before Congress.

The Seafarer crew aboard the SIU-contracted tanker Montebello Hills played rescuer and fireman this week when their ship, in answer to an SOS in the Red Sea, saved the 36-man crew of the Greek freighter Nicolaou Georgios and put out the fire roaring through her hatches. The story of the SIU ship's action came out when the Montebello Hills arrived in Suez late this week towing the blackened and leaking ship she had saved from a fiery end on the high seas. When the Pacific Tanker vessel arrived at the side of the burning ship, survivors were plucked from the water. Twenty-two of the SIU crew went aboard the burning ship to fight the flames. Finding no fire fighting gear, they formed a bucket brigade and worked until 24 hours later the ship was saved.

Here's What I Think

QUESTION: What comments have you heard on the waterfront from non-SIU seamen on the newly-won Seafarers Vacation Plan?



JOHN COLE, Cook:

This is another first for the Seafarers. The feeling among men in the maritime industry with whom I've discussed this new vacation setup is that by forcing the door open for an industry-wide plan for our membership, the SIU has again made it possible for all other unions to share our benefits. Only in an organization as strong as ours can the dream of yesterday become the reality of today. This latest SIU victory is more proof of that.



E. ANDERSON, Ch. Elec.:

I've been talking to a lot of other people outside of our own Union, and they seem to be amazed at the scope and character of our new vacation plan. No other union in the seafaring trade has such a vacation plan that guarantees its members vacations. As guys who will get the first benefits of this plan we certainly have reason to be proud and there will be plenty of other outfits that will soon try to follow the outline of our vacation plan.



ABE GOLDSMIT, Steward:

How can anybody say anything but what this new vacation plan is—one of the most wonderful things that has been done for seamen. The SIU has ended a raw deal. Under the vacation plan, I'll be getting my first vacation in 41 years of going to sea, and there are lots of others like me. Our officials deserve a vote of thanks for what they have done for seamen everywhere. Now I see that the NMU has asked for the same thing. It's another case of the SIU leading and the NMU following.



CARROLL HARPER, Wiper:

They're all saying it's a good deal, naturally. All the seamen who I've run into that aren't in the SIU say they wish they could be guaranteed vacations regardless of how many operators they worked for during the year. Even though they don't rate it now, many of these guys feel that since the SIU started a new thing on vacations for seamen, it'll probably spread all over the industry so that all seamen will get the benefits we Seafarers just won.



JOHN BEDNAR, AB:

A lot of my seamen friends outside of the SIU have been talking about the Vacation plan which we just got, and they all thought it was a smart idea to go after it. And all of them wish they could get a set-up like it. They say they'd like to see the whole maritime industry get this kind of a vacation deal now that the SIU has opened the way. It looks like our Union has done something that will benefit all seamen in the country.

"Good Hunting!"

