

# SEAFARERS LOG



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

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No. 16

## MUTUAL CONTRACT AID PLEGGED BY MTD UNIONS

### SUP Holding Stopwork Meetings For Strike Vote

Stopwork meetings in all ports where Branches are maintained were held August 6 by members of the Sailors Union of the Pacific, as a prelude to contract talks scheduled to begin prior to expiration of the SUP's contract on September 30.

In all affected ports, crews knocked off work on their ships and assembled in meetings to hear the reading of new demands scheduled to be presented to the operators. The membership was asked to give the Union power to call a strike if demands were not met.

Voting began immediately by secret ballot in all Branches, and will continue until August 13th, with crews of ships touching port expected to stop work as soon as their ships are tied up and report to the local SUP Hall to vote.

Among the demands put forth by the SUP are the four-watch system, 40-hour week for day-workers at sea, with time and a half for overtime, and wage

increases ranging from \$30 to \$112 a month.

Ordinary Seamen, now getting \$206 would be raised to \$236; AB Maintenance from \$274 to \$325; Bosuns from \$348 to \$460, and ABs from \$248.50 to \$268.

#### SIU SUPPORT

In announcing its demands for a new contract, the SUP immediately received a pledge of full support from the SIU Atlantic and Gulf District, which has traditionally stood shoulder to shoulder with its affiliate in all beefs.

The SUP is also assured of full support from the Maritime Trades Department, which this week signed a mutual assistance

pact with its member organizations.

With the SIU pledge of full support to the SUP came the assurance that the entire facilities of the new SIU Hall in Brooklyn would be made available to the Sailors Union, should strike apparatus be set up upon expiration of the contract.

In that event, SUP members will be assured of a strike kitchen manned by the experienced stewards department of the SIU, facilities where pickets could be briefed and dispatched, a flop for those in need of one—and, of course, whatever manpower would be needed during the beef.

A mutual aid pact, guaranteeing support to any affiliated union in need of aid when their contracts expire on September 30, was signed late last week by the component organizations of the AFL Maritime Trades Department. The new pact embraces MTD member unions representing 250,000 longshoremen, tugboatmen, licensed deck and engine officers, unlicensed seamen, radio operators and allied workers. Among the signers was Paul Hall, Secretary-Treasurer of the Seafarers International Union, Atlantic and Gulf District.

In announcing the mutual aid pledge, Harry Hasselgren, Executive Secretary of the Maritime Trades Department and Secretary-Treasurer of the International Longshoremen's Association, said that the decision was reached as a result of the fact that a number of the department's affiliates on both coasts have agreements expiring simultaneously this fall.

The AFL waterfront unions, whose agreements are up for negotiation next month, are the International

### Headquarters Tallying Committee Prepares Its Report



Members of the Headquarters Tallying Committee check their lists as Chairman Paddy McCann (standing) reads the results of the voting on the referendum to amend outmoded provisions in the SIU constitution and allow a new dues and assessment schedule. The members are, left to right, R. Garofalo, John Anton, Frank Moran, Charles Palmer, McCann and A. Jockel.

Longshoremen's Association, Sailors Union of the Pacific, the Radio Officers Union and Masters, Mates and Pilots.

The SIU, Atlantic and Gulf District, has already received membership approval to seek wage increases and is awaiting Wage Stabilization Board action on other maritime labor cases before action is taken.

The wheeling into line of the AFL's big guns in maritime makes ready the full weight of the MTD to be thrown behind each of the member organizations who will present demands to their respective operators.

The mutual aid program evolved after a series of meetings between the affiliates of the Maritime Trades Department, each of whom pledged to pool all of their resources to win sa-

(Continued on Page 3)

### ECA To Request 17 More Freighters For European Aid

Possibilities appeared strong this week that the SIU would receive additional ships under GAA charters to contracted companies.

A report out of Washington states that the Economic Cooperation Administration is preparing to ask the Federal Maritime Commission to break out another group of Eibertys to handle the expanding Marshall Plan cargoes to Europe.

The report stated that ECA expects to ask for 17 additional ships to be recommissioned for duty.

Out of the last two allocations SIU-contracted companies received 12 ships.

Between 225 and 230 former reserve-fleet vessels already are in the emergency shipping program being handled by the National Shipping Authority.

### Revised Cities Service Contract Ready For Press

Copies of the new agreement incorporating the recent agreed-to changes in the working rules aboard the ships of the Cities Service fleet are now in the process of being printed and will shortly be available in SIU Halls and aboard the ships.

The new agreement embraces

the changes agreed to by the SIU and the company on July 20, which guarantee the Cities Service men the same conditions and benefits in effect on other SIU-contracted tankers.

Representatives of the company and the SIU have completed incorporating the new contract clauses into the pre-

viously signed Cities Service contract, and have turned over the final copy for printing, an action looked upon as indicating a more cordial company-SIU relationship.

Specifically the new contracts will include an increase in the stewards department manning scale, with one Messman being

added to each ship. Other working conditions changed provide overtime pay for work performed in port between 5 PM and 8 AM Monday through Friday, and overtime pay for shifting butterworth machines or washing tanks from the deck while on watch between 8 AM and 5 PM Monday through Friday.

# SEAFARERS LOG

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## Example Of Real Unity

The mutual aid pact signed by the member unions of the AFL Maritime Trades Department last week is a resounding demonstration that there is unity on the waterfront. The catchphrase of unity, bandied about by the commies for years as an excuse for attempting to take over smaller outfits, has been quietly proven to be a fact of five years' standing by the AFL maritime labor unions.

Now, on the eve of contract negotiations by some of the unions affiliated with the AFL maritime labor group, this powerful aggregate of strength once again proves to all that unity is a fact; and that in unity there is strength.

When the member unions sit down at the bargaining table next month to rewrite their contracts, standing behind them in support will be over 250,000 maritime workers of all waterfront trades and occupations. This silent fact will have far reaching effect on the attitude shown toward the unions by the operators involved.

Who can tell how great an effect this common bond will have on future employer-employee relations on the waterfront? There is no doubt but that the MTD stands as the most powerful maritime labor group ever assembled. In itself it stands as a tremendous stabilizing factor in maritime, for its program of a common contract expiration date for all maritime unions puts to an end the almost year-around bargaining sessions and uneasiness of impending strikes. The MTD undoubtedly acts as a strong deterrant against operators who prefer to face possible strike action than grant reasonable demands of the member unions.

But should strike action become necessary, the MTD pledge of mutual support will make any walkout 100 percent effective.

In the hands of the MTD is concentrated the entire power of the AFL on the waterfront, but, unlike the commies, this power will not be abused. The MTD pledged in its mutual aid pact "full support to all affiliates making just and reasonable demands."

The securing of genuine trade union benefits for the members is the MTD's sole reason for existence, and the group has not varied from this position since it was granted a charter by the AFL in 1946.

The SIU is proud to have been among the founders of the MTD and among the signers of last week's pact. In 1946, when the MTD was founded, the waterfront was in constant turmoil. The NMU-Bridges axis was waging warfare on all coasts with raids, inter-union and intra-union fights. The short-lived Committee for Maritime Unity was supposed to unite all waterfront unions, but its actual purpose was shown when Joe Curran resigned as co-chairman of CMU and blasted the outfit as existing only to pull raids, foster the commie line and wreck non-commie unions.

It is to the everlasting credit of the MTD that the CMU's purpose was defeated. An example of MTD counteraction took place in 1946 in Coos Bay, Oregon, where Bridges tried to raid the Sailors Union of the Pacific. The MTD answered by throwing picketlines around NMU ships in the East Coast. The raid was called off. The CMU died shortly after.

On the plus side of the ledger, only last spring the MTD sprang into action when the Masters, Mates and Pilots Union, AFL, was deadlocked with the operators and



# Personals



### ORTON LEWIS PARSON

Your seaman's papers and permit card are on file at SIU Headquarters, 51 Beaver Street, New York.

\*\*\*

### CHARLIE GOODWIN

Get in touch with John Hunt, Deck Delegate on SS Gateway City. Important.

\*\*\*

### ALEXANDER VASSEY

### ELICK H. THOMPSON

### ASA M. SHAW

### LEO C. HOGAN

Get in touch with Silas B. Axtell, 15 Moore Street, New York 4, New York, regarding the case of William J. Clegg.

who was hurt aboard the SS Elly at Yokohama.

\*\*\*

### HAROLD K. SHELLENBERGER

Please contact Benjamin B. Sterling, 42 Broadway, New York 4, N. Y.

\*\*\*

### E. D. (TEDDY) HODGES

### DUTCH DE VRIES

### R. D. HANKS

### HERMAN (TINY) WHISNANT

Write to Edward W. (Slim) Parsons, care of New York Hall.

\*\*\*

### A. ARMETTA

### H. L. WALCH

Pick up your overtime pay at the Robin Kettering company of-

fice, Seas Shipping, 39 Cortland Street, New York.

\*\*\*

### GEORGE WHITTLESLEY

Get in touch with P. S. Germanage, 105 East Bay Street, Savannah, Georgia.

\*\*\*

### HENKLE

Write to Pvt. Clyburn M. Wood, US 53072846, Co. B., 30th Infantry, Fort Benning, Georgia.

\*\*\*

### BERNARD W. BUSTER

"Pick up your clothes and papers in the SIU Baltimore Hall and your money at any Dickman, Wright and Pugh office: Mitchell"

\*\*\*

### JOHN CARTER LEVACK

Your validated papers have been sent to the Coast Guard in New York City.

\*\*\*

### PHILIP COSTA

You were overpaid \$214.40 on the Eugenie. Get in touch with the company office, John M. Carras, Inc., 24 State Street, New York City.

\*\*\*

### CURTIS T. AKINS

Contact your wife, Mrs. C. T. Akins, 1108 E. Chester, Jackson, Tennessee.

\*\*\*

### HAROLD RELEFORD

Brother Releford and his wife wish to notify their friends of the passing away of their daughter, Nancy, on July 23.

a strike appeared imminent. The MTD stepped in with a pledge of support and the operators settled without a strike.

The history of the MTD shows that it has been successful in stabilizing the waterfront and of major importance in the securing of greater benefits for its member unions. However, we must not take the MTD for granted. The case of the CMU shows that rivalries can exist on the waterfront and unity is not always easy, but the members of the MTD have shown that bickering and rivalry have no place where the object is genuine trade unionism.

The MTD member unions are only interested in common betterment and have worked diligently, over the past five years, toward this end. Every Seafarer can be thankful that the SIU is part of the Maritime Trades Department.

# Says SIU Kept Word To CS Tankermen

By DANNY GRECO

Just give the SIU the ball and you can bet your bottom buck our Union will carry it right on over the goal line every time. The wonderful job the Seafarers did in winning a new agreement with Cities Service, that puts our standard contract into effect on the company's tankers, is a swell example of the way our organization operates.

As a man who has sailed Cities Service tankers, especially in the days when things looked pretty dark, I want to say that the SIU has once again kept its word.

It has kept faith with the men to whom it promised that the fight would never be given up until they got the representation they were entitled to as American seamen.

Most of the SIU men will remember that there were times when it appeared that we were fighting against hopeless odds. But the Union was determined, and kept up the offensive throughout every phase of the great organizing drive.

I'm hoping that the new contract provisions will bring the improved relations between the company and the Union that all of us are anxious to see. If it doesn't, it won't be our fault, as the record shows. And you can bet again that the SIU will see to it that CS tankermen get a square deal all around.

For myself, I want to thank the Union for keeping its word. The SIU has shown once again that regardless of the odds, it is fully capable of getting the best deal for seamen. In Cities Service, the Seafarers were able to do a job that other organizations, including the NMU, were unable to measure up to.

Let the other unorganized tanker companies take note of the job done by the SIU in the Cities Service case. The dogged fight the Seafarers put up should make clear to them that the SIU fights to win and won't quit once it has taken on a job.

# Cities Service Crewmen Happy Under New Pact, Boston Reports

By JIMMY SHEEHAN

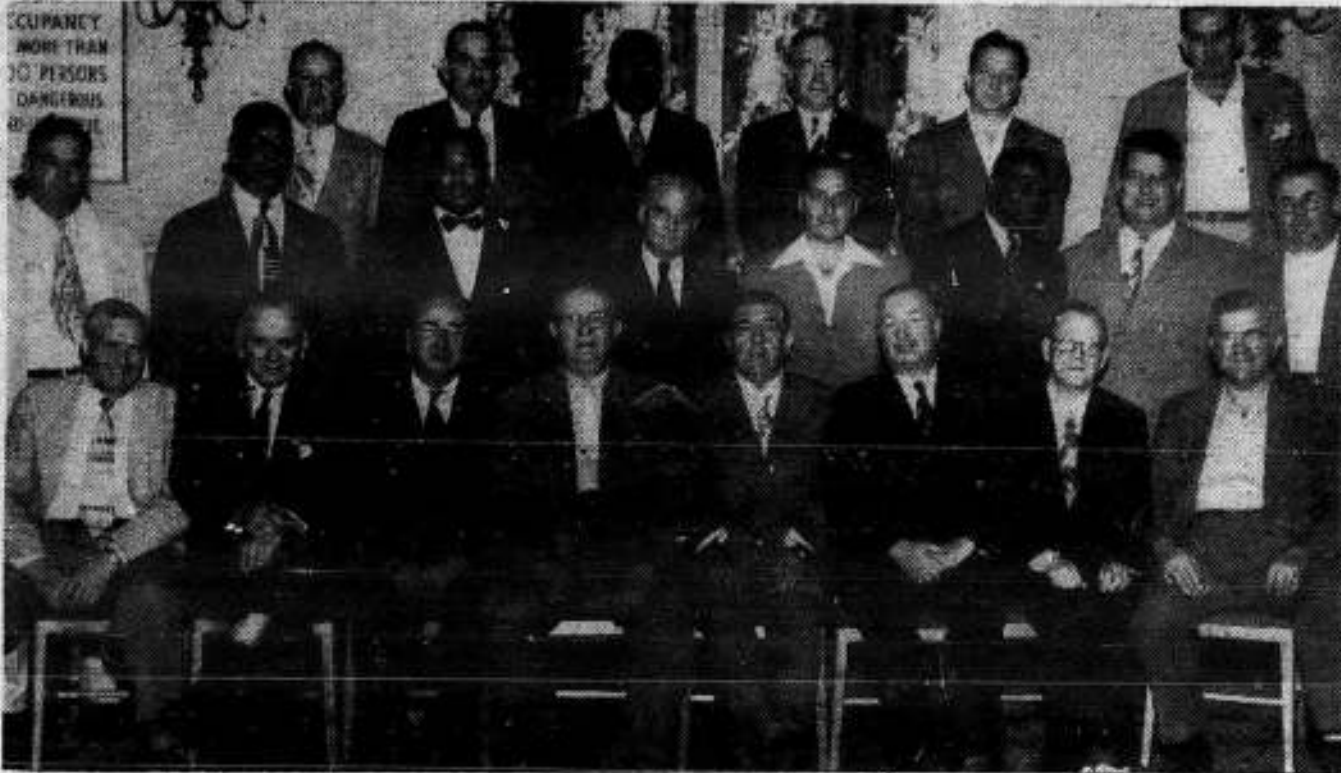
BOSTON, August 2—Shipping is very good here and the Seafarers aboard Cities Service ships hitting here are very happy about the new set-up on their ships, so there are no long faces in this neck of the woods this week.

We took care of six ships, all tankers, among them two Cities Service ships and the payoffs went off in fine style.

We had an overtime beef on the Stony Creek (American Tramp Shipping), but it was squared away right on the ship. On the two Cities Service ships, the Government Camp and Fort Hoskins, the boys were chipper and right in there pitching like one big happy family.

The other ships handled were: The Cabins (Cabins Tankers), Wanda (Epiphany), and Bull Run (Tanker Sag Harbor).

CAPACITY MORE THAN 30 PERSONS DANGEROUS



Members of the Executive Council of the International Longshoremen's Association, AFL, who were elected at the convention which ended July 27:

First row (left to right): Robert Collins, Seattle; Dick Walton, Chicago; Executive Vice-President Patrick Connolly; Walter B. Holt, New York; President Joseph P. Ryan; Secretary-Treasurer Harry Hasselgren; Daniel Donovan, Boston; August Idzik, Baltimore.

Middle row: Emmet Townsend, Jacksonville; Charles Lockhard, Miami; Dave Dennis, New Orleans; Gus Scannavino, Brooklyn; Ernest Slaughter, Duluth; William Jones, New Orleans; Pat Cullnan, Jr., Chicago; William V. Bradley, New York.

Top row: Walter Mayo, Lake Charles; Frank Yaeger, Galveston; David Alston, Norfolk; Arthur Sullivan, Nova Scotia; Legislative Representative David Roche, and Larry Long, St. Louis, Missouri.

# Higher Wages, Increased Benefits Are Goals Set By ILA Convention

The International Longshoremen's Association, AFL, ended its quadrennial convention in New York City last week after delegates from all coasts, the Great Lakes, Puerto Rico, Alaska and Canada heard reports on the Union's progress during the past four years, and voted to intensify its program of benefits for longshoremen and allied crafts.

ILA President Joseph P. Ryan announced at the convention that high on the list of coming action will be negotiations for substantial increases for the longshoremen when contracts expire September 30, and continued pressure to bring about the passage of amendments to the federal Longshore and Harborworkers Act to provide adequate

safety standards for longshoremen.

The ILA has been working for over two years to have the law changed and, as a result of its work, bills to this effect have been introduced in both Houses of Congress and are expected to reach the floors for action when Congress reconvenes.

Ryan's statement was issued from the International convention, which convened in the Hotel Commodore on July 23 following the end of the ILA's Atlantic Coast convention, which had met there the previous week.

The demand for increased benefits was first announced at the Atlantic Coast convention, as were various reports on local and national action taken during the past four years.

Speaking at the Atlantic Coast meeting was Paul Hall, Secretary-Treasurer of the SIU Atlantic and Gulf District, who recalled the mutual support that the Longshoremen and the Seafarers had always extended each other in the past, and on behalf of the SIU assured them of "four-square and all-out" support in any of their future beefs.

At the International convention it was announced that the ILA would specifically seek an increase in pay, a guaranteed day's pay, a minimum of 20-man gangs and upping of welfare benefits and hospitalization.

SIU President Harry Lundberg addressed the International body and praised the ILA for its longstanding fight against the communists in maritime — "A fight," he said, "the ILA began waging long before fighting the commies became fashionable."

He notified the ILA men that the SIU, too, has no use for commies and would continue to "kick them around" at every opportunity.

The convention wound up with the election of officers for the coming four years, having made constitutional revisions allowing enlargement of the executive board to seat William V. Bradley, President of Local 333, United Marine Division, ILA.

The constitution was also amended to establish the position of executive vice-president of the International, a job to which Patrick Connolly, vice president of the Atlantic Coast District, was elected.

# Mutual Aid Pledged By MTD Unions

(Continued from Page 1)

tisfactory contracts for the unions involved.

The MTD also revealed that it had officially endorsed the position of the Seafarers International Union against the designation of an AFL maritime union representative to serve as a labor member of the National Shipping Authority.

As chairman of the MTD meetings, Joseph P. Ryan announced that he had informed AFL President William Green that "inasmuch as the SIU, which is directly involved, withdrew its signatures and pledges made at the Washington conference of maritime unions, as a result of the National Shipping Authority breaking faith with seamen, the MTD went on record to endorse the SIU's action."

The SIU charged that the shipping agency had failed to live up to its promise to protect the civilian rights of seamen to sue when it drew up the general agency agreements.

Signing the pledge of support, besides Paul Hall, were Joseph P. Ryan, President of the ILA; Patrick Connolly, Executive Vice-President of the ILA; Fred Howe, Secretary of the Radio Officers Union; Morris Weisberger, New York Agent of the Sailors Union of the Pacific; Tommy Atkins, President of Local 88, Masters, Mates and Pilots; William V. Bradley, President of the ILA United Marine Division; Louis Zeigler, Secretary of the United Marine Division of the ILA and Hasselgren.

## THUMBS DOWN

At the same time the aid pact was announced, it was also revealed that the AFL group had turned thumbs down on the labor-management committee which has been set up to promote the American merchant marine.

Chairman Ryan informed AFL President Green that the MTD's position was as follows:

"Inasmuch as the program referred to was developed solely by the CIO organizations and their contracted employer organizations, participation of the AFL marine unions would be meaningless other than to lend its name to the decisions and actions of the CIO group."

The MTD said further that to participate in the committee would be neither "practicable, constructive nor productive of good results."

During the sessions, the Maritime Trades Department went on record as being unable to support the Marine Engineers Beneficial Association in its dispute with the Isthmian Steamship Company, in view of the fact that the CIO engine officers had violated picketlines of the SIU-affiliated fish and cannery workers during their strike last month against the Alaska Fishing Industry, Inc., in the Bering Sea area.

The MTD also officially recognized the AFL Brotherhood of Marine Engineers as a bona-fide labor organization, and recommended that it launch an organizing drive where its representation would be of value to AFL marine workers.

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## Savannah Gets Ready For Some Super-Shipping

By E. B. TILLEY

SAVANNAH, August 2—Shipping is better than good in this port right now, and promises to be of super-boom proportions before the month is out.

During the past two weeks we paid off and signed on three ships and took care of four more in-transits, but the future will make this seem a slow period, as we have been informed that five Liberties will be in port here shortly to take full crews.

The payoffs and sign ons were: Salem Maritime (Cities Service), Southport and Southland (South Atlantic). The in-transit ships were: Monroe and Jean (Bull), Robin Sherwood (Robin) and the Anniston Victory (South Atlantic).

These ships were no problem for us, as usual, and we sent a good number of men aboard.

The expected Liberty ships are GAA-chartered jobs, three for Bloomfield, one for South Atlantic and one for Alcoa. This job order should clean the shelves here and send us running to the

## Constitutional Changes Okayed By 9-1 Margin

Results of the District-wide referendum on proposed changes in the SIU constitution and revision of the dues and assessment set-up were announced last week when the balloting committee's report revealed the measures had passed by a majority of 90 percent.

The Headquarters Balloting Committee, elected at a special meeting following the ending of voting on July 24, announced that the results of votes cast during the previous 30 days in 13 A&G Branches showed 3,194 bookmembers for and 334 against, with 49 votes being voided.

In addition, an unofficial poll of SIU ships showed the same strong favorable sentiment for the issues among crews of SIU ships. Of 124 ships which answered questionnaires, 3,518 Seafarer voted support of the changes, while 209 were listed as being opposed.

The recently concluded referendum was authorized by membership action at all regular port meetings early in June, following recommendations made by two Quarterly Finance Committees.

### OBSOLETE SET-UP

The questions decided in voting involved amendments to several constitutional provisions which have become obsolete as the result of the Union's success in obtaining employer-paid Welfare Benefits, and the proposed dues increase and realignment of assessments recommended by the financial committees.

The sections of the constitution that have been amended dealt with hospital, death and shipwreck benefits.

The resolution voted upon was originally submitted to the membership in all Branches on June 6 and balloting began on June 25.

## New Recreational Gear In Savannah Hall



Helping to "christen" the new Savannah Branch recreational equipment is J. Clayton Haire, regional organizer for the Retail Clerks International Association, AFL, as he draws a bead on a shot while playing "8-Ball." Standing awaiting his turn is H. White, while observing are, F. F. Manthy, B. W. Brinson, M. P. Linsky, T. C. Musgrove and M. Wickham.

Below: Ping-pong maniacs will have their day now in the basement of the Savannah Branch, where ample facilities are available for those leisure hours on the beach. Here B. W. Brinson prepares to serve to T. C. Musgrove, while awaiting their turn are, W. Manthy and A. Griffin. Also in the basement is a punching bag for the muscle-building boys, as well as a baggeroom.

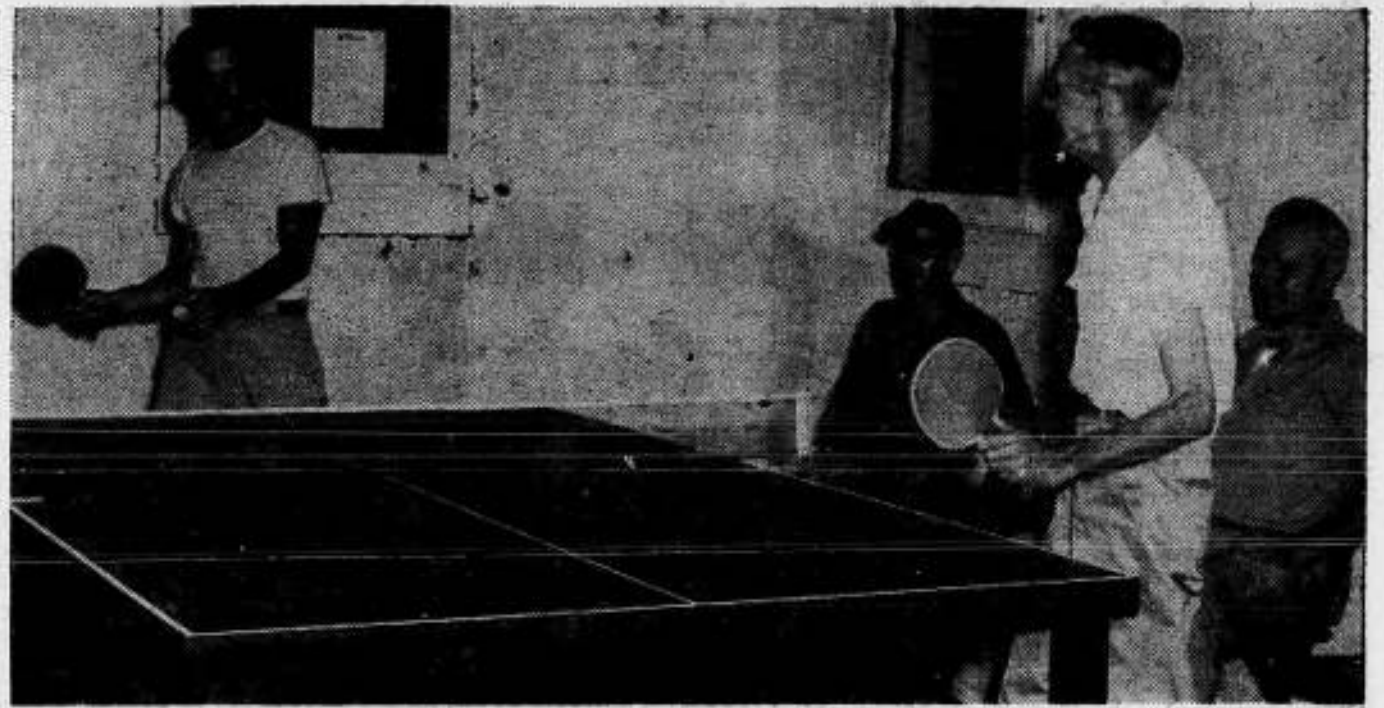
phone for help from other ports. If anyone is interested in these jobs, apply here immediately.

### RECREATION ROOM

Incidentally, just as the shipping gets hot, we have unveiled the new recreational set-up here in the basement of the Hall. We've been working for some time to get the spot cleaned and equipment installed.

We had the grand opening last week and already the boys have made good use of the pool and the ping pong tables.

Needless to say, the dearth of men on the beach had crippled our attempts to hold a meeting. We haven't had the semblance of a quorum here in weeks and it looks like we won't have one for some time to come, either.



## It's In And Out Again In Port Baltimore

By EARL SHEPPARD

BALTIMORE, August 1 — A few more hectic shipping periods like the one just passed and we'll be talking to ourselves. We've just taken care of 24 payoffs, 19 sign-ons and 7 in-transits, for a total of 50 missions to the waterfront. The men coming in off the ships here are being reshipped so fast that we've heard rumors that the Missing Persons Bureau is being swamped with calls from the families of Seafarers wanting to know what happened to them.

Two companies' ships, Ore and Calmar, are not getting rushed by men wanting to ship aboard for very understandable reasons. The food being put out on these ships is not up to snuff and the short stays in port of the Ore vessels make them poor shore-time ships.

The one way to make these ships attractive to seamen is to take care of them in the belly department. As long as they are well fed, they're usually happy and will forget about the lack of time ashore.

Another gripe around here, and one not confined to the companies mentioned above, is the slowness with which the operators are paying off vacation money due men.

Those men who did not collect aboard ship must write the company, and a long wait is usually involved. Of course this beef will be no more in October

when the new Vacation Plan takes effect. The wait for cash then will be only a matter of minutes.

### RESHUFFLING

In the Hall we are now rearranging the Dispatcher's counter for greater efficiency. Working materials and equipment are now concentrated in one spot so there is less time and less energy consumed to accomplish the job.

At the same time we are cleaning out the baggeroom. Notice is hereby served, per the Branch rules, that any gear left here over a year will be disposed of if a return address is not on the baggage.

That brings to mind a cutie that was pulled on us this week. Some guy found an old baggage stub somewhere and had a warrant served on us, claiming that the Union had held his gear since 1943 and wouldn't let him have it.

He didn't show up the day of the hearing and the US Commissioner understandingly threw out the case. What troubles we have!

We have been taking care of the Brothers in the USPH hospital here, and it's a pleasure to see their smiles when they get that weekly benefit.

Their smiles are contrasted by the long faces of the NMU men

there, who have to fill out a mile of forms and redtape before they get anything. Our boys produce their Union credentials, last discharge and stick out their hands for the tenner.

The membership meeting held here August 1 produced nothing out of the ordinary. All reports were accepted and the membership was asked to remember their Union principles aboard ship and ashore.

Some of the boys present at the meeting may be known around: Frank Baron, John Taurin, Bob McDonald, Blackie Renn and Bill McIlveen.

Our final comment: "Gosh, it's hot here."

## Philadelphia Shipping Is Dragging Anchor

By STEVE CARDULLO

PHILADELPHIA, August 4 — Despite seven payoffs and resignings, plus the crewing of a boneyard ship, the tempo of activity remains slow here. We won't even venture to guess when the activity will pick up around here, but the coming weeks should show an improvement.

We paid off and signed on the following ships: Barbara Fritch (Liberty Navigation); Lone Jack, Council Grove and Winter Hill (Cities Service); Western Farmer (Western Navigation); Michael (Carras) and George L. Lawson (Pacific Range).

The newly-crewed boneyard job was the Robert Lansing, which will be operated under GAA-charter by Bull Lines.

Speaking of Bull Lines, we just got a report from Red Healy, now aboard the Bull Line GAA-Liberty Joseph Brown.

Red writes from Venice that he took a beautiful signorina for a gondola ride one evening, but found his evening ended twenty minutes later when he found she had been making love to a stanchion while Red had been used as an oar. I guess that shows anything can happen after dark in Venice.

We also learned this week of the goings-on of another Sea-

farer. Glen Golden came in off the Winter Hill to tell us that, while his ship was leaving Philadelphia on its last trip, he was helping the Pilot over the side and fell in the water.

From what we hear, the Skipper wanted to dock Glen for the time he was off the ship. Seriously, though, they pulled a fast rescue of the soaking-wet Seafarer and had him back aboard in twenty-nine minutes.

On the local front everything is calm. We had a rash of performers around here for a few days, but they disappeared hurriedly when they learned that sort of nonsense went out with blue linen.

## Tampa SIU Opposes Anti-Labor Mayor

By RAY WHITE

TAMPA, August 3 — Shipping has been good for this port, what with the SS Florida (P&O) and the Irenestar (Triton) paying off and signing on again, and several Waterman coastwise vessels coming here in-transit.

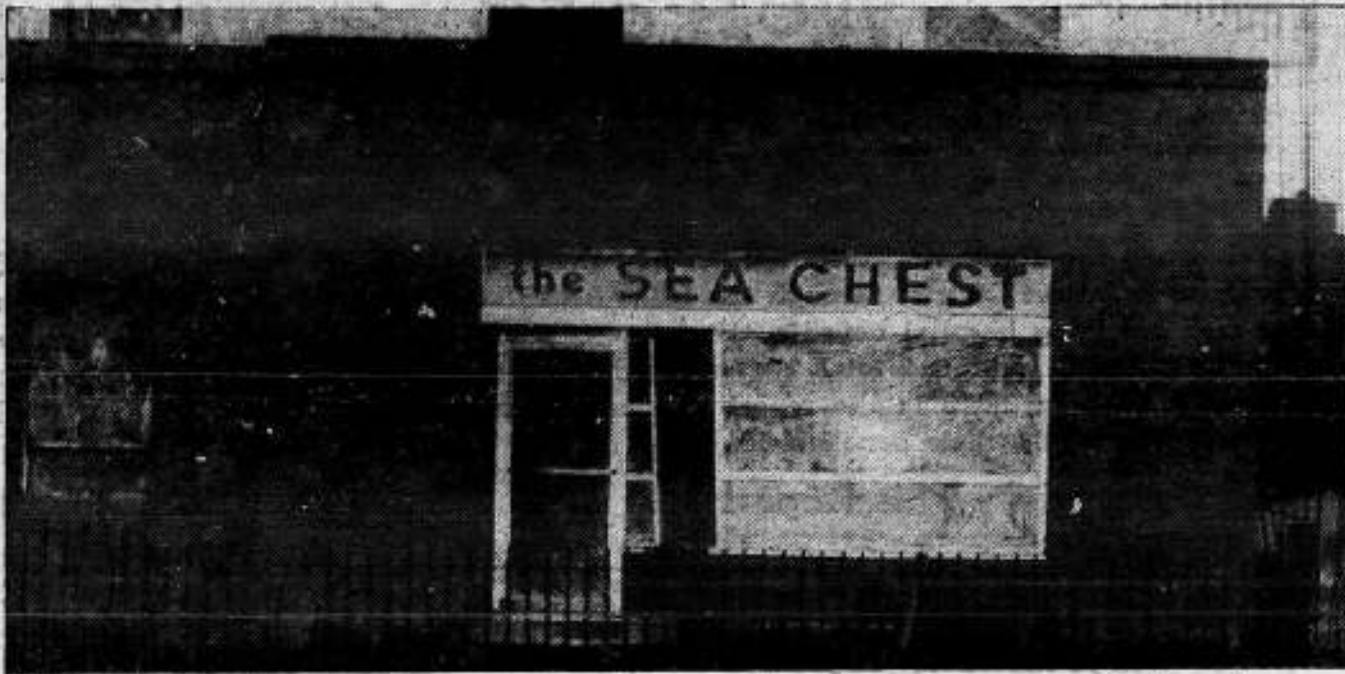
The Delegates brought in the Irenestar in good shape. There were no gashound beefs and no major overtime beefs—and what there were, were quickly squarred away.

Once again there was no Branch meeting in Tampa.

We attended the meeting of the local AFL central body, which, after transacting its usual business, turned its attention to the coming election on September 4, when the people of Tampa vote for mayor.

The present mayor is the one who hardtimed the SIU during the 1946 General Strike, and we are doing all we can to turn him out so that he can earn his living the hard way—by working.

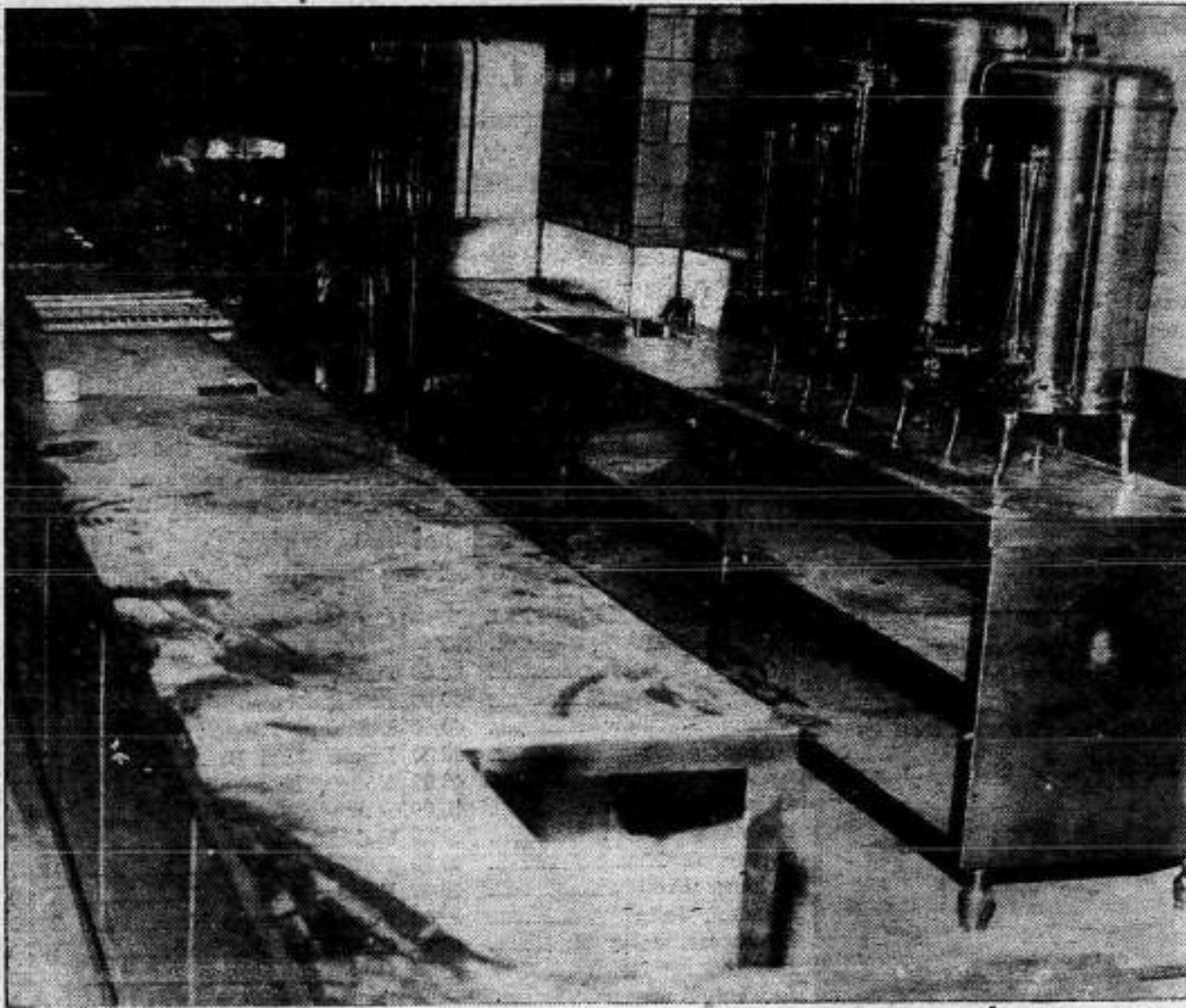
# New Building's Galley Takes Shape



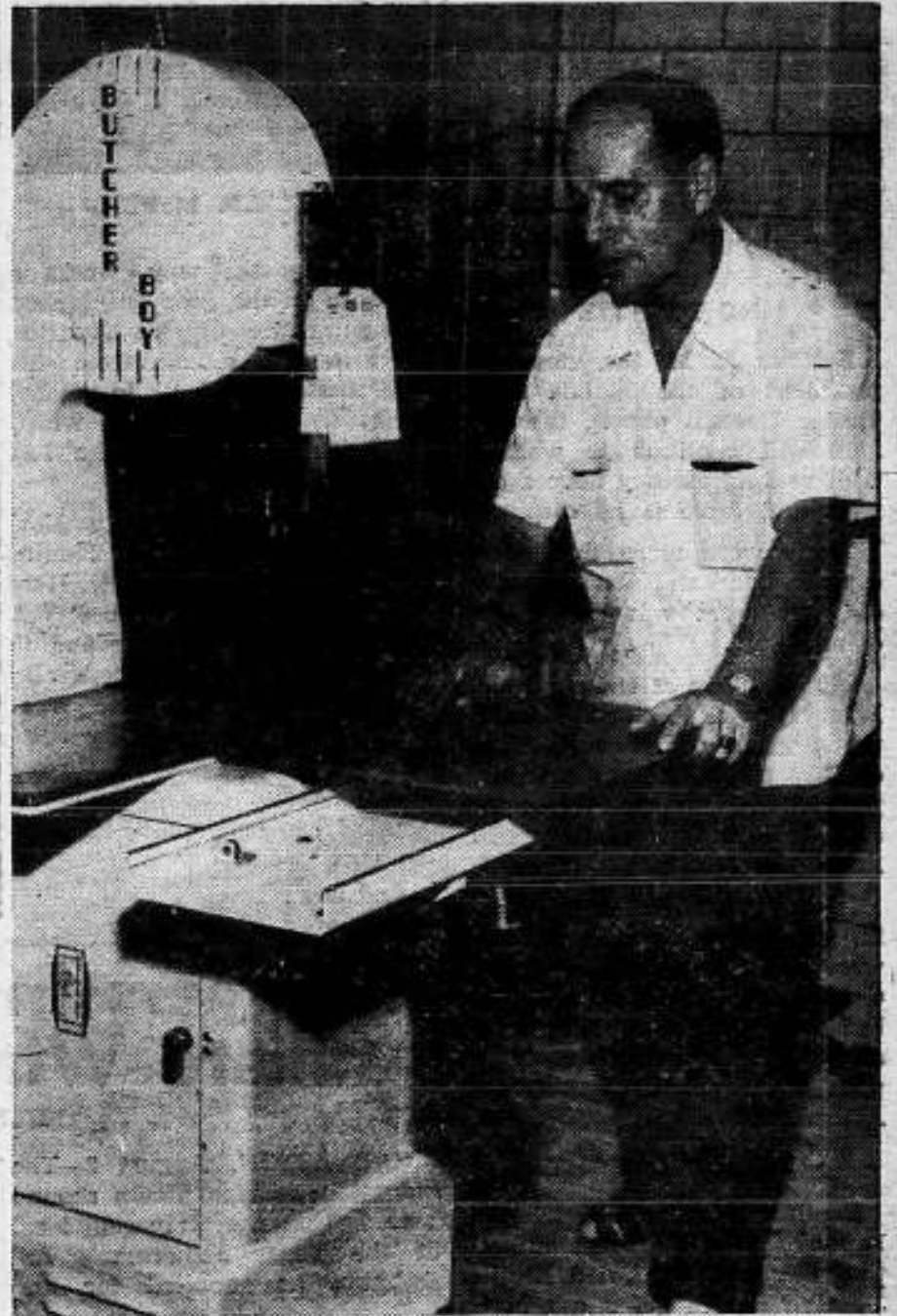
The Sea Chest, slopchest to Seafarers, has its name in lights now, as do the main entrance and the Port O' Call Bar. Lettering is backlighted and distinguishable from a distance. The Sea Chest will offer a full line of supplies, dry cleaning and laundry service.

When it comes to producing and serving food, the SIU's new Headquarters-New York Branch will be second to none in that department once operations begin following the opening of the building. The necessary equipment is being installed now in the SIU cafeteria and bake shop, which will double as a Union-conducted school for members of the stewards department.

Likewise, this week workmen completed the ornamental work to the front of the building, putting up the signs for the Port O' Call Bar and the Sea Chest. Elsewhere in the building, floors were receiving final sandings and fixtures and equipment were being moved into place.



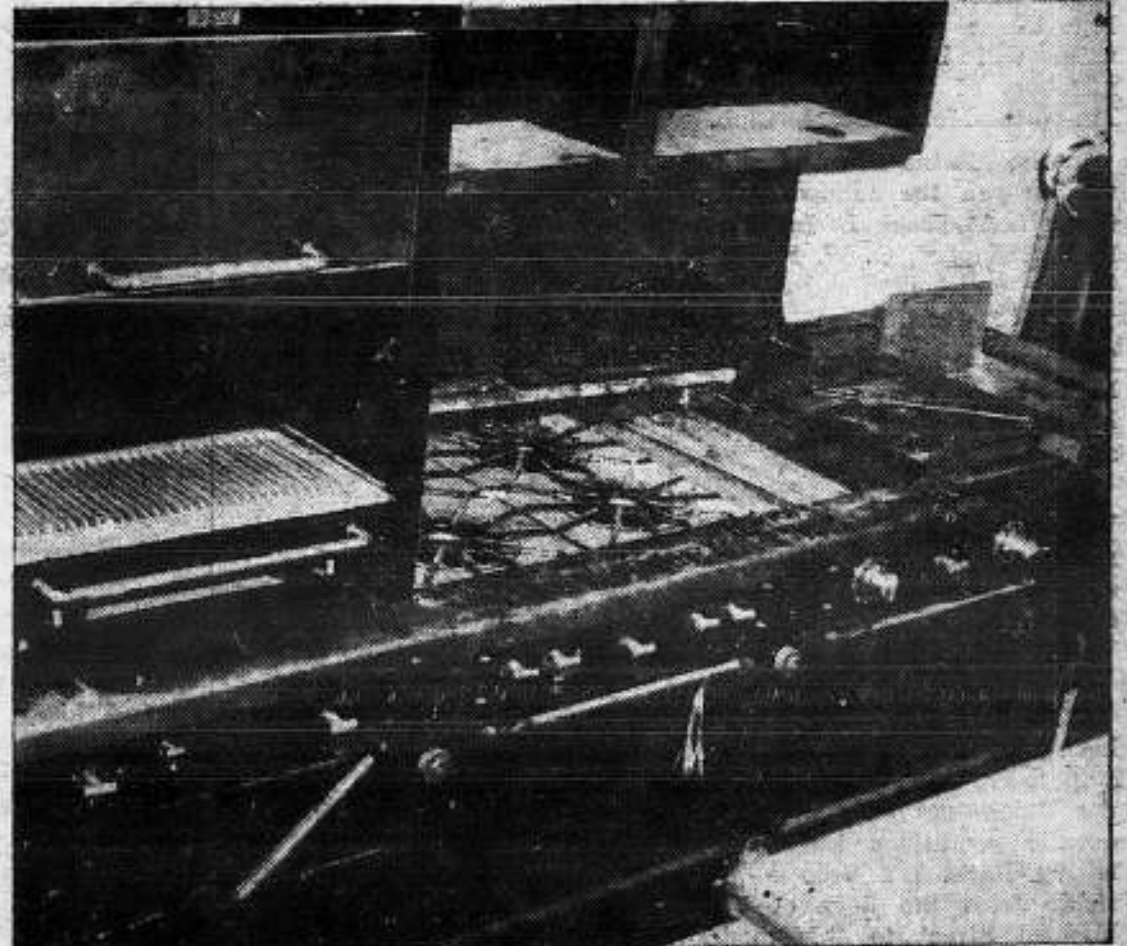
The photographer was on hand when the workmen installed the steam table with serving counter, grills, refrigerators, deep fryer, ranges, mixers and other fixtures.



Efficiency will be the watchword in the new building as shown by Frenchy Michelet, who takes a practice run through the newly-installed automatic meat slicer, designed to shorten meat cutting time and produce finer cuts of meat.



Frenchy Michelet, who has been overseeing the work on the building, inspects a Blodgett oven, which is one of a number of units in the SIU galley and bakery, with an aggregate capacity of 100 large Pullman loaves of bread at a single baking.



A close-up view of some of the equipment that will be used to turn out the food. At left are the broilers, and at right is the deep fryer, while in the middle is the Magic-Chef range. Overhead is a complete blower system to carry off cooking odors.

# Shipping Should Maintain Its Fast Pace In Mobile

By CAL TANNER

MOBILE, August 2—Shipping continues at a rapid pace in this port, and since we have at least eight ships due to payoff within the next two weeks there are no indications that it will slacken any.

The only excitement in town at this time, now that the Gulf Coast Shrimpers, affiliated with the SIU, won their beef, is the picketing of the Gulf Shipbuilding Corporation at Chicasaw under contract to affiliates of the AFL Metal Trades Council, by the CIO Shipyard Workers, with whom the SIU has always had good relations.

The CIO men are striking the Alabama Dry Dock and Shipbuilding Company for higher wages, and are trying to induce the AFL men to come out in support.

### NO DISPUTE

But, as E. M. Sweeney, vice president of the Mobile Metal Trades Council put it, the AFL men will continue to work at Gulf as long as they have a contract and there is no dispute.

There were more than thirty cops on hand and about 80 pickets, but there was no disorder of any kind.

200 members attended the last Branch meeting, and accepted the Secretary-Treasurer's financial reports and Headquarters report to the membership, as well as the minutes of other Branches holding meetings.

It was announced at the meeting that two of our Brothers were killed in unrelated altercations. Louis Hamilton was stabbed to death in Port Said, Egypt, and C. W. Johnson was killed with an icepick in Prichard, Alabama.

### KILLER SOUGHT

Brother Hamilton's assailant is being held by Egyptian authorities, but whoever killed Brother Johnson is still being sought by the police.

Those at the meeting were urged to apply for their validated papers at the Coast Guard before the September 1 deadline. Those who neglect to get them will become involuntary members of the very exclusive I'm-on-the-Mobile-Beach Club.

In the Marine Hospital at this writing are the following Brothers: L. A. Pool, L. Larrimore, B. E. Sheppard, G. W. Flood, A. George, G. Romana and J. Zelay.

On the beach at the present time are the following oldtimers: M. L. Leousis, D. L. Parker, C. Moyd, B. Wallace and J. Nordstrom.

Also among this group is William McNeil, who cannot make up his mind whether to ship or sit around this air conditioned Hall.

### LIKES HALLS

"The few years that I have been a member of the SIU," says Bill, "have seen great gains by the Union—not only in our economic conditions but in our Hiring Halls. It's been a great stride from the days of 7 St. Michael Street to this modern air conditioned Hall" (what did I tell you?) "and the other new Halls we have up and down the Coast.



WILLIAM McNEIL

"This, by the way, works a hardship on the poor Dispatcher, who sometimes doesn't have the heart to ship a man from this cool, comfortable Hall, to the hot foc'sle of a Liberty ship which has been laid up for the last five years.

"In my recent trip to New York, I had the opportunity of looking over our new Hall, and I must say it's the best yet. It should make us all proud to see how far we have gotten in the past few years, and what the Union is doing for the comfort and benefit of the membership.

"All I can say is, let's keep up the good work."

And how!

# Shrimpers In Galveston Affiliate With Seafarers

By KEITH ALSOP

GALVESTON, August 2—The biggest news from down around here is that the Galveston local of the Texas Fishermen's Association has applied for and will receive a charter from the Seafarers International Union.

The TFA, which is seven years old and has about 250 shrimp fishermen in its Galveston organization, will, of course, maintain its autonomy and elect its own officers, just as the other Districts and groups within the SIU do.

George W. McNeir, the president of the TFA, disclosed that the vote to affiliate was unanimous. He added that other association locals will also vote on affiliation with the SIU. These locals are located at Rockport, Port Isabel, Aransas Pass, Brownsville, Palacios and Freeport.

We welcome these fishermen into the SIU fold, for by doing so they have not only bettered their position in collective bargaining, and strengthened the SIU, but have added one more brick in that wall that organized labor is building to protect itself from poor conditions and low wages.

Other news from this port is not so good. Shipping is slow here and the men are drifting to other ports for jobs. The only payoff we had was the SS Seastar (Mercador) which signed on again.

Fourteen vessels hit this port in-transit, but they didn't have



SANTOS GARCIA

much affect on the shipping picture.

It was the same old story last night: not enough bookmembers on the beach, so no meeting could be held.

Carl Thurmond, L. A. DuBeau and Frank Fischer are currently in the local USPHS Hospital, and like anybody else in the repair shop would appreciate hearing from their old shipmates.

On the beach with us are A. Ellis, J. D. McGoldrick, E. C. Goings, E. Layasa and my old friend Santos Garcia. Santos, who has been going to sea for 23 years, joined the SIU in 1941, and has been active in the Union since.

# REPORT OF The Seafarers Welfare Plan

## REPORT NUMBER EIGHT

By PAUL HALL,

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

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

### Period Covered By This Report

July 15 - July 28

### Cash On Hand

\$67,741.14

### US Government Bonds

\$754,023.44

### Estimated Accounts Receivable

\$140,000.00

### Hospital Benefits Paid In This Period

\$3,888.00

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

\$56,735.00

### Death Benefits Paid In This Period

NONE

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

\$59,000.00

For the first time since the Welfare Plan went into affect, a two-week period ended without a single death being reported or death benefit paid. This was in sharp contrast to the report covering the previous two weeks, when seven death benefit payments were made totalling \$10,000, the highest in the Plan's history.

Also during this period just ended, the hospital payments rose again to where they are approaching the \$2,000 a week mark, with \$3,888 paid out during the last two weeks.

As was stated in the last report, several

companies behind in their payments came through, following their periodic financial book balancing, and lowered the Plan's accounts receivable by \$30,000, down to \$140,000, putting that much money into the Plan's cash-on-hand fund.

Serving to boost the total weekly hospital benefits paid was the dispersing of \$1,024 to the Seafarers in the Manhattan Beach Hospital. These men are paid once a month. The payments to the men in the other hospitals remained at about the same amount, rising but slightly in the Baltimore and San Francisco hospitals, with a total of 174 Seafarers receiving benefits this period.

### USPHS HOSPITAL

MANHATTAN BEACH, NY		
Cedeno, Alfred	10.00	
Craig, Frank L.	20.00	
Dacey, C. J.	20.00	
Daire, Clarence O.	10.00	
Delaney, Patrick M.	30.00	
Dixon, Earl R.	20.00	
Dodge, Marshall A.	20.00	
Downey, Cyril J.	20.00	
DuBose, Earl	20.00	
Fields, M. J.	10.00	
Foster, Audley C.	30.00	
Fussell, Joseph H.	20.00	
Gardner, William	10.00	
Gunderud, Harry R.	10.00	
Hallet, W.	10.00	
Hoge, E. D.	30.00	
Holmes, Boss	20.00	
Johnson, Victor E.	10.00	
Karalunas, Leonard	10.00	
Karttunen, Leo	20.00	
Koslusky, Joseph	20.00	
Lomas, Arthur	20.00	
Lucas, Joseph	20.00	
McGuigan, A.	20.00	
Meinerth, Frederick	20.00	
Mino, A.	20.00	
Oliver, James C.	20.00	
O'Neill, F.	20.00	
Pilutis, Joseph	20.00	
Platt, E.	10.00	
Powers, Bart J.	20.00	
Prescott, Jack	20.00	
Pretious, L.	20.00	
Rueda, Juan S.	20.00	
Sampson, Herman	10.00	
Sanchez, Charles	20.00	
Sikes, Oneal	20.00	
Swienchoski, Stanley	20.00	
Thomson, James	20.00	
Walker, Myron E.	10.00	
Woblis, Thomas M.	7.00	
Sweeney, John J.	40.00	
De Vito, Salvatore	7.00	
		1024.00

### USPHS HOSPITAL

FORT STANTON, NEW MEXICO		
McDonald, Donald	40.00	
Shively, Clarence D.	40.00	
		80.00

### DEERSHEAD STATE HOSPITAL SALISBURY, MD.

Lucas, Michael	40.00	
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### USPHS HOSPITAL SAN JUAN, PUERTO RICO

Sinkevich, Michael	20.00	
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### USPHS HOSPITAL

STATEN ISLAND, NEW YORK		
Adams, Henry D.	20.00	
Ames, Omar	10.00	
Athanasourelis, George	20.00	
Barron, John	20.00	
Bechillivans, Nicholas	10.00	
Blomgren, J.	20.00	
Callisto, Joseph	10.00	
Cantor, Robert	20.00	
		894.00

### USPHS HOSPITAL NEW ORLEANS, LA

Campbell, Coolidge A.	20.00
Cara, Wilson O.	20.00
Celestine, Oliver	20.00
Cruz, Rogelio	20.00

(Continued on Page 18)

# Shipping Subsidies Over 100 Years Old

By JOHN BUNKER

For more than 100 years, subsidies have played an important part in American merchant shipping.

Subsidies have been used to start new shipping lines, to open up new trade routes and to build ships for operation under the American flag.

The latest and most dramatic example of government financial aid to the merchant marine is the superliner United States, now under construction for United States Lines in partnership with Uncle Sam and the American taxpayer at Newport News, Virginia.

More than \$40,000,000 of the cost of this \$70,000,000 ship will be paid by the US Treasury under the subsidy provisions of the Merchant Marine Act of 1936.

After she is put into operation on the North Atlantic, US Lines will get money from the Maritime Administration to help pay the operating costs of the huge ship in competition with the Queen Elizabeth and Queen Mary.

## US COMPETITION

As the United States is intended to compete with the British "Queens" for North Atlantic honors, and as government money is making her construction possible, it is interesting to remember that the first US government shipping subsidy for the merchant marine was voted for the very same reason—to provide American flag competition for the Cunard Line.

A subsidy law was passed by Congress in 1845, authorizing the Postmaster General to contract with private firms to start steamship services under the American flag on several important trade routes.

One of these was between New York and Liverpool and a subsidy of \$350,000 a year was granted to a bold shipping man named E. K. Collins, to put the latest type of American built steamers into this service against the British Cunarders.

Collins agreed to provide 20 round-trips a year for this subsidy money, and to build five fast ships of at least 1,000 hp and 2,000 gross tons—big power and tonnage for that era.

Collins built the ships and beat the Cunarders on the North Atlantic blue ribbon route. He pioneered in American steamshiping but he went broke doing it, for the subsidy money was not nearly enough to pay for construction of the high-speed liners or for their operating costs, which could not be met by income from passengers and freight.

## TWO TRAGEDIES

The pioneering Collins Line, which started a new age for the American merchant marine, also suffered two crushing tragedies.

In September of 1854, the Collins liner Arctic was rammed by a French steamer off Cape Race in heavy fog, and sank with the loss of 377 of her passengers and crew.

Two years later, the Collins liner Pacific set out from Liverpool for New York with a large passenger list, and never arrived at her destination. Whether she was a victim of boiler explosion, fire, collision with an iceberg or some other misadventure of the sea will probably never be known.

The Collins Line was taken over by creditors soon after. Other lines started under the subsidy law of 1845 also went out of business.

Subsidies for shipping were alternately authorized by Congress, and then discontinued after a few years, several times after this first subsidy legislation.

Under the subsidy act of 1864, the Pacific Mail Line was subsidized to the extent of \$500,000 a year to open a service between California and the Far East.

## PIECE-OFFS

In 1872, the line had its subsidy doubled but then was cut off from the taxpayer's dollar entirely, when Congress became suspicious about the huge sums of money the company had spent to get the subsidy and voted the entire subsidy program out of the window.

It was alleged at the time that Pacific Mail had spent no less than \$800,000, partly in Washington and partly in New York financial centers, to influence legislators and to make its stock look good when the subsidy increase came up for consideration.

Subsidy laws were passed in 1891, 1920, and 1928, with government aid in the form of compensation for carrying the US mails.

The 1920 act gave financial aid to the American South African Line, the Dollar Steamship Company, American Export Lines, the Grace SS Company, Munson Line, Oceanic Steamship Company, and the New York and

Porto Rico Steamship Company.

The traditional mail contract system of giving federal aid to shipping firms was done away with by the Merchant Marine Act of 1936, which provided for outright financial assistance for the building and operating of ships on certain essential trade routes.

Operating subsidies paid to steamship companies cover costs of insurance, vessel maintenance, repairs not covered by insurance, wages and subsistence for officers and crew.

Construction subsidies are paid to the shipyards, and cover the difference in cost of building a vessel in American yards compared with foreign yards.

## US PAYS DIFFERENCE

If, for instance, the Maritime Administration would authorize construction of a ship for the Delta Line, which would cost \$5,000,000 to build in the States and only \$3,500,000 in Sweden or England, the builders would be paid the difference by Uncle Sam.

Subsidies are not by any

means easy to get. This is seen in the fact that only a few lines get government money. There have not been more than 14 on the receiving end of the taxpayer's dollar since the Merchant Marine Act of 1936 was passed.

Operating subsidies are allowed under the following conditions:

1. That the line be necessary to meet foreign steamship competition and promote American commerce.
2. That the subsidized line

(Continued on Page 14)

## A Bit Of Work And Play On Seatrain Havana



Blissfully unaware of the camera of Lester Moore, James Walker, AB, puts the paint brush to work on the Seatrain Havana during a recent run to Gulf ports. At right, Faustino Pedraza, AB, finds things more interesting in the pages of a magazine.

# Chilean Seamen Ask SIU To Support Strike

The Confederation of the Maritime Workers of Chile, an affiliate of the International Confederation of Free Trade Unions, has asked the American Federation of Labor, and particularly the Seafarers International Union, for aid during their general strike for a long-promised retirement law. In forwarding the following letter to the SIU, George Meany, Secretary-Treasurer of the AFL, wrote "The Confederation of Maritime Workers of Chile is led by a group of trusted labor leaders. They are sincere friends of the AFL and deserve our wholehearted support." The letter, addressed to S. Romualdi, Latin-American Representative of the AFL, said:

In the name of the Executive Council of the Confederation of Maritime Workers of Chile, we send our greetings to you and to all the members of the North American Labor Movement. We also take this opportunity to send you the following information:

As you know from previous correspondence, and through the February, 1951, Bulletin of the International Confederation of Free Trade Unions, we have kept you informed of the work done by the Confederation of Maritime Workers of Chile in relation to the enactment of a Retirement Law to provide for maritime workers and the crews of the Merchant Marine ships, which would become incorporated in the retirement fund of the National Merchant Marine.

At the present time, the only ones enjoying the benefits of the Retirement Law are the officers of the Merchant Marine, the employees of the ports and employees of various merchant companies; the maritime workers, river boat workers nor the crews of the ships are not covered by Law 4050 (Chile). This Law is out of date inasmuch as it was enacted more than 25 years ago and there have been no modifications or amendments to meet the changing standard of living. In maintaining this law as it was originally enacted, the politicians are making fabulous sums of money.

In Chile today, the maritime workers are living without any protective Retirement Law. Consequently when they become aged, they are helpless and often must depend on charity to support their families.

This state of misery is what we are trying to avoid with the creation of a Retirement Fund.

In 1945, this Plan was taken into consideration by the Government and since then we have done everything pos-

sible to get it passed. We have been unsuccessful because of our powerful opponents.

In October, 1950, tired and discouraged, we declared a national strike. This was called off when the President of Chile signed a document in which he promised to make the Retirement Law a reality by placing the Plan before both Houses of the Government. However, after the Plan had been presented, the President refused to sign it. By that time, we had already spent so much money that we were unable to do anything more.

The National Board of Directors of our union has decided to call a general strike, throughout the entire country, to begin around the first of July. Knowing that the powerful American Federation of Labor has proved its solidarity, in the past, to numerous unions through Latin America, we ask the following:

(1) That the facts in our situation be made known to all American workers and, in particular, the Maritime Workers so that we may have their moral support.

(2) That the Seafarers International Union of America inform their crewmen on ships travelling to Chilean ports about our strike and that they cooperate with us.

(3) That the union delegates of the Seafarers International get in touch with the members of our union in every port in which they happen to be when our strike is called in order to get a better understanding of the true situation.

(4) We declare that our strike is strictly legal and that the preceding facts are true.

Your assistance to our cause will be greatly appreciated and will help us to succeed.

LUIS FRANCO MEDINA

Secretary General

Confederation of Maritime Workers of Chile

# SHIPS' MINUTES AND NEWS



## SIU Tanker Saves Crew, Salvages Burning Ship

Prospects for a healthy sized salvage claim are in the wind for the men of the SS Montebello Hills, who recently rescued the crew of an abandoned blazing Greek freighter and brought the ship's fire under control.

The dramatic rescue took place in the Red Sea when the Pacific Tanker T-2 answered an SOS call from the Nicholaou Georgios, which had been abandoned following a fire in the engine room.

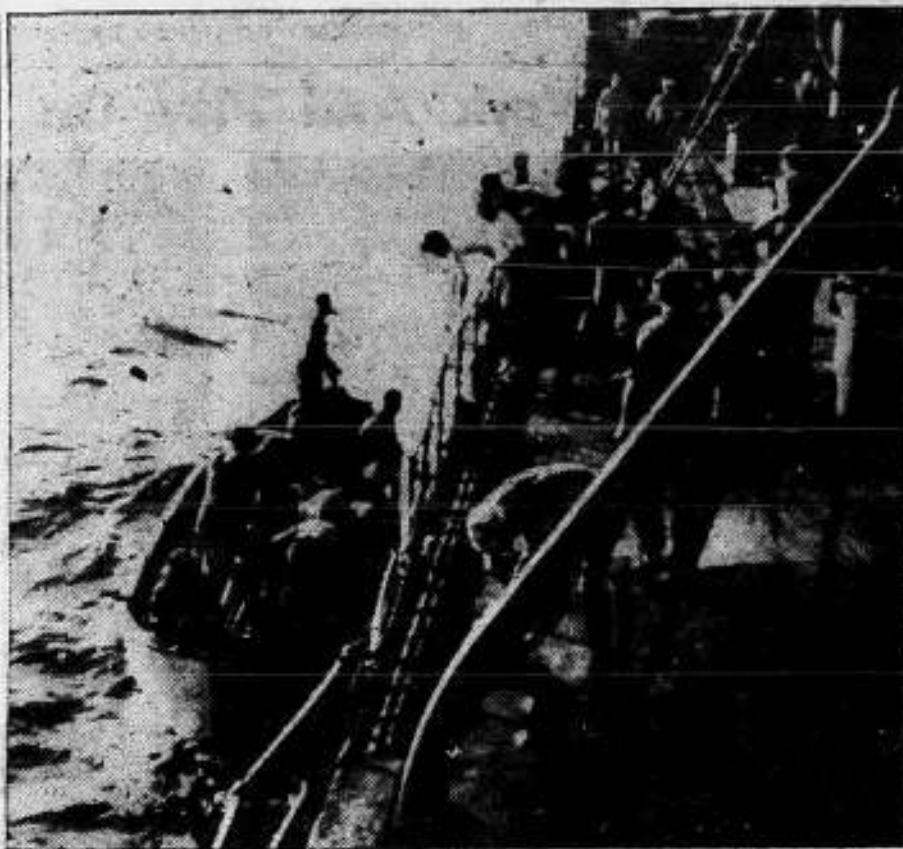
Pulling to within a mile of the blazing ship, the Montebello Hills anchored and sent a boatload of crewmembers to the blazing ship where they took aboard the survivors, two of whom were burned critically.

### STAYED CLEAR

Because of its full load of oil, the Montebello Hills could not venture too close to the stricken ship.

When the survivors were brought aboard, a Dutch passenger ship carrying a doctor was contacted and the injured men transferred. Later it was learned that one of the men died as a result of his burns.

According to a report received from E. L. Baker, Ship's Delegate, telling of the rescue, the crew made arrangements for caring for the 35 rescued crew-



Crewmembers of the Montebello Hills take aboard the second boatload of survivors.

members, including the wife of the ship's first mate.

During the night the Montebello Hills kept a watch on the burning ship and in the early morning a boatload of men were dispatched to investigate the fire and battle the flames, if they thought the ship could be saved.

The boarding party found the ship burning midships and in the No. 3 and 4 holds. They decided to battle the flames and did so throughout the better part of the day until they were relieved by another team from the ship. The fire was finally brought under control sufficiently for a towline to be put aboard. Seven days later, after the towline had parted twice, the 750-mile trip to Suez was completed. When the ship arrived in port the crew was given a hero's welcome.

The still-smouldering vessel was turned over to representatives of its company in Suez. A salvage claim will undoubtedly be made by the Montebello Hills crewmembers when a survey has been completed of the ship and its cargo.

Baker reported that credit for the rescue and salvaging of the ship was "due to the diligent work of the entire crew who braved the risks and danger not only of the fire, but also from the sharks, who were as thick as the sand hills of Arabia and so brave that one actually took an oar out of a crewmember's hands while rowing."

Baker also was loud in his praise of the stewards department "because they not only did a good job of feeding and taking care of 35 extra persons, but they also found time to help fight the fire and rescue the ship as well as help with the towing line during their spare moments."

Since the rescue, the Montebello Hills has returned to shuttling oil between the Persian Gulf and Europe, a job that it has been at for several months.

## Malaria Kills Two Steel King Seafarers

Two crewmembers of the Isthmian vessel Steel King died on July 18th in Singapore of cerebral malaria believed to have been contracted in Soerabaya, Indonesia. The two men had shared the same foc'sle.

The dead Seafarers are Benjamin R. Mears, 57, and Fred S. Velarde, 42, both bookmembers.

According to a report received by the LOG this week, the men had complained of aching joints and fever a few days before their deaths and had been confined to their quarters, where they were examined by doctors.

Burial for Velarde was in the Catholic cemetery in Singapore. Mears' body is being returned on the Steel King to the US for burial at the request of his sister, Mrs. Ruth Fox, of Chester, Pa. Efforts to locate Velarde's next of kin have been fruitless, though the ship's articles list a brother, Basilio Velarde, of Cebu, Philippines.

### ACTION TAKEN

In the report sent to the LOG by the vessel's delegates, the Vice-Consul, who attended Velarde's funeral with the crew, intends to warn all ships running to the East Indies that quinine is to be given to crewmembers. The company, they reported, is notifying its Skippers of precautions to be taken when entering the area.



BENJAMIN R. MEARS



FRED S. VELARDE

## Arms Cargo To Far East 'Hot Spot'

Into the center of one of the world's hotspots sailed the Steel Vendor (Isthmian) recently when it delivered vital arms cargo to Indo-China and Thailand. Delivering the goods to Thailand wasn't difficult, but getting supplies into the Vietnam capitol was a bit difficult.

On hand with his camera was crewmember T. King, well-known to Seafarers as the bridge champion of the SIU. During the 80-mile trip up the river to Saigon, King got snapshots of the guards put aboard to protect the ship's cargo from guerilla forces. King reports 40 soldiers, including French Foreign legionnaires, were aboard the ship during the trip, and the crew was under strict orders to remain indoors to escape sniping from the river banks.

### POLITICS HAZY

The exact political set-up in the country is hazy to most outsiders, but it boils down to this: the Vietnamese are defending their newly created country, from the rebel Communist forces of the Vietminh.

King was also on hand with his camera when the ship delivered war goods to Thailand (Siam) which is also being threatened by Communist forces and was recently the scene of a revolt by a military group.



Vietnam guards on the Steel Vendor pose with crewmember T. King, AB. Guards were posted on ship to protect vital war cargo.



Seafarer John Gardner, AB, right, stands with four Siamese officers when the ship unloaded military supplies at Bangkok. According to King, the officer in sun glasses was reported as being a three star general.

## Gateway City List Perils Old Ironsides

The Waterman ship Gateway City came close to sinking the historic old naval frigate Constitution, sometimes known as Old Ironsides, last week when the SIU-manned vessel listed sharply to port while unloading in Boston.

The sudden list caught 160 longshoremen on board unaware and sent them jumping to safety as the ship tipped toward the pier and sent the vessel's boom and spars crashing against a steel warehouse, knocking off a large section of roof and putting a hole in the side of the building. If the ship had listed the other way she would have crushed Old Ironsides and thrown the men into the water.

The chief of the longshoremen said the ship was towed to port with an eleven degree list to starboard. As the cargo was shifted to the other side of the vessel and while the boom was unloading the vessel shifted in the other direction.

The ship has since resumed regular coastwise service.



# Digested Minutes Of SIU Ship Meetings

**REPUBLIC (Trafalgar), July 8**—Chairman, A. Buck; Secretary, F. E. Starkey. Delegates report everything running smooth. A letter from shipowners in regard to proposed building of a memorial to seamen lost during the war was read. Discussion on the new Vacation Plan just adopted. Motion carried to concur with Headquarters resolution to raise dues to \$4 monthly. Someone to contact the Merchant Marine Library Association and get a library for the ship.

**CHILORE (Ore), June 26**—Chairman, H. Collier. Ship's Delegate reported everything okay. It was suggested that the men cooperate in keeping pantry clean.

**SEATRAN NEW JERSEY (Seatrain), July 8**—Chairman, L. B. Brown; Secretary, Bill Frederick. Ship's Delegate reported \$25.72 in ship's fund. Motion carried that Ship's Delegate communicate with other Seatrain ships for the purpose of obtaining opinion on new brand of coffee to be ordered for fleet. Members reminded that only two more port opportunities remain to vote on referendum.

**TOPA TOPA (Waterman), July 4**—Chairman, A. M. Branconi; Secretary, A. L. Yarborough. Ship's Delegate reports smooth sailing in all departments. Crew to get further information on current five point plan. Vote of thanks to the stewards department for the good work performed on the trip.

**ROBIN KETTERING (Robin), June 24**—Chairman, George Leidemann; Secretary, John Tilly. Delegates reported all in order. Motion carried that a change be made in brands of coffee and sausage. Communication from Headquarters read and accepted. Stewards department thanked for fine work during trip.

**FELTORE (Ore), July 1**—Chairman, Joe Arnold; Secretary, E. Ables. Delegates reported all running smoothly. Motion carried that voluntary donation be made to washing machine fund. Five current issues read and accepted unanimously.



**WARRIOR (Waterman), June 17**—Chairman, Lawrence Russell; Secretary, Clarence Nall. Delegates reported number of books and permits in their departments. Five current issues read and accepted. Discussion on needed repairs in heads.

**ROYAL OAK (Cities Service), July 6**—Chairman, Richard Keeler; Secretary, Francis Melanson. Delegates reported all okay. Chief Pumpman read excerpts from letter he sent to LOG. General discussion on performers, pierhead jumps and Union procedure.

**PORTMAR (Calmar), July 1**—Chairman, John Straks; Secretary, Eugene Kristiansen. Delegates reported all in order. Discussion on week-end menus. Discussion on insufficiency of last trip's night lunch.



**STEEL ROVER (Isthmian), March 25**—Chairman, S. Phillips; Secretary, R. Pawlak. Delegates reported no beefs. Discussion on innerspring mattresses. Ship's Delegate requested that all beefs be channeled properly, first through the department delegate.

**June 19**—Chairman, Fred Travis; Secretary, James Welch. Delegates reported one crewmember sick, Captain working on deck, delayed sailing beef and disputed overtime. Discussion on shortage of fruit juices.

**GOVERNMENT CAMP (Cities Service), (date not given)**, Chairman, Nolan; Secretary, C. Shipman. Delegates reported all in order. Discussion on poor location of washing machine. Agreement made to rotate cleaning of recreation room.

**FORT BRIDGER (US Petroleum), June 29**—Chairman, Tony Tarquino; Secretary, Robert Beale. Ship's Delegate reported that anyone who fails to turn to will be logged. Crew asked that full information on wage increase, Vacation Plan and dues increase be mailed to ship in Le Havre.

**NASHUA VICTORY (Maine)**—Special meeting called concerning delayed sailing. Letter written to Headquarters concerning the delayed sailing and it was voted to send the letter from Trieste. Short talk on Unionism given the new members relating to shipboard duties, overtime and participation in shipboard meetings.

**STONEWALL JACKSON (Waterman), May 6**—Chairman, W. Simmons; Secretary, E. Laws. Article from "Food for Thought" read by Ship's Delegate. Suggestion made to keep ship's fund at \$50.

**June 17**—Chairman, R. Cowdrey; Secretary, M. Elliott. Delegates reported no beefs. Man sent aboard as workaway with only a Z-number to be paid as passenger BR. Crew complimented stewards department for excellent cooking and service.

**July 1**—Chairman, H. Grimes; Secretary, E. Laws. Delegates reported all okay. Communication from Headquarters on five issues read and adopted.

**CHRISTINE (Tini), June 1**—Chairman, L. Filippis; Secretary, E. Lewis. Delegates reported disputed overtime. Discussion on shore leave in Tsukumi, Japan. Discussion on making of ice.

**ROSARIO (Bull), July 1**—Chairman, Jesse Collins; Secretary, William Hemley. Delegates reported no beefs. Motion carried to ask Headquarters that a

clause be put in contract prohibiting chipping while men are sleeping off watch. Stewards department told to call a meeting and hash out its own problems.

**LONE JACK (Cities Service), June 24**—Chairman, John Galas; Secretary, Bernard Kimberly. Delegates reported number of books and permits. Men reminded to stand their watches as called for, unless they have already made arrangements. Crew to vote \$1 apiece to ship's fund as crew is in debt to Ship's Delegate.

**SALEM MARITIME (Cities Service), July 4**—Chairman, George Smith; Secretary, W. Wells. Delegates reported all okay. Motion carried to keep ship's fund at \$100. Oldtimers urged to help the newcomers in every way possible in their work. Educational meeting called to discuss communication from Headquarters on issuance of new permits.

**ROBIN WENTLEY (Robin), June 24**—Chairman, J. Longfellow; Secretary, R. Sadowski. Delegates reported all in order. Suggestion made that a close check be made on stores for the next voyage.

**SANTORE (Ore), June 23**—Chairman, Vincent Walrath; Secretary, William Clark. Delegates report some disputed overtime. Discussion of the matters referred to in Paul Hall's letter to the Ship's Delegate of June 4th. The vote on all five questions carried by 100 percent.

**BARBARA FRIETCHIE (Liberty Nav.), July 7**—Chairman, R. Byres; Secretary, C. Sansom. Delegates reported overtime to be settled by Patrolman, and re-

quested that all hands be present in sober condition at payoff. Washing machine to remain SIU property in event of ship being transferred to another union. "Food for Thought" dwelt on; membership agreed to abide by fellow members' decision as to entering political field.

**STEEL FLYER (Isthmian), July 7**—Chairman, T. Chilinski; Secretary, D. C. Rollins. Delegates reported crewmember fired while in-transit in Houston. Recommendation made by Ship's Delegate for construction of catwalk over deck cargo as safety measure. Request that deck department shower's hot water valve be checked and repaired.

**WILD RANGER (Waterman), July 8**—Chairman, Steward; Secretary, John Jelllette. Delegates reported no beefs. Ballot sent to Headquarters from Bremen. Motion made that Patrolman be requested to contact and advise Captain and departments as to the rights and duties of the crew as covered in sections two and nine in the agreement.



**STEEL RANGER (Isthmian), July 1**—Chairman, Lawrence Tryon; Secretary, Willis W. Wright. Delegates reported no beefs. One AB reported to have missed the ship. Motion carried for each one of the Delegates to pick up the book or permits on the day of arrival and turn same over to the Patrolman. Suggestion that washing machine be transferred to another Isthmian ship that has no washing machine.

**BIENVILLE (Waterman), July 3**—Chairman, James Higginbotham; Secretary, Ralph Hornocker. Delegates reported no beefs. Chairman spoke of the great need for all men to get their validated papers as soon as possible. Several suggestions were made to the crew. All members wish to express regret for the leaving of a crewman in Panama for hospitalization and wish him a speedy recovery.

**ALCOA PARTNER (Alcoa), June 6**—Chairman, Jack Higgins; Secretary, Robert Johnson. Delegates reported everything okay. The five current issues were read and voted upon.

**WILD RANGER (Waterman), June 17**—Chairman, J. Gillette; Secretary, J. Morton. Everything reported okay by the delegates. Motion made and carried to vote on five current issues. Crew members were asked to help keep messroom clean and put cups in sink.

**GENEVIEVE PETERKIN (Bloomfield), July 1**—Chairman, Lupton; Secretary, William Copping. Delegates reported no beefs. Discussion on working rules in all departments.

**BEAUREGARD (Waterman), July 11**—Chairman, David Nunn; Secretary, James F. Byrne. Delegates reported some disputed overtime; no other beefs. Motion made and seconded that the delegates get together on making a repair list.

(More Ships Minutes on Page 13)

## Directory Of SIU Halls

### SIU, A&G District

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140 Dispatcher Richmond 2-0141
- GALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent
- 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 4-1063
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon St. S. Collins, 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  
HEADQUARTERS REPRESENTATIVES Joe Algina Robert Matthews Joseph Volplan

### 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 2-8363
- SEATTLE.....86 Seneca St. Main 0290
- WILMINGTON.....440 Avalon Blvd. Terminal 4-3131
- NEW YORK.....105 Broad St. Bowling Green 9-3458

### Great Lakes District

- ASHTABULA.....1036 W. 5th St. Phone 4-8831
- BUFFALO, N.Y.....10 Exchange St. Phone Cleveland 7391
- CLEVELAND.....2602 Carroll St. Phone Main 0147
- DETROIT.....1038 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 2-7078
- SAINT JOHN, N.B.....177 Prince William St. Phone 2-3049

# THE MEMBERSHIP SPEAKS



## Member Finds Insurance Costly, Says SIU Coverage Is 'Best Buy'

To the Editor:

At the risk of sounding like a soap boxer I'd like to make some observations on this complicated world we live in and the attempts we mortals make to insulate ourselves against the unforeseeable future.

Did you ever add up all the money you spend every year to insure yourself? Do it sometime and you'll see how much money everyone spends to guard himself against big outlays of cash in an emergency.

Let's take my case: Every year I spend money for life insurance on myself and my wife. I spend money for hospitalization and medical insurance for my family. I spend money for insurance on my car, both to

protect myself against any accident I may cause and against any accident caused me, plus protection against fire and theft.

On top of this I have fire and windstorm insurance on my house and insurance on the possessions in the house. I also have insurance against anyone who is injured on my property.

Already the sum is becoming big, but that's not the end. I have insurance on my television set and a service contract. I have a service contract on my oil-burning furnace and I have a service contract covering the washing machine in my home.

That's all the insurance I have against any unforeseeable happenings. That's a lot of cabbage, and somebody might say, "Well, what can you expect of you buy a house, a car and raise a family?"

### MONEY, MONEY

They're right. What can I expect? But actually by today's standards I don't have a lot of insurance. I don't have insurance on my children; I don't have insurance against theft of my possessions. I don't have insurance against any prolonged illness in my family, such as an attack of polio.

The point of all this is to show that despite what everyone says

about people wanting to be rugged individuals, it's not true. If it were, the insurance companies would go broke.

There is only one insurance policy I hold that I consider the premium to be well worth it. That's my SIU book.

For my monthly premium I get full coverage for job protection. I get representation (my SIU insurance agent is on hand every time the ship hits port). I get a guaranteed vacation every year, which is more than my yearly premium. I get money to cover incidentals in case I am in the hospital and my wife gets \$1,500 should I die.

On top of this I am guaranteed top working conditions on every ship I take and I am guaranteed penalty pay and overtime pay for all work I do outside my routine duties. Where, I ask you, can you buy such a policy in the outside market?

Nobody likes to sit down the first of the month and see the old bank balance take a right hook to the jaw after paying up the accumulation of bills, but, honestly, it does one thing for me: it makes me appreciate all that I get for my money in the SIU. No insurance salesman in the world can promise me even a fraction of that amount.

Carleton Swann, Jr

## In Army Now



Wearing his civvies for the last time, former Seafarer William Egan Pollard suns himself in New Orleans before returning to Army life. The former Chief Electrician of the Alcoa Pennant, Pollard was drafted in 1950 and is now stationed in Korea.

## Blood Donors, Welfare Plan Receive Thanks

To the Editor:

I would like to give my thanks for all that the Union has done for me, and to all the Brothers who donated blood for me. Words cannot express my thanks to all my Union Brothers.

I would also like to thank Joe Algina, the hospital delegate, for the very fine work he does here at the hospital, and I am glad the SIU has men like Joe to take care of us here at the hospital.

I think our hospital benefit plan is tops. We are all grateful for it.

Joseph Callisto  
US Marine Hospital  
Staten Island, NY

## Lawson Men Kiss Blarney

To the Editor:

When the George A. Lawson was first taken out of the boneyard she was just another Liberty ship that could use a considerable amount of cleaning. At the present time she is fast becoming clean and makes a pleasant home for all, due to the good cooperation between all departments aboard.

We would like to compliment Captain Frederick Iverson, Steward Emmanuel Cottis and Bosun John Murray and all the good SIU men who have worked hard to make this a good ship.

This trip many of the boys had a chance to see and kiss the famous Blarney Stone, which is located at the Blarney Castle, near Cork, Ireland. We know there are many good Irishmen in the Union who would like to get a chance to become

pilgrims to the Blarney Stone. Our only regret is that there weren't more Irishmen aboard.

The SS George A. Lawson is a good ship for anyone who wants to make a few trips to Europe under a fair Captain. Votes of thanks are extended to the Steward, his department and all the SIU men who worked hard to make this a happy home instead of just another rusty Liberty ship.

Frank Judah, Jr.

## "Duke" And Pal



The Duke of Bourbon Street and soldier friend pose in Jackson Square Park in New Orleans. For the benefit of the uninitiated, the "Duke" is sometimes known as Tony Pisano.

## Asks To Receive LOG While Serving In Army

To the Editor:

I would like to keep up with Union activities while in the Army by receiving the LOG. I want to go back to sea as soon as I get out and the LOG will help me keep up with the latest developments.

I would also like to have my address put in the LOG so any of the fellows who wish to do so can write me.

Pvt. William Tschuschke  
Co. E, 80th Inf. Regt.  
Fort Dix, N. J.

## Seafarer Holds Full House



Gil Vila, veteran Seafarer, stands at the number one chair in his barber shop in Brooklyn. Brother Vila has been in the lock shearing business for a year and reports business is good. A Union shop, a haircut is 85 cents, and four barbers provide immediate seating. The shop is at 93 Atlantic Avenue.

## Says Army Red Tape Trap Foils Seamen Seeking Out

To the Editor:

This is what a merchant seaman in the Army runs into when he tries to get a discharge to help alleviate the shortage of skilled men on the ships.

Here at Fort Eustis, Virginia, I've met plenty of skilled seamen being trained with taxpayers money for a job that is a waste of their talents. Here there are Mates, Engineers, ABs, Bosuns and men with three to five endorsements in the engine department.

Recently we seamen went before the company commander for release to go back to sea. Of course, we got the horse laugh. Being Union men we stood our ground and the Captain told us to get letters from a shipping company and make sworn statements that we will go back to sea.

### RUN-AROUND

This we did. The Captain then sent us up to the Inspector General. Boy, that's where the red tape started. After filling out forms all day they were accepted by another Captain who informed us that the papers would have to go before a board and then copies would have to be sent to ten or twelve different places. When they have been seen by that number of brasshats, the Captain stated they would prob-

## Carr Family Thanks SIU Men For Kindness

To the Editor:

I just want to send a word of thanks and appreciation to all Brothers of the SS Del Sud and the other members of the SIU for the kindness and thoughtful help shown during our sorrow and grief over the sudden death of my son, Leverage R. Carr, brother of Jack and Barbara Carr.

I would like to have this printed in the LOG, if I can. I feel the SIU is a wonderful organization of wonderful members and officials.

Reuben Carr  
Holland, Mich.

ably come back in a year with a big red X.

Personally, I'll bet anything that the forms went out in his waste basket that night. But anyway, we're right in there pitching, even if we don't get anywhere.

Roy Lee

## Culps Report Cracks From Liberty Bell

To the Editor:

Cracks from the Liberty Bell would be a good title for this, but we won't infringe on that territory. (Ed. Note: You got your wish.) Folks, here is our first exclusive:

Chief Bull Kenny, Fireman, brought his sister an ashtray for her birthday. She's started smoking again now that she's thirteen. Bull's sister is now driving an ice truck. Seems somebody's got to work in the family. We hear he's going to get married soon. He's tired of that electric blanket.

We have it on good authority that Marty Culp's uncle is missing a package in the mails. He went to the postoffice to check. They looked through all the packages and couldn't find his. The clerk said "there's one here, but the name is obliterated." Marty's uncle said "Can't be mine. My name's O'Brian."

One crewmember here, August Childs, is being drafted the end of the month. That will be the end of August. Yak! Yak! The draft board wanted to know if he was alien. He said, no he felt fine.

As one casket said to another: "Is that you coffin?" Ugh!

When finer jokes are told, we'll be in there ruining them before Milton Berle gets a chance.

Oops, let's cut this off, here comes the Skipper.

Marty and Joe Culp

## Ship Air Hammers Disturb Peace, Crew Asks Relief

To the Editor:

We, the undersigned members of the SS Rosario desire that you publish this letter in the SEAFARERS LOG, as we believe it would be of benefit to all the membership.

During one of the regular shipboard meetings a motion was carried unanimously to call to the attention of the Union a condition that exists aboard ships at the present, and, if the shipowners would agree to discontinue this practice, we believe it would be beneficial to all.

We speak of the practice of using air guns and electric chipping hammers in and around the crew quarters at sea.

### TERRIFIC DIN

During the past two voyages on this vessel, the deck crew had to stop chipping in port because the terrific din annoyed the office workers in San Juan, the Bull Line office and, in Philadelphia, at another time the stevedores refused to work while the air guns were in use.

There was no doubt that they were both justified in their complaint and the use of the electric hammers and guns was discontinued immediately.

Yet as soon as the vessel proceeded to sea they were broken out again. Now we all know that at sea there are two watches below in the deck and engine gang. At all times these men need their sleep and rest after their watch, so that they may properly stand their next watch.

It does no good to complain, as we are told that this work has to be done. We fully realize this, but feel that for the welfare of the crew, some sort of happy medium should be reached by the Union and the companies we have under contract.

### OFF LIMITS

We would like to suggest that at sea there should be no use made of these machines within 100 feet of the crews sleeping quarters. In this manner the deck crew can still chip and scrape the rest of the vessel and save the vicinity, in and around the crew's quarters, until some time when the vessel is in port and all hands are up and around. This will insure that the crew receives their proper rest at sea and are in condition to stand their watches in a proper manner.

16 Crewmembers  
SS Rosario

## Fish For Dinner



Tony Manzanillo poses with a fish, thought to be a grouper, which he pulled aboard the SS Seagarden while off Cuba recently. Roy Dozier who sent in the pic, reported the crew enjoyed the fish served to them for dinner.

## Three Times In Mud, Ship Gets New Skipper

To the Editor:

The Seabeaver, one of Colonial Steamship's proud seagoing vessels is seeing quite a trip this-time out. To start with, Seabeaver is a misnomer. A better name would be "Groundhog," as this low flying Beaver has been aground three times in her first three months out. The last time she lay aground for ten days on the Pata River, just off the port of Belam, Brazil.

Her first skipper, a loud-mouthed individual, did a good job of everything he wasn't supposed to do and was responsible for her three trips into the mud flats. I had to give him credit for one thing: He would just as soon raise his voice and go into a rampage with an Ordinary Seaman as a high-ranking government official. He wasn't fussy. The result being that the ship

was delayed in almost every port touched.

Colonial finally got wise and relieved him in Rio. His successor immediately informed everyone that he was the master of the ship and his word was law. The newcomer had been led to believe by the departing skipper that the crew was the cause of the ship running aground. Just plain sabotage, he hinted. This, of course, didn't put us in good standing with the new skipper.

### 'TENSHUN'

He started off with "white glove" inspections, and, with needling from the Mates and other officers, looked for as many faults as he could find, which were very few. Those he found came from a few performers who got their just reward by being heavily logged.

In a way I get a big kick out of the Skipper, who is never without his high pressure hat and scrambled eggs. He takes all of his meals in his room. I understand he doubts that he has to pay the BR three hours a day overtime for the rather unusual service (He'll find out when the payoff comes).

We have a very level-headed crew aboard and we do very little arguing with the ship's officers. We do our best to execute every command to the point. The crew has become expert at writing up overtime for penalty work, which, after all, is our only means of protecting ourselves and the contract.

It would be a great help if the company would put the proper work gear on this ship. In order to splice a line, I have to make my own fids. Along with this comes the same old story when acquiring for tools, etc. "They just didn't come."

The Seabeaver, having signed six months articles, is due back in the States in September, if not sooner. Here our many beefs and disputes will be settled in the proper manner.

Incidentally, the SEAFARERS LOG is due a lot of credit. It is a welcome gift to find it waiting for us in some distant port.

Bob Brown

## White Finds Simmons Victory Beefless, Clean

To the Editor:

I am writing you a few lines to let you know what a fine ship this is and to pass the word along to the readers of the LOG.

The Captain and Mate are both aces. Captain Whiteside is one skipper in a million and the Mate, Blair is one swell fellow and easy to get along with. I have been on this ship, the Simmons Victory, for three trips and we haven't had a beef during this entire time.

We now have quite a crew aboard, including Ray Queen and his sidekick, "Hoss" Gross-coast, so things should jump in Japan when we arrive.

Blackie Gardner in Frisco told me the ship was a pleasure to payoff, not only clean of beefs, but clean physically in all departments.

R. E. White  
Ship's Delegate

## Paddy Says: 'Wear A Smile, Don't Grouch'

To the Editor:

Frequently one has the misfortune of running into the claws of the "grouch." This is the individual who makes it a practice to buttonhole you on the job, whether it be at sea or ashore. He usually starts to tell you of some brother aboard being such a so-and-so simply because he personally does not like his guts.

He villifies, slanders and, being two-faced, runs to his superiors and does exactly the same thing. He has a very plausible

method of approach and is an expert at whispering campaigns. He will stoop to anything if he can gain prestige for his own aggrandizement, even if he perjures himself in the attempt.

"A Union man?" he says. "I am 100 percent union." He will not tell you that he is also 100 percent company. This is the type of character who is the greatest menace to our Union, and it is a damnable state of affairs when one has to work with a man of this kind. There is only one alternative in a case

like this and that is ignore him.

It is bad, of course, when he works along side of you. However, cheer up, that guy will not run the gauntlet for long. His viciousness and egotism will fall by the way. Sooner or later the boys catch on to this smooth talker and the "grouch" is on the run.

The genial type of fellow is the one who can smile through adversities and become popular with his shipmates. He is usually talented, a good worker and a genuine Union man. The fellow who can smile in difficulties deserves all the sympathy his Brothers can extend to him. There are many poems and stories written about a smile, yet few people realize the seriousness of the little word "smile."

In commercial college training a smile is the forward, especially to trainees in the field of salesmanship. Now, Brothers, I hope you do not misconstrue my meaning. I do not wish to convey that you should put on an act and practice an artificial smile. Not at all. I mean a good honest smile.

It will be a grand day when the two-faced guy realizes that we seamen eat, sleep and live our lives aboard ship. The sea is our country. Be a good guy. Remember: Do good to them that hate you, bless them that curse you and envy those who humiliate you.

Paddy Farrell

## Cosby Linson, Ex-Boxer, Measures Up As Shipmate

To the Editor:

Another pugilist has hung up the gloves and headed towards the wide-open spaces. Cosby Linson, who shipped out the latter part of last year on a Seatrains ship, is making his debut in the food department.

According to rumors, Cosby is so well liked from top to bottom that they won't let him quit. Cosby was one of the leading welterweights in the country, having boxed the late Marcel Cerdan (in an exhibition) when he was middleweight champion of the world, Chester Rica, Pat Donahue, George Larover and others.

Percy Boyer

## An Hour Or Two Of Relaxing Ashore



A group of Seafarers and a sailor enjoy a few drinks in Yokohama during time off from the SS Ocean C, Ocean Transportation company. The men are, left to right: Roy Gamache, DM; Peter Lolk, AB; Manuel Rodriguez, FWT; Armando Rodriguez, USN; Gaetano Busciglio, Night Cook-Baker; Enso Buscaglia and Berkocci Bartilomeo.

## Stationed In Austria, Seafarer Notes Union Progress

To the Editor:

I have been receiving the LOG regularly since arriving in Austria, and have enjoyed it greatly. I would appreciate it if you

could send me a copy of "The Seafarers in World War II," as I have been looking forward to its being published.

I want to congratulate the

SIU on the Vacation Plan and on the progress made with the Welfare Plan. If nothing happens, I'll take my book out of retirement and return to sea after I get out of Uncle Sam's Army.

We are living in tents over here, which isn't too bad this time of year. However, this winter they won't be too nice, as three to six feet of snow is the general rule around here.

That's all for now, so will close hoping for continued progress by the SIU.

Cpl. James D. Allen  
US 53020160  
APO 541.  
c/o PM, New York

## In Army, Asks CG Papers Procedure

To the Editor:

Please continue to send me the LOG while I'm in the service, it brings back wonderful memories that seem so long ago. I also want to ask a question about validated papers.

I have seamen's papers that have not been validated. Do I have to apply for new ones? If so, can I do it by mail as I am not near any port city?

Everywhere I go I run into former Seafarers. It's nice to

meet old shipmates, but it makes me wonder who is left to man the ships. I hope to be on the outside looking in one of these days. Thanks again for the LOG.

Pvt. Stephen Becar  
912 Ord. Reclm. Co.  
Fort Benning, Ga.

(Ed. Note: We are forwarding you an application form which you can fill out and send to the Coast Guard in Washington for validated papers.)

## Key To Smooth Running Deck Gang Is Competent Bosun, Says Palmer

To the Editor:

Primarily it is the main duty of the Bosun to organize the crew and the work so that everyone works together. The Bosun's job could be defined something like this: Turn all men to, knock all men off at the proper time, mix the paint, see that each man has proper gear to work with, and see that all jobs are running properly and safely. Above all, see to it that he, the Bosun, does these things and, in so doing, keeps the Mate off the deck.

Many times serious trouble arises between the Mate and the Bosun that can be laid directly to the Bosun: Suppose the Bosun is up the mast painting like mad in port when all of his gang is on deck watching him work. Then suppose the Mate starts giving orders on deck. The Bosun hasn't much kick coming!

On the other hand, this doesn't mean the Bosun should be breathing down the men's necks. Nobody is going to do much work with a man standing over him. Furthermore, a Bosun who starts that can rest assured that the minute he is out of sight, everything will stop altogether.

A Bosun who puts green men with more experienced seamen, gives them a chance to learn.

### THINKING AHEAD

A successful Bosun is always thinking well ahead of the job at hand. He has the brushes and paint laid out for the next job, or a man or two getting the Bosun's chairs and gantlines ready for the masts while the gang is still painting on the mid-ship house. That way he does not have half a dozen men standing around watching while he and a couple of others work feverishly rigging up at the last minute.

The good Bosun goes about things deliberately, seldom gives an order in a raised tone of voice, and never bawls men out in front of the gang.

When raising or lowering gear, he stands back out of the road, giving necessary orders calmly, his eye on every possible danger point, his attention following the job of every man and bearing in mind constantly the experience and probable reliability of the men on the outboard guys, the man at the winch, etc.

There is an old saying among old time Bosuns that carries a lot of savvy too: "Never ask a man under you to do something

you, as Bosun, can't or won't do yourself."

Are Bosun's exempt from working on deck?

Now this question has been kicked around to extremes. Some declare the Bosun shouldn't touch a tool, except to hand it to one of his men. Others protest even louder that he should actually lead the example in every job done and set the pace he expects the men to follow. Neither of these extremist views will fill the bill, for the Bosun who expects to hold the "key" position.

Naturally, a man who is constantly at work with his hands, setting the pace and doing it all, isn't going to have time to handle properly the equally important requirements of his job.

On a Liberty which only carries one Deck Maintenance, and has only one or two watchmen on deck at sea, the Bosun has got to pitch in and do a little work himself. Then, too, once in a while you run across a Bosun who will let a couple of men strain on a line and won't jump in and give a hand himself. This won't get "it" either.

The Bosun who uses "common sense and balance in thought" will find everything running smoothly; the men feel responsibility, dignity, and an interest in the work, and things go along so easily that it is always a wonder how so much work gets done with so little effort.

Most of all, a good Bosun will realize the importance of good human relations with his men. And here are a few of the basic rules that will help you obtain them: Let each man know how he is getting along. Give him credit when due. Tell people in advance about changes that will affect them. Make the best use of each person's ability, and, finally, never bypass the Union in dealing with your men.

Jerry Palmer

## Three SIU Stalwarts



Three salty Del Mar Seafarers pose for their pictures, courtesy of crewmember George McFall. The brothers are, left to right, Johnson, Srem and Suslivitz.

## Says Topside Not Only Ones Fawning Before Authority

To the Editor:

I agree with Brother John J. Flynn in reference to his article on the servility of officers, but Brother Flynn failed to see the same conditions among the unlicensed personnel.

We have many members of our own Union who drool when they tell you that one of the officers bought them a drink and even associated with them most of the evening.

Brother Flynn forgot that the nature of man is individualistic. Though we may think alike on many subjects we will always act as individuals. We have men within our ranks, though part of this organized body, who still retain a servile manner toward authority. Watch some of your shipmates and you will understand.

Man in character is a rather sad person. The individual who talks tough to some one weaker

than himself may sometimes be the most cowardly when faced with authority greater than his own.

Man has from the start of time been taught to look upward and it seems that regardless of how much he organized in a group the instinctive nature to look down remains—with him even though this distinction has been removed with the strength of the organized body he is a part of. So, Brother Flynn, when we become quick in our condemnation of a fellow man, let's be fair in clarifying such distinction.

### STAND FAST

You, Brother Flynn, may be of the rebel class standing to your principal yet understanding and capable of defending what you believe to be best for your fellow man. We who stand as such should also remember though we do not seek to go higher in the ranks, yet we still have a duty and that is to help those who lack courage to walk alone in defense of principals and ideals.

We, Brother Flynn, can also become as dominating if we abuse our understanding, so no matter how high you are in life or no matter how small we must remember we are necessary to each other to fulfill the task given to each on this highway of life.

Good sailing, Brother Flynn, and let's remember to be grateful that nature has given us courage to stand to our ideals and principles and show a bit more charity to those who failed to receive such a gift from nature.

Joe Buckley

## Van Ryswyk Will Be New Flying Dutchman

To the Editor:

This is to notify my friends not to look for me, for I've finally grabbed a ship and am off for England on the Polarus Sailor as Bosun.

I'd been waiting for something going to Holland, so that I could see my mother, but couldn't get anything on that run out of New York. However, I hope to be able to fly there from England for a brief visit. See you all when I get back.

Marcellus Van Ryswyk

## Beauregard's Lathe Hand



Paolo Pringi, Oiler on the Beauregard, wheels the cutting tool into place as he prepares to turn down a brass rod on the ship's lathe. The excellent photo was by a shipmate using a speed graphic.

## Holds Credit Due Permits Who Aided In Union Work

To the Editor:

I have heard some complaints about the workpermit men sailing our ships these days. Apparently some of the Bookmen fail to realize the tremendous job put on the shoulders of these permitmen. A good example can be seen aboard this ship and no doubt aboard others. Here we have a sizeable number of permits aboard, yet the crew is doing an excellent job.

After the shipping boom is over and once again we will be glad to take any job off the board, a man may come aboard this ship—the Fort Hoskins—and find that these "greenhorns" did a good job of keeping this company under contract.

It will be these men who have kept these companies under contract, not only because of their determination to do a good job, but in the hopes of someday becoming a member of the best Union on the high seas.

Incidentally, I am not a greenhorn. My seetime is over six years, two of which were in the NMU before I found out which was the best Union afloat.

Instead of making any adverse comments about the new permitmen in our midsts we should be thankful that they were here when needed, because without them we would have been in a rough spot.

Edward J. Day



## I'm A Seaman

By WILLIAM MOORE

God made man (not very smart),  
A too weak brain, a weaker heart:  
Yet every man must play his part,  
So I'm a Seaman.

I am too dumb to write a book,  
Not dumb enough to be a crook;  
And so I claim that I'm a cook,  
A cooking Seaman.

I say goodbye and sail away,  
I vow that I'll return someday;  
But then I'm nuts, or should I say,  
"I'm a Seaman."

I'll even go where bombs may fall,  
I'll even go where death may call;  
(Which proves I got no sense at all),  
I'm a Seaman.

I guess I'm dumb as dumb can be,  
Or else I'd never gone to Sea;  
So (sucker) come, shake hands with me,  
"I'm a Seaman."

# Must Shipboard Meetings Be Routine? The Del Norte Crew Doesn't Think So

(Our apologies to the crew of the SS Del Norte: This story was set for publication more than a month ago, but due to space limitations—especially for an article as long as this—it had to be held back. However, we still think that this shipboard meeting was well-planned and well-executed, and can serve as a model for other ships, so we present it with no further apologies: Editor.)

All SIU ships hold shipboard meetings, most of them regularly and frequently, some of them sporadically and less often. In too many cases, however, the meetings are of a routine nature, and the educational portion is unimaginative, particularly in view of the fact that there are many new men riding SIU ships these days, who must be grounded in SIU history, the workings of the organization and the foundations of unionism, if they are to be expected to act as good Union men.

One crew which is doing an outstanding job in its educational meetings is that of the SS Del Norte, Mississippi's cruise ship. Minutes of the June 10 meeting, which have just reached the LOG, reveal the care that went into the planning of the meeting, and the great amount of information that was passed on to the new men in the crew.

## FULL HOUSE

The meeting was held in the Stewards messroom, which was filled to capacity, some of the men having to stand. Thurston J. Lewis, Educational Director, called the meeting to order and prefaced the meeting with the following remarks:

"Permitmen and Brothers who have recently acquired books in the SIU, this meeting is held primarily for you. In order for you to learn the methods by which action is obtained in our Union, the Chairman and Recording Secretary, as well as the Reading Clerk, will be elected from among the permitmen. The meeting will be conducted as nearly as possible in accordance with Robert's Rules of Order. These rules are the same which are used in the Congress of the United States and almost universally in meetings large or small which deal with affairs either public or corporate.

"When your Chairman is elected, he will call for the election of a Recording Secretary. When the Recording Secretary is elected, he will come up to the Chairman's table, take his seat beside the Chairman and proceed to write down, to the best of his ability, everything that happens in this meeting.

## MINUTES READ

"The Chairman will then call for the election of a Reading Clerk. When he is elected he will read, when called upon to do so, the minutes of past meetings, any communication or other reading matter considered pertinent to the business at hand.

"At this point in shipboard meetings, such as we had the first Sunday after leaving New Orleans this trip, the Chairman usually calls for the Delegates' reports. This, of course, will be omitted in our meeting this afternoon, and we move on into the next order of business which is New Business.

"New Business is the most important part of the meeting, because it is here that real action

is taken. When you make a motion and it is properly seconded, thoroughly discussed and then voted upon—if this motion is passed—it becomes law as far as this body is concerned and it is expected to be carried out! Since this meeting is of an educational nature and not official, we will omit New Business also and pass on to the next order of business on the Agenda.

## MINUTE OF SILENCE

"Members of the Seafarers International Union are not unmindful of the many members who have gone on before us and who have contributed much toward making SIU as strong and powerful as it is today. Men have been jailed and imprisoned, and men have died for this same cause. We do not forget these men. So at this point on the Agenda, when the Chairman asks you, you will stand for one minute in silence in memory of these Brothers who have gone on before and left this world and this Union a better place in which to live and to work.

"When the Chairman knocks on the table this minute of observance has passed and he will declare the meeting under Good and Welfare.

"Under Good and Welfare each man who has something to say will be given a chance to say it. In order to do this, you must hold up your hand and, when the Chairman sees you and recognizes you, you may then rise and say your piece.

"If you have a speech prepared now is the time to give it. If something just happens to pop into your mind and you think

it will be good for the membership, you get up and say it!

"When all of us have blown our tops in this manner, the meeting may be said to have accomplished its purpose and a motion for adjournment is in order. When this motion is seconded, voted on, and passed, the meeting is adjourned and we go on about our business.

"Please do not write on or otherwise mutilate the copies of our Union Oath of Obligation, which you will find on your table. You have small pieces of yellow paper on which you may write, take notes, doodle, or whatever you care to do during the meeting. If you think of something you wish to say while another man has the floor, jot it down and then you can remember to bring it up when he has finished.

"Take any of this Union literature with you, read it, then return it if you care to when you have finished; or if you want to keep it, keep it. The important thing is to read it!

"I want to thank you Brothers, not for myself, but in the name of the SIU, your Union, for attending. I hope that you will benefit by it. I hope that you can teach me something—that we can all teach each other something about good Unionism. One thing I think that I can guarantee is that you will not regret having attended and contributed to this educational meeting.

## PROOF OF INTEREST

"After adjournment, all permitmen please come up and sign your name and number so that we can send it in to the New Orleans SIU Port Agent. In this way he learns which of the permitmen are interested enough in their Union to be considered, when the time comes, for eligibility for full membership."

Al McCabe, permitman, was

elected Chairman by acclamation.

Jimmy McGill, permitman, was elected Recording Secretary by acclamation.

Wayne Fields, permitman, was elected Reading Clerk by acclamation.

It was moved, seconded and carried that Brother Fields read only Good and Welfare from the minutes of the last educational meeting. These minutes were read and accepted.

## OATH OF OBLIGATION

Brother Lewis then led in the reading of the SIU Oath of Obligation.

One minute of silence was observed in memory of departed Brothers.

The Ship's Delegate, Brother Bob High, was called upon to read an excerpt from "Fortune" magazine regarding the unfair and illegal tactics used by Cities Service Oil Company during the organizational campaign which the SIU won after a long, hard struggle.

Brother Whitey Peredne delivered a talk to the permitmen in which he said that some day they would become full bookmen and belong to the most democratic and best Union in the world, barring none.

He pointed out that in order to get their book, they would have to earn it by proving that they will become an asset to the Union and not a detriment. Today, said Brother Peredne, our Union is run on a quota basis, that is so many books per job.

If books were issued to everyone who came along asking for one, we would soon be sitting in our Union Halls for months waiting for ships.

"The best way to create more jobs and issue more books," said Peredne, "is to organize the unorganized. A very large percent of bookmen have worked on unorganized ships and are today

working on organized ships. Permitmen have been a great help in this, too. As a result where other Unions have been losing jobs we have been gaining. So to all permitmen: Go out and organize the unorganized whenever you get the chance. Remember, the more jobs the more books!"

Brother Lewis then delivered the following:

"As we all know, the jobs that we have on these ships are not the same that a shoreside worker has. A man ashore has many opportunities for recreation. There are many things that he can do over the weekend or when he is off duty to take his mind off his work. This puts him in a better mood to carry on his job comfortably when he is on duty.

"Here, when we finish our jobs for the day, we cannot go home to our wives and our children, nor to our mothers and fathers, but we have to look at each other's same old faces and sometimes rehash the same old conversations that we have had many times before. Sea life gets to be a boring life at times.

"It is inevitable that we will from time to time see friction arise among Brothers on the ship, which should not occur, yet which is understandable.

## SIU DEMOCRACY

"Within the framework of our organization we are given much liberty and freedom. Our membership is not regimented like a Russian or dictator's army, in which there can be no freedom of speech, nor thought, nor conduct. We are free to think as we like and to express ourselves at these meetings. If what one person thinks does not coincide with what I think, I disagree with him but this does not mean that this Brother is my enemy, only that I don't agree with him on this certain point.

"If I am elected to do a certain job and I do not do that job to the membership's satisfaction, the membership always has the satisfaction of relieving me of this job and electing another man in my place. This is the democratic way! This is the SIU way! Let us exercise our rights in both speech and vote to carry on our Union in the way the majority sees fit!

"At the same time that our SIU is making its demands before the shipowners, other unions are making their demands before their bosses, and both SIU and other unions are making their demands before the bureaucrats of our government.

"In the 1946 General Strike, our greatest beef at the time was not with the shipowners, who were willing to meet the increase in wages which we demanded, but with the Wage Stabilization Board which had refused to allow the companies to come across with the raise. By winning the beef all over the United States, we not only obtained our raise for all organized seamen in the USA, but we were able to do away with this useless committee in Washington, which was poking its nose into our affairs, and was draining the taxpayer of his wages without giving him anything in return.

(Continued on Page 14)

## Digested Minutes Of SIU Ship Meetings

**MAE (Bull), June 29—Chairman, Lloyd Short; Secretary, Richard Geiling.** Delegates report slight beef in the deck gang about gangway watches and called attention to the repair list. The financial standing of the ship's fund was read. It was requested that something be done about getting the housing fans turned on in hot weather and having a fan placed in the laundry room. Immediate action was promised.

**BEAUREGARD (Waterman), June 6—Chairman, M. Welsh; Secretary, Dave Nunn.** Delegates report no beefs. One Brother taken off ship in Germany to get treatment at the hospital. Motion made to have the Patrolman come aboard in New York and talk to the Mate about unsafe conditions aboard the ship.

**June 28 — Chairman, David Nunn; Secretary, Edward Farrell.** Delegates reported that Chief Mate has been working on deck. Overtime will be put down for any work he does. No other beefs. Motion made and seconded to have repair list made in triplicate and handed into the heads of the departments at least

one week before arriving in port. Discussion on Welfare Plan and proposed constitution changes.



**GOLDEN CITY (Waterman), May 27 — Chairman, G. Englehard; Secretary, G. J. Reitz.** Delegates report everything in order. \$5 in ship's fund. \$37 collected for March of Dimes. Motion made and carried to have Steward check closer and be in messroom at meal time.

**June 17—Chairman, L. D. Richardson; Secretary, S. J. Bots.** Delegates report everything in order. \$5 in ship's fund. Discussion on five current issues. Motion made and seconded that Vacation and Welfare Plans be posted on bulletin board.

**ALASKA SPRUCE (Ocean Tow), May 20—Chairman, Luke Collins; Secretary, Earl T. Spear.** Information was requested from Headquarters on whether the longshoremen or crew are to stretch tarpaulins when batten-

ing down hatches. Crew requests that Bosun sew on awning for after deck. Discussion on two Messmen and one AB fired in Newport News and ordered to report to Hall but failed to do so.

**June 6 — Chairman, Earl T. Spear; Secretary, Paul Krakirk.** Delegates reported no beefs. Deck Delegate reported Patrolman Fisher warned crew about performing on ship in Alaska. Crew announces that stewards department is feeding excellently and anytime help is needed the crew is willing to pitch in.

**EDWARD L. GRANT (Bloomfield), July 1—Chairman, J. J. Kane; Secretary, C. L. Stringfellow.** Delegates report no beefs. Various issues brought up under education. Repair list made out for all three departments. Discussion on keeping the laundry clean.

**STRATHPORT (Strathmore), June 3—Chairman, Richard Taylor; Secretary, D. Jackson.** Delegates reported all in order. Discussion on men who missed ship and quit. Discussion on proper care of washing machine. (More Ships Minutes on Page 16)

## On The Far East Run



Crewmembers of Waterman's Young America pose for their picture during coffee time in San Francisco at the conclusion of a recent run to the Far East. The Waterman vessel has been shuttling on the Far Eastern run for several months and is now out on another trip.

## US Shipping Was Subsidized More Than 100 Years Ago

(Continued from Page 7)

have ships of a size and speed adequate to meet foreign competition.

3. That the operator be experienced and be financially capable of maintaining a steamship operation.

The 1936 Act states that "the contractor for subsidy aid must own or purchase a suitable number of vessels of the type, speed and size required to maintain the service assigned to him, and such vessels may not be used for any other purpose except with Maritime Commission approval.

"These vessels," the law adds, "must not be over 20 years of age and they must have been built in American yards with American materials.

An operator receiving a subsidy cannot engage in any service other than the route approved by the US Maritime Administration. Nor can he be in any enterprise other than shipping.

### OPERATIONS LIMITED

He cannot, says the law, "engage in any auxiliary service directly or indirectly connected with the operation of subsidized vessels, such as stevedoring, ship repairing, ship chandlery, towboat or kindred services."

Nor can the subsidized operator engage in the coastal or intercoastal trades.

This section of the law seems

not to have been enforced as far as American President Lines is concerned, for APL conducts an intercoastal service in conjunction with its 'round-the-world route.

The subsidized operator is also under close restrictions as far as his accounting and banking procedures are concerned.

### FUNDS SUPERVISED

He doesn't have much chance to hide or disguise profits, for his income is divided into two funds supervised by the government "to insure prompt payment of the contractor's obligations to the United States and the replacement of his subsidized vessels."

First subsidies under the 1936 Act were made effective in July of 1937 and they were cancelled from 1942 until January, 1947, a period in which nobody needed any more government help than was readily provided by war shipments and postwar relief cargoes.

All lines receiving subsidies before the war were reinstated in 1947.

The subsidized companies are: Seas Shipping Company, Mississippi Shipping Company, American Mail Lines, American President Lines, American Export, Farrell Lines, Grace Lines, Lykes Brothers, Moore-McCormack, New York and Cuba Mail SS Co., Oceanic SS Company, the Pacific-Argentina-Brazil Line and United States Lines.

## Beware Of Carbon Tetrachloride, A Thoroughly Dangerous Chemical

Several cases have been reported recently concerning seamen who were stricken violently ill and subsequently died because they mistook carbon tetrachloride for whiskey or drank from a water glass that had been used for handling carbon tetrachloride.

However, inhaling its fumes is just as deadly and in some cases deadlier, according to an article in the "Proceedings of the Merchant Marine Council" of the US Coast Guard.

Not so long ago a report of casualty was received relating the facts concerning a seaman who had partaken of a few "short beers," on a Sunday afternoon while his ship was in port.

The following morning he was assigned duties with the First Assistant Engineer. Approximately 10 AM he stated that he felt sick and nauseated.

He was sent to the doctor who gave him milk of magnesia and returned him to duty, although the seaman still felt sick. The next day the First Assistant Engineer saw the seaman vomit in the engine room and told him to go to bed.

However, he was feeling better the next day and stood his 0800 to 1200 watch, afterwards returning to his bed in the afternoon where he remained until the end of the voyage.

He was under the ship's doctor's care, who made no definite diagnosis, but a general diagnosis of acute gastroenteritis because the patient had developed diarrhea, nausea, vomiting, and abdominal cramps and a slight temperature.

Upon arrival in port the patient was able to walk off the ship three or four blocks to the company medical dispensary.

He later reported to a United States marine hospital, but was classed only as an out-patient and told to return the next day at which time he was admitted.

The doctor at the hospital, upon recognizing the patient's symptoms as carbon tetrachloride poisoning, questioned him as to his possible use of this cleaning agent prior to his illness.

He stated in the presence of two doctors that he had been cleaning parts of an electric motor with carbon tetrachloride a day or two before he got sick, in the hold of the vessel.

The doctor stated that he had suspected carbon tetrachloride poisoning from the symptoms;

however, he had not given the suggestion to the seaman. Fourteen days after the patient had been cleaning various parts of an electric motor, with carbon tetrachloride, he died.

The Public Health Service doctor who attended this man stated that the time interval between poisoning and resultant death was not unusual.

He further stated that ingestion of alcohol proximate to the period of exposure to the chemical greatly increases the hazard of the development of acute poisoning, lessens the outlook for recovery, and reduces the chances of getting an accurate history.

The alcohol serves to obscure the cause in the patient's mind.

It should be constantly remembered that carbon tetrachloride is a clear, volatile, colorless liquid with a characteristic aromatic odor.

### DEFINITELY TOXIC

It is definitely toxic by inhalation of vapor and prolonged or repeated contact of the liquid with the skin or mucous membranes.

Being over five times as heavy as air, the vapor settles, tending to increase concentrations in the breathing zone, at floor level, in pits, and in closed rooms.

Concentrations above 100 parts per million are deadly and may linger indefinitely. Dangerous vapors may accumulate in depressions, under platforms, in holds, or in void spaces.

The toxic symptoms of absorption, regardless of mode of entry into the body are: Headache, mental confusion, depression, fatigue, loss of appetite, nausea, vomiting, loss of coordination and sense of balance, and visual disturbances.

Carbon tetrachloride poisoning—depending upon severity and duration of exposure—results in injury to the liver, kidneys, adrenal gland, heart, lungs, and to the digestive and nervous systems.

Toxic signs are: rapid, irregular, or weak pulse; fever; bloody stools; suppression of urine; swelling of face; enlarged and painful liver; and bloody urine.

There may be local irritation of eyes, skin, and respiratory tract, but onset of symptoms may be delayed two to eight days after severe exposure.

Persons who have recently partaken of alcoholic beverages are particularly susceptible.

A person showing symptoms of poisoning should be given

plenty of fresh air. In case breathing has stopped artificial respiration should be started. Medical assistance should be obtained as soon as possible. Hot tea or coffee may be administered.

Do not give alcohol, fats, oils, adrenalin, or epinephrine to a person who has been exposed to carbon tetrachloride.

(1) Adequate ventilation to prevent the accumulation of vapors must be provided, when possible, if carbon tetrachloride is used, or transferred from one container to another. The vapors must be removed from the space, from below the point of breathing, and exhausted well clear, to prevent the settling of vapors in a compartment.

(2) If thorough ventilation is not practicable, personal protective equipment, consisting of hose mask, or gas mask or respirator (approved for use with CT), and gas-tight safety goggles, must be employed. It should be remembered that all persons within the working area must be protected. Due to variations in concentration, time limits for gas mask, canisters or cartridges cannot be established, although time limits of 1 hour for canisters and 30 minutes for cartridges are recommended.

(3) Prolonged contact with the skin should be prevented by means of protective clothing such as neoprene gloves.

(4) Any transfer of the liquid, for example, the filling of fire extinguishers, should be made out of doors when winds will disperse the vapor.

(5) Small quantities of carbon tetrachloride should be handled in safety cans. Uncovered containers are prohibited. Leaky containers should be immediately discarded.

(6) Rags or swabs wet with the liquid must be placed in the open.

(7) Carbon tetrachloride must be kept from open flame or intense heat since it decomposes at high temperatures, generating a deadly gas (phosgene) and corrosive products. In the presence of moisture it decomposes slowly, to liberate highly corrosive hydrochloric acid.

(8) Gas masks must be provided as soon as possible for men using carbon tetrachloride to extinguish fire whether indoors or out in the open.

(9) Certain individuals have been found unduly susceptible to carbon tetrachloride poisoning and should not be assigned to operations involving the use of this product, even in small quantities. Exposure to carbon tetrachloride, even in concentrations known to be nonhazardous to others, may be dangerous in the following cases:

- Alcoholics.
- Exceedingly fleshy individuals.
- Undernourished persons.
- Those with pulmonary disease, peptic ulcers, hypertension, liver, kidney, or heart diseases.
- Persons with respiratory defects, either temporary or permanent.
- Persons who cannot readily detect odors.
- (10) Carbon tetrachloride must not be mixed with other liquids.
- (11) Warning labels should be placed on all containers, regardless of volume, before issue.

## Shipboard Meetings Need Not Be Routine

(Continued from Page 13)

"Do you know what is the common Labor objective?"

"It is greater security for the working men and women of this Nation!"

"SIU believes that each trade union is an integral part of the labor community and should stand ready at all times to come to the aid of another legitimate labor organization in the fight to win this common objective.

"When a man says, 'I believe in the Union' that is not enough. When I look at the Algiers ferry at the foot of Canal Street, I say, 'I believe that ferry will take me to Algiers.' But if I don't get

on the damn thing, it's not going to take me anywhere!"

"Lip-service to the ideals and aspirations of the organized labor movement is not enough.

"It takes active participation in Union affairs, alert attention to the workings of the Union, and a readiness at all times to make sacrifices, if necessary, to gain our objectives."

Brother Cobb asked why certain permitmen had not attended the meeting.

Brother Lewis said that a list of the permitmen aboard and a list of the permitmen attending would be turned in to our New Orleans Agent.

Brother High asked why the

permitmen did not take more voice in the meeting.

Brother W. E. Smith asked more information about the Vacation Plan.

### DELEGATE'S JOB

Brother High stated that the last LOG received was published before the plans were completed.

Brother Sharpless stated that men on other ships had failed to pay their dues at payoff, and urged Brothers not to overlook this.

It was pointed out that it is the Delegate's job to see that the dues have been paid, and if not he should check with the Patrolman. A thorough check-up

is made on the Del Norte by the Delegates and a list of both book- and permitmen turned in to the boarding Patrolman.

Brother Smith asked if permitmen were guaranteed hospital benefits.

Brother High pointed out that all members having sailed one day under contracted companies are entitled to this compensation. He mentioned that in the NMU the member must sail 13 weeks of the previous 6 months to receive such aid.

It was moved, seconded and carried to adjourn at 3:30 PM.

The Brothers were then shown the movies of the "Wall Street Strike" and "This Is The SIU."

## In-Transit Jobs Save Day For Port Wilmington

By JEFF MORRISON

WILMINGTON, August 1 — We didn't have any payoffs nor any sign-ons, but don't let that throw you—we handled ten in-transit vessels to keep shipping moving along at a good pace here.

The business for this port came in the form of the following ships: Yaka (Waterman); Clearwater Victory and Steel Artisan (Isthmian); Ocean C (Ocean Transportation); Santa Venetia (Elam); Pennmar, Portmar and Calmar (Calmar); Cecil N. Bean (Dry-Trans), and Elly (Dianex).

We did manage to find a few beefs on these ships, but they were all of the minnow size and we took care of them, such as clarification of minor overtime and small repairs.

On the beach it is impossible to find even minor beefs among the membership. Most of the fellows are happy to stay right



here where the weather is fine and the feminine companionship interesting.

Some of the boys around here might be known to Seafarers, such as Harvey Hill, O. Arnett, E. Lane, B. Smoljan, Sam Cohen, L. Romero, S. Turkington and Max Byers.

### NO MEETING

Despite that assortment of bookmembers, we weren't able to raise a quorum last meeting night, so we put the gavel back in mothballs and will try again come the 15th of the month.

On the local front the MEBA has had pickets before the Steel Artisan and Clearwater Victory, both Isthmian. Why they are there is a puzzle to us, as the Engineers are aboard working.

The status of the MEBA has reached such a low ebb that the Engineers won't go for its tactics any longer. Rumor has it that even the pickets aren't members, but are professionals hired for the job. Ho hum!



The men listed below have improperly filled out their Welfare Plan beneficiary card. New ones must be filled out at once.

Charles Robert Georke, Carroll Earl Spiers, Charlie Smith and James Dexter Paris.

### JAMES R. LANE

Your photo of Transatlantic crew was too light to be reproduced in the LOG. Thanks for the contribution, and try us again. Let us know if you want it returned.

## Takes New Post



Former member of the SEAFARERS LOG staff Cushman Reynolds left this week for Djakarta, Indonesia, to assume duties as assistant to the public affairs officer in the American Embassy.

Reynolds served on the LOG for two years until 1947, when he joined the staff of Labor Press Association, an AFL-CIO sponsored newsgathering agency in Washington which serves labor papers throughout the country.

## Lake Charles Notes New Spirit Of Cities Service Tankermen

By KEITH TERPE

LAKE CHARLES, LA., August 1—The heat is off in this part of the Gulf! At last we can see through the haze of jobs that has hovered over this Port for months—and make out an occasional familiar face around the Hall for as long as a day or two at a time before we have to ship him out.

Right now Carl Peterson, Jimmy Cheshire, B. S. Watson and Louis Boren are all on the Lake Charles beach. All are ABs and frankly it makes me feel like a miser to have so much talent on the string here for a change.

That perennial beachcomber, Whitey Tradewell, is still with us and besides having recently become a proud father of a king-size boy, he has — and between you and me this is more important! — also become a full-fledged AB.

On the weather front and the political side of the picture, however, the heat is just beginning to be turned on.

The local fathers have formed a vigilante committee and are cleaning up all the gambling that in days gone by gave Lake Charles nearly the reputation of a Monte Carlo.

Now if they could just form a committee to cool off the weather I personally would put in with them. About the same sentiments were expressed by the crews of the Cantigny, Government Camp, Fort Hoskins, Paoli, Chiwawa, Bents Fort, French Creek and Winter Hill, all Cities Service tankers in here during the last two weeks.

On board the Mission Santa Barbara and Mission San Rafael, the crews were looking forward to an even hotter trip into some part of the Pacific than the one they were treated to through the Gulf to Port Arthur.

Both of these ships are under contract to the SUP, but a healthy delegation from the SIU was shipped to both as replacements.

### IN-TRANSIT

The Wanda (Epiphany Tankers) arrived in Port Arthur about this same time in-transit.

The French Creek paid off here and signed on again for a trip to Buenos Aires. She was fairly clean but did have a few bums on her that believe the right way to payoff is to get all gassed up, make like Joe Louis with a few choice shipmates and officers, and then do it up brown by telling the Commissioner that he can go to hell if he doesn't want to hold the pay-up off until they can go ashore and have a few more brews.

An alert bunch of Delegates and a good crew nailed these birds and, needless to say, they are no longer among us.

The Cantigny also jumped off from Lake Charles for a trip to England, came in clean and smooth and left the same way. All of the other Cities Service ships down this way recently were in-transit on coastwise runs.

On most of these the newly won Cities Service contract was already in effect, and the attitude of the boys was greatly improved, and smooth relations and efficient operations were the order of the day.

### SIU FRIENDS

Local labor groups and labor officials in Southwest Louisiana have also expressed pleasure that we won our demands, and extend the hope to the SIU that this is the first step towards a relationship with the CS Marine Division that will prove as sweet as that which they enjoy ashore here in the gigantic Tutwillier Refinery of CS.

Robert McGuinn and A. L. McIntyre are both hospitalized in the local Public Health Service Hospital in Lake Charles.

McGuinn was the unfortunate victim of a freak accident on the Government Camp, when a rubber butterworth hose parted a scalding stream blasted out.

He suffered second and third degree burns over the upper half of his body and face, but is now off the critical list.

McIntyre left the Fort Hoskins with a crushed and infected foot, but is also reported doing okay now.

Both of these men really would appreciate any letters their friends could drop them care of

this Hall, as they are liable to be here for some time.

Neither the regular Branch meeting nor the Central Labor Council meeting could be held for the usual reason—no quorum.

However, regular meetings of the Building and Construction Trades Council, Metal Trades Council and Plumbers and Pipe-Fitters Union were held, and officials of these bodies requested and received a considerable number of copies each of the LOG for distribution to their members.

All these people have remarked about the high quality of this paper and read it as eagerly as we Seafarers do.

### LOUIE'S BUGGY

Not many of the oldtimers have been around these parts lately, but those that were all enjoyed the convenience of Louis Boren's horseless carriage while they were here when the occasion demanded it.

It is a five-passenger coupe—four push and Louis steers. One of these pushers, both of the car as well as the SIU for some 4½ years, is Jimmy Collins, of the Collins' of County Cork that is,

Jimmy has been an active participant in many of the SIU beefs, including the Wall Street

## Seattle Shipping Slows With Korean Peace Talks

By RAY OATES

SEATTLE, August 2—Shipping is only fair in this port, largely due to the fact that since the truce talks began in Korea we haven't sent a single ship from this port in that direction. We've had to be content to handle the grain and lumber traffic from this port to the various parts of the world.

We've had calls from ports to the north of us, but recently they've been the source of a beef with us. It seems that when we ship men to Canada and make arrangements with the company for plane tickets, the men report to the ships but only work for a few days and quit.

This sort of conduct is fouling us up with the companies as far as transportation for other men is concerned. Recently we sent two men to the MV Alaska Spruce, with transportation paid by the company. They worked ten days and then walked off two days before the ship was due to sail, causing us to run all over town to get replacements. We're going to put an end to this business once and for all.

### MEAL HOUR

On the local waterfront we had a slight beef on the Seawind. The Skipper ordered the stewards department to feed between 12 and 1 and an Oiler to relieve the FWT between 12 and 12:30 and take his lunch hour until 1:30.

I pointed out to the Skipper that this arrangement would bring a lot of confusion, and he agreed to revert to the standard meal hour. The Greenstar was smooth. No beefs at all following her grain run to Japan.

Incidentally, the Seawind should have its name changed to SS Aviary. They have more birds than Capistrano. Every place you look there is a bird cage with some strange looking creature looking out at you. Back aft the Deck Maintenance is doing some gentleman farming. He has a flock of chickens and sundry other barnyard animals. It seems to keep the fellows happy and there are no squawks from

topside. The gang is a happy bunch, all of them staying on for another trip. The ship is now loading lumber for the land of hills—Churchills, that is.

There has been a bit of activity in this northwest port area recently. We have just been told that the Portland Local of the ILWU lost the famous "hot pineapple" case and will have to pay \$277,000 in damages caused when two truckloads of pineapples were turned over and wrecked during the "Pineapple Strike" in 1948.

At that time in Dalles, Oregon, a barge was tied up to unload pineapples when a fight broke out. As a result, two trucks were overturned and wrecked. The ILWU has been held responsible for this and will have to pay.

The hot tempers of the bad boys out here caused me a bit of a rumpus this week when I appeared with the screening board to handle some cases. The commies sent one of their lawyers to object to me sitting in on any cases involving their men. The port agent for the MCS stormed in and raised objections on the SIU's policy of fighting the communists throughout the industry.

Of this accusation, I plead guilty. The SIU is proud to have waged the battle against the commies, but that by no means should disqualify me. At that rate, everyone anti-commie would be put off the board and only pro-commies allowed. It doesn't make sense.

One fellow who does make sense is Chuck Allen, Bosun of the Seawind, which passed through here recently. Chuck specializes in putting old rust-buckets in topshape.

Right now Chuck is putting himself and the crew in shape. Seems the boys have rigged a gym on the ship and everybody works out daily. Chuck threatens to start a new career in the grunt and groan business in Los Angeles around the end of August. If you're around that area, keep your eye on rasslin' on TV.



JIMMY COLLINS

Strike and the Isthmian Strike, the Bisso strike recently in New Orleans and the preparation for two Cities Service strikes that were considered possibilities not so long ago on the Atlantic and Gulf Coasts.

He has also acted as a volunteer Organizer in both the CS organizational drives as well as the Isthmian drive.

This likeable character couldn't think of many things that could be improved in the SIU. "About the only beef I have ever had with an SIU ship has been with the very occasional performers that I have run into. Lately, this has been a little more often but usually the crew straightens these guys right out.

"I think that a fellow that can't stop playing around ashore in time to turn to in good shape is the worst type of shipmate you could find," he said.

The new building is Jim's idea of our most progressive step forward. He feels that wage increases and gains in conditions are fine, but that it is also necessary to let John Q. Public ashore know that we are not a bunch of bums or gashounds, and that our profession is just that, a profession and a honorable one.

# Digested Minutes Of SIU Ship Meetings

**WACOSTA (Waterman), July 8**—Chairman, T. M. Jones; Secretary, R. T. Whitley. Delegates reported everything okay. Few hours of disputed overtime. The crew voted on all current issues from Headquarters.

**DEL MAR (Mississippi), June 30**—Chairman, Douglas Craddock; Secretary, Woodrow Lerkins. Delegates reported no beefs. Suggestion that in future everyone contribute to the ship's fund. The Ship's delegate asked the crew to help the new men, to show them right from wrong and to educate them to be good SIU men.

**PAINE WINGATE (Bull), June 24**—Chairman, Wm. Prince; Secretary, Stan Cieslak. Delegates reported no beefs. Paul Hall's letter of June 4 was read and thoroughly discussed. All five current issues were unanimously approved.



**STEEL FABRICATOR (Isthmian), July 7**—Chairman, H. D. Higginbotham; Secretary, Merrill Humell. Delegates report everything running smoothly. The five current issues were read and discussed. Suggestion made that each member donate \$2 at the end of the trip to buy a new washing machine.

**STEEL MARINER (Isthmian), April 8**—Chairman, Robert F. Kennedy; Secretary, Gordon B. Hayes. Delegates reported everything okay. A suggestion was made to have all crews quarters painted out on outboard voyage rather than homeward bound. June 30—Chairman, Robert F. Kennedy; Secretary, T. M. White. Delegates reported few disputed hours overtime. Motion made to have a fresh water line run to crew mess hall.

**STRATHBAY (Strathmore), June 1**—Chairman, Davis; Secretary, Hartshorn. Delegates reported everything okay. Ship's Delegate requested Master to purchase cots for crew.

May 9—Chairman, M. J. Dangey; Secretary, Joe Smigelshi. Delegates reported everything okay. Suggestion that ship be fumigated if possible. Discussion on washing machine.

**TADDEI (Shipenter Lines), April 22**—Chairman, S. Candela; Secretary, C. Barletta. Delegates reported no beefs. Discussion on the way messhall and recreation hall are being left overnight.

**BARBARA FRIETCHIE (Liberty Nav.), July 7**—Chairman, R. Byres; Secretary, C. Sansom. Delegates reported no beefs. Washing machine to remain SIU property in event of ship being transferred to another union. Decision okayed as to entering political field.

**GOVERNMENT CAMP (Cities Service), June 14**—Chairman, H. Janson; Secretary, E. Glazdor. No beefs reported from any department. Disputed overtime to be reported to Patrolman at payoff. Request for innerspring mattress; all delegates to pick up all books and permits before payoff.

## A&G Shipping From July 18 To August 1

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....				NO FIGURES RECEIVED				
New York.....	212	204	146	562	192	194	135	521
Philadelphia.....	46	30	33	109	48	33	32	113
Baltimore.....	180	163	107	450	152	113	90	355
Norfolk.....	21	12	11	44	64	53	72	189
Savannah.....	11	10	5	26	7	18	12	37
Tampa.....				NO FIGURES RECEIVED				
Mobile.....	47	60	50	157	54	58	63	175
New Orleans.....	68	54	55	177	116	90	79	285
Galveston.....	35	40	26	101	44	40	30	114
Wilmington.....	7	12	7	26	14	15	11	40
GRAND TOTAL.....	627	585	440	1,652	691	614	524	1,829

**SOUTHERN DISTRICTS (Southern Trading), May 27** — Chairman, H. C. Chancey; Secretary, R. A. Ericson. Delegates reported everything okay. Motion made to have the ship fumigated and there also were several other motions made in regards to improvements of messrooms and quarters.

**SOUTHERN ISLES (Southern Trading), June 8**—Chairman, E. K. DeMoss; Secretary, Harold Wiseman. Delegates reported no beefs. Discussion was held about present contract with Southern Trading Company and all men that were aboard before the present contract report that conditions are 100 percent better.

**EDWARD SCRIPPS (Isthmian), July 4**—Chairman and Secretary not given. Delegates reported disputed overtime. Coal for galley range was being disputed. Motion made to read letter from Headquarters on Union dues.

June 17—Chairman, J. Koen; Secretary, L. E. Hamilton. Delegates reported that one man was shipped from dock at last minute to replace Ordinary Seaman who failed to join. Several suggestions were made in regard to Good and Welfare.

**SEADREAM (Colonial), July 8** —Chairman and Secretary not given. Delegates reported everything okay, except several men short and some disputed overtime. A general discussion was held regarding men who perform and miss watches. Matter of equalizing overtime was discussed.



**ABIQUA (Cities Service), June 29**—Chairman, W. Keating; Secretary, W. T. Craig. Delegates reported no beefs. Repair lists were handed out to each foc'sle so that no repairs could slip by. Letter written by Ship's Delegate, to be sent to Headquarters concerning butterworthing and Pumpman's duties, was read.

**SEABEAVER (Colonial), July 1**—Chairman, James Webb; Secretary, James A. Boykin. Delegates reported no beefs. Steward consulted in regard to serving more fruit juices and cold drinks.

**ABIQUA (Cities Service), March 6**—Chairman, H. Crabtree; Secretary, W. Craig. Delegates reported no beefs. Bunks are to be painted while painting foc'sle.

**NOONDAY (Waterman), July 7**—Chairman, Jimmy Jones; Secretary, Arthur Beck. Delegates reported no beefs. It was suggested that a ship's fund be started on the next draw. Every member will donate \$1. Suggestion made to have last stand-by on each watch to clean mess hall as best they can, to help out Messmen in the morning.

**GULFWATER (Metro), July 7** —Chairman, Barron; Secretary, Milton Zichenelly. Ship's Delegate reported everything running smoothly. Held special meeting on five current issues. Ship's Delegate to ask Captain to get scupper cleaned out in galley.



**TUSKEGEE VICTORY (Coral), July 7** — Chairman, Chapman Beatrous; Secretary, T. Beatrous. Educational bulletin from Headquarters read and to be posted on messhall board. Delegates reported no beefs.

**EVELYN (Bull), July 8** — Chairman, N. D. Henson; Secretary, E. C. Dancy. Delegates reported no beefs. A general suggestion was made that all crewmembers return cup and glasses to the pantry after having coffee back aft.

**TAINARON (Actium), June 17**—Chairman, C. J. Hartman; Secretary, F. Walaska. Delegates reported everything running smoothly. The Chairman spoke on general duties of Union membership and laid special stress on Union responsibility for the benefit of the many work permits sailing SIU ships for the first time. The NMU strike was discussed.

**FISK VICTORY (Bloomfield), July 7** — Chairman, William Higgs; Secretary, P. C. Willy. Delegates reported no beefs. Membership reminded to return cots to Steward for the future crewmembers good.

**SEABEAVER (Colonial), June 24**—Chairman, Emerson Spalding; Secretary, Bob Brown. Delegates reported no beefs. Discussion on cleanliness of messrooms. Discussion on repairs which have been neglected by Chief Engineer.

**SOUTHLAND (South Atlantic), June 6**—Chairman, C. Mosley; Secretary, G. B. Gapac. Delegates reported a few hours disputed overtime. Motion made and seconded to carry all disputes to Patrolman on arrival in States. The five issues were discussed.

**FORT HOSKINS (Cities Service), July 1**—Chairman, Wilfred Guitrau; Secretary, Jack L. Beudreaux. Delegates reported everything okay. Letters were sent to various men in the company requesting action on Vacation Plan for all Cities Service sailors.

July 9 — Chairman, Wilfred Gaitrau; Secretary, Kronmch. Delegates reported no beefs. \$48.30 in ship's fund. It was

agreed that no man leave the ship without proper relief. Any one leaving the washing machine dirty to be fined \$2.

**DE PAUV VICTORY (South Atlantic), July 7** — Chairman, Keith Winsley; Secretary, Lew Meyers. Delegates reported everything okay. The Steward was charged with fraternization with officers aboard and the Chief Engineer was charged with giving whiskey to crewmembers.

**FISK VICTORY (Bloomfield), July 18** — Chairman, William Higgs; Secretary, Roy C. Lundgwist. Delegates reported no beefs. No disputed overtime. Discussion on the use of washing machine.



**SOUTHWIND (South Atlantic), July 8**—Chairman, J. W. Parker; Secretary, J. W. Craver. Delegates reported no beefs. Motion made that ship's fund be left in Captain's safe in case the man misses ship. It was suggested that the crew keep pantry in order as well as messroom.

**WILLIAM H. CARRUTH (Trans-Fuel Corp.), July 8** — Chairman, Leo Siarkowski; Secretary, Andy Cecil. Delegates reported one man missed ship. There was a complaint made about lack of fruit juices for breakfast. Motion made to check with the proper authorities to see if the crew has a cause of action against the company for failure to provide fresh water.

**MASSMAR (Calmar), July 8** —Chairman, S. A. Holden; Secretary, C. C. Severinsen. Delegates reported that two men missed the ship on the West Coast. Motion made and passed by all hands to increase the Union dues. The rest of the current issues to be posted and action taken the next meeting.

**ALAMAR (Calmar), July 8** —Chairman, Ben Wilson; Secretary, Elbert Högge. Delegates reported \$26 in ship's fund. A big discussion was held on the literature received from the hall.

**WILLIAM A. M. BURDEN (Pacific Tankers), July 15**—Chairman, William McKenna; Secretary, John Kuanagh. Delegates reported everything okay. Discussion on the food not being cooked enough. Deck department to send a letter to New York hall for clarification of relief in England.

**NORTH PLATTE VICTORY (Mississippi), July 4**—Chairman, M. A. Machel; Secretary, J. Stringfellow. Delegates report everything okay. Motion made to post all forms pertaining to five current issues. Suggested to give taxi fare back to men who got ship's library.

**WANDA (Epiphany), July 17** —Chairman, G. L. Kersey; Secretary, B. H. Amsberry. Delegates reported that the Mate does not want to put out any overtime. The members were asked to keep the recreation room and the messroom clean.

## 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!



## Portrait Near The Ganges



Posing before a phony backdrop, a trio of Steel Chemist Seafarers have their picture taken while in India recently. The photogenic boys are: Phil Ackroyd, Bud May and Blackie Connors. Photo submitted by Ackroyd, who is now aboard the SS John Hanson.

# New Orleans Warns Members On Validated Papers Deadline

By LINDSEY WILLIAMS

NEW ORLEANS, August 2 — Reporting from New Orleans this week: everything is rocking along pretty good in the port with business affairs in fine shape and shipping still booming.

Since the last meeting we had the following payoffs: the Alcoa Planter; Del Monte, James B. Duke and Del Oro (Mississippi); Carrabule (Cuba Distilling); Las Vegas Victory (Isthmian), and the Catherine (Dry Trans).

In-transit were the Alcoa Cavalier, Alcoa Corsair, Alcoa Polaris, Alcoa Runner and the Alcoa Ranger; Seatrain New Jersey and Seatrain Texas; Jeff Davis, Monarch of the Seas, Iberville, Warrior and Fairland (Waterman); Massillion Victory (Eastern); Salem Maritime (Cities Service); Julesburg (Mathiasen), and the Catahoula (Cuba Distilling).

In the sign-on column were

the Alcoa Planter; Joyce Kilmer, Del Mundo and Del Monte (Mississippi); Carrabule (Cuba Distilling); Las Vegas Victory and Zane Grey (Isthmian), and the Catherine (Dry Trans).

There are no beefs pending in the port, as all beefs were squared away at the payoff or the sign-on of the ships involved. The beefs were all minor in nature, mainly OT disputes and repair beefs.

The deadline for validated papers has been set for September 1 by the Coast Guard, and this was made known to the membership at the last regular meeting.

### APPLY NOW

Those Brothers that do not have the validated papers should not wait any longer to apply for them, as the time passes away pretty damn fast and some may find themselves on the beach after the first of September if they do not have these new papers.

Everyone has had plenty of time to put in for these new papers, so, Brothers, don't wait any longer and put in for them at once.

There not being too much to report on this week from the Crescent City, as things have been tight down here—as a matter of fact, as tight as the hand books that have all been closed due to some special investigator put on by the Grand Jury—so yours truly decided to chew the fat with one of the old members and get his views on what's what in the SIU from a rank and filer's viewpoint.

The Brother is Bill Frederick, well-known on all coasts and by quite a few members, as Bill has been around since the inception of the SIU and carries book number 94.

Bill has been active in all SIU beefs as a rank and file member and has seen the growth of the SIU since 1938. He is one Brother that serves on any committee he is elected to, and takes any and all jobs asked of him for a better SIU.

Bill says, in reviewing the achievements of the SIU and progress during the relatively short span of years, it seems almost impossible that we have come such a long way in the betterment of conditions for all seamen.

### OLDSTERS HERE

"Around us today," says Bill, "are still many of the members that helped build the SIU and remember the inadequate Union Halls and facilities that we had back at the start.

"Today when we look around at the Halls we have, we know they belong to the Union.

"It is shown by our fine Hall here in New Orleans, our air-conditioned Hall in Mobile and our new Hall in Brooklyn that will be second to none on the East Coast, and I can state with a feeling of confidence that facilities, comforts and conveniences available in the new Hall will easily surpass those offered by any other trade union in that entire city.

"In regard to the SEAFARERS LOG I, like most of the membership, look forward with anticipation to each issue, and think back to the days of the original LOG with its four pages in comparison to the 16 pages of today

that ranks with any labor paper published. This, too, makes me feel proud that I am a Seafarer.

"There are many things, too numerous to mention," Bill continued, "that we have won since the Union's inception, but I would like to say that I am sure that no one would be far amiss in naming the recently negotiated Welfare Plan as one of the most important.

"It is not only far reaching in scope and present benefits, but elastic in operation and change as well. This was made manifest by the two increases in the death benefit and one increase in weekly hospital benefits during its short period of operation. The machinations of an insurance contract could not have permitted the speed of the transaction. The prospects of the Plan's future is indeed a picture of rosy hue.

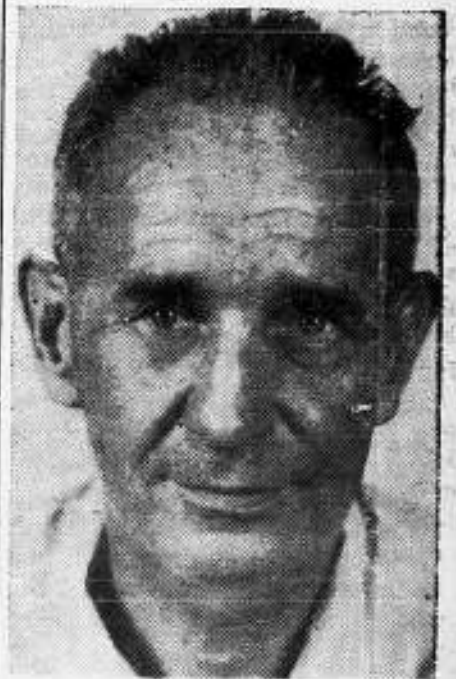
### ON COMMITTEE

"I enjoyed an experience during the past week that stands among the most pleasant of my SIU career.

"I served on the Tallying Committee here in New Orleans, tallying the ballots of the recent referendum and the results were gratifying.

"The overwhelming yes-vote on this issue indicated an alert membership, quick to analyze the situation. And quick to add to the soundness of our already sound financial structure, in keeping with the organization's policy—namely to progress and possess the strength, in this case lucre, to meet any emergency, to protect and maintain what we have gained and to continue to go forward and achieve even more.

And, in closing, Brother Bill Frederick says, "That is why I'm grateful for and proud of



BILL FREDERICK

the priceless possession I carry in my pocket—my SIU book."

At last night's regular meeting all reports and minutes from the outports were accepted.

Headquarters report to the membership was read and well-taken and its recommendations were concurred in unanimously by the membership.

There was no Good and Welfare and it was pretty damn hot, but under New Business there was a motion to have the SIU sign in front of the Hall repainted, and a motion was made and carried unanimously that the Agent contact Headquarters and get the okay for some new fans for the Hall.

## The SIU Is A Family Of Unions

The SIU Atlantic and Gulf District is a member of a powerful family of unions—the Seafarers International Union, composed of more than 70,000 workers in the marine, fishing and cannery fields, throughout the United States, Canada and Alaska.

Insofar as direct representation on all of the immediate problems affecting their wages, welfare and working conditions is concerned, members of the Atlantic and Gulf District of the SIU are dependent entirely upon their own autonomous organization.

Each of the unions affiliated with the SIU has absolutely autonomy, and each, of course, has its own specific problems. There are, however, many problems that are common to all maritime workers—whether they sail deepsea ships, sail fishing boats, or work in fish processing plants or other sections of the industry. And that's where the International comes in.

The International stands ready to come to the aid of any member union, in negotiating contracts, organizing or any other matter when the member union asks for assistance. In fact, all Districts and Unions of the SIU are always ready to help each other—and do.

One very important function of the International is that performed by its Legislative Department, which has a permanent office in Washington. This office keeps an alert watch on all legislation affecting the various workers in the International and takes action consistent with their best interests.

Many pieces of legislation that have improved the lot of the seafaring and allied workers are the results of campaigns pushed by the various Districts through the Legislative Department.

Policy and decisions on major matters are decided upon by the various affiliates acting through their delegates to the International conventions, which are held every two years.

In the interim, the affairs of the International are handled by the International Executive Board, consisting of the President, Secretary-Treasurer and nine Vice-Presidents, with each grouping in the International having representation on the board.

Still more strength is added to each of the SIU affiliates—and their International—through their affiliations with three powerful national and international organizations.

First, the SIU is a member of the AFL Maritime Trades Department, the most mighty grouping of waterfront workers in the world. This organization has time and again, since its inception in 1946, rendered immeasurable aid to the A&G District as well as other sections of the SIU and to the other member unions, which are the International Longshoremen's Association, Masters, Mates and Pilots, Radio Officers Union, locals of the Brotherhood of Teamsters and the United Marine Division of the ILA.

Second, the SIU is affiliated with the AFL, an organization of 8,000,000 members in the US and Canada.

And, third, the SIU is a member of the International Transportworkers Federation, a world-wide organization of non-communist maritime and transport unions with several millions of members.

Space limitations do not permit a full listing of all the Unions affiliated with the International, but they represent seagoing men of all coasts in the US and Canada, fishermen and cannery workers in the Gulf Coast, East Coast, West Coast and Alaska, and workers in allied crafts in the Gulf and East Coasts, as well as inland boatmen in the Northwest US.

In the past three weeks, three more unions of fish and cannery workers in the Gulf Coast and Alaska voted to affiliate with the SIU, decisions which attest to the ever-increasing prestige of the Seafarers International Union and the value of membership in it.

Our Atlantic and Gulf District is, in itself, a compact and strong organization of alert seamen that can stay in there and pitch on any issue in which the membership's interests are involved.

We can do a job and we can take care of ourselves—we gear ourselves accordingly. But it is comforting to know that we are a member of a powerful family of marine and allied unions that will jump singly and collectively to the aid of any of its members whenever the signal is given.

# When Lake Charles Got Set For CS Strike

By BILL CHAMPLIN

The month of March, 1951, marked the first anniversary of the "Lake Charles Beef." I believe that the story of this affair has never been adequately told. It is altogether fitting and proper that it should be done in the pages of this issue of "The Mar Log," for reasons that will soon become patent.

The men on the beach in New Orleans had for some time, from Mardi Gras to that fateful day at the end of February, been primed for a possible call to strike Cities Service.

The Hall was well-filled; therefore, when a call was posted on the Dispatcher's board for full-book volunteers for Lake Charles, the response was almost immediate. Before the call was actually made, men were submitting their names and rushing off to get together their gear...

### DISMAL DAY

Fortunate was the seaman, for he owned rain gear. It was a dismal, dark, drizzling day, one of many. Two big, chartered buses were filled, one leaving at eleven and the other an hour or two later. As we entered the buses, our names were checked, and each of us was handed a dollar bill for lunch en route.

The day was dark, dull, depressing. It poured, rained, or drizzled almost all the way. We were often slowed by water on the road. The Mississippi, said to be at its highest since the last time the levees broke at New Orleans in 1927, poured through the Bonnet Carre Spillway into Lake Pontchartrain, in a mighty rushing stream, that seemed miles across. The Atchafalaya River had inundated a wide area of country.

After a few hours, we found a comparatively high-and-dry piece of ground, where a lunch stop was made. Our famous white caps caused questions to be asked, but we wouldn't talk—we were only on a picnic. Thus began a long epic of silence.

About nine miles west of Lake Charles city, and some place past the wet Lake Charles, which I failed to locate because of so much water, on US Route 91, alleged to be the Old Spanish Trail (Canal?), we were evacuated into an abandoned night club, which was to be our home for an at times seemingly interminable eight nights and days.

Much preparation had been made for us, mostly by the untiring labors of the men on the Lake Charles beach—when the water was low enough for there to be one, that is.

### HOT MEAL

There was coffee for us, and a good supper shortly afterwards. By the time that the second busload arrived, they walked directly into their welcome, hot supper.

Eventually, bunks and blankets arrived and were set up in a temporary arrangement. The roof leaked, having become weary from having tried so long to keep out the rain. The wind blew in the cracks, and through broken window-panes. Cardboard helped out a bit on that deal; and we all set up our bunks where it leaked the least.

After a few admonitions from the Organizers and visiting Port Agents, and/or Patrolmen from ports along the Gulf, we began to organize ourselves into

Seafarers who were involved in the Cities Service organizing campaign, and the efforts made in the various Branches to bring the company under the SIU flag, well remember the preparations made for a possible strike against the company in March of 1950, when it appeared that contract negotiations were hopelessly deadlocked.

A veteran of that effort, Bill Champlin, accounts here the experiences of himself and his fellow Seafarers in Lake Charles at that time. Champlin's account originally appeared in the "Mar Log," ship newspaper of the Del Mar, which he edited.

watches—each watch to stand two-hour patrols, to prevent any attempts against the premises or our sleeping persons by any company goons. In particular, we feared fire.

On my first, and only, patrol, I became aware that the greatest danger seemed to be of a sneak attack from across the railroad tracks that ran along the back of our property. In that way several fire-bugs might be able to achieve the sheltering shadows of the neighboring lot. Such an attempt would strike the office.

Inasmuch as I was the next day transferred to the office staff together with Milton Williams, the seriousness of the situation caused us to use mattock handles as bedfellows. Fortunately, we never had to make more serious use of them.

The remainder of the sack of them was used by the rest of the boys to play softball with—after it stopped raining. The matter seems to have made a deep impression in the neighborhood, the Press crediting us with as high as five-hundred professional pickets!

The second day, we got the leaks repaired, the windows glazed and the cracks stopped. In addition to the six patrol captains, a general managerial committee was elected.

Specialists, such as Plumbers, Electricians, etc., were designated, all in addition to Frenchy Michelet's efficient galley force. Our ranks were, from time to

time, augmented by more volunteers from Mobile and Galveston.

Duplicates of our personnel records were dispatched to strike headquarters in the Lake Charles Hall. We were in constant communication, not only with the Hall, but with all the scattered, scouting, mobile personnel, by means of a group of motorcycle messengers. So many big trucks were delivering food, that the newspaper estimates of our members were, at all times, unduly high—a real help to us.

### PERFECT DISCIPLINE

The local press, at first violently on Cities Service's side, gradually swung around nearer ours. The united stand taken by all labor in the vicinity, and the fact that we seemed so very strong, yet absolutely orderly, gave them but little other option.

As to our discipline, we were in absolute agreement that there be no drinking on the premises, where our close confinement and lack of occupation would, surely, have disastrous results. It was agreed that the very tempting Pelican Grill barroom be 100 percent off-limits, as the place was known to be swarming with company spies, and what looked like an occasional flying goon squad.

We were determined that there be absolutely no leaks as to plans or strength, and no disorder. This policy paid off, as except for an occasional prowl-

car or motorcycle, police were conspicuous by their absence.

Here, I wish to say a word or two about the Pelican Grill and its owner, a real friend to us. Far from trying to lure the boys in for a bit of business in liquid form, he strictly cooperated when they visited his restaurant.

He gave free use of the showers top-side, in the Inn, often supplying towels without charge. I have been assured by Lindsey Williams, our then Director of Organization, that he displayed voluntarily\*an ardent desire to help us, in ways not apparent to all of us rank-and-filers.

It is to acknowledge this that "The Mar Log" eagerly goes on record. It is hoped that any of the now-organized crews of our new tanker-fleet able to do so, pay the Pelican Grill a visit.

In the office, we found that we necessarily had a 24-hour day. The actual clerical work did not amount to a great deal; but, day and night, some matter to be immediately dealt with was occurring.

There were constant phone calls to be taken, or made. All the newspapers were attempting to pump us, and had to be given the run-around. Unauthorized persons tried to locate our officials, who had to be protected from danger of possible ambush by goon squads during their necessary rounds.

Then, too, there were often special reports on happenings, to be immediately written at odd

moments; letters on this and that, or telegrams. Beefs had to be ironed out, and reported. There were letters to Port Agents about their men and their mail, and acknowledgements for donations.

As to the latter, I remember that Gene Randall of "The Ship's Light" came out with a load of stuff for the boys. The crew of the Del Mar contributed money for cigarettes. There were other donations; but, at this late-date, I do not have a clear memory of them.

On rainy days, the men had to entertain themselves with cards, checkers, chess, and the radio; but when the sun shone, they played ball, using the famous mattock-handle bats.

### TIME DRAGGED

Even so, the time dragged monotonously. We were forever on edge, wondering what was going to happen. It was difficult to maintain discipline under such conditions. That we succeeded in holding ourselves in, is a truly remarkable event in picketline history.

I have seen well disciplined lines during the Isthmian Strike, during the Garment Center Beef, and in other affairs in which I have participated—but in none of these were the conditions as irksome.

We used to look forward to the times when Lindsey Williams would come in to give us the news of the latest developments in the efforts of our Negotiating Committee in New York. Tension was really high the night that Cities Service folded up. The story of how it was all done was never-to-be-forgotten one.

Not only is this the first of the tanker companies to be organized, and thus a great victory; but some of the methods used, such as Lake Charles' threatened picketline, are unique in labor history.

## REPORT OF The Seafarers WELFARE PLAN

(Continued from Page 6)

Dahlgren, C.	10.00
Ferree, Earl	20.00
Franklin, Raymond P.	10.00
Fitte, Ben	10.00
Gross, E. E.	20.00
Hamilton, H. H.	20.00
Harz, H.	10.00
Kelly, D. D.	20.00
Kueider, Joseph C.	10.00
Landrum, Robert L.	10.00
Lang, Leo	20.00
Link, L. T.	20.00
Long, C. E.	10.00
Mayrbat, John	40.00
McDonald, Sam	20.00
Morjon, G.	10.00
Paris, W. C.	20.00
Raana, K.	20.00
Rankin, J. P.	10.00
Ray, Claude A.	20.00
Rigaud, L. L.	20.00
Summerell, Charles H.	20.00
Teague, J. A.	20.00
Tickle, L.	20.00
Trahan, Clifford T.	20.00
Wallick, C. E.	20.00
Williams, George A.	20.00
<b>USPHS HOSPITAL MEMPHIS, TENN.</b>	
Ratcliff, R. A.	40.00

<b>USPHS HOSPITAL SAVANNAH, GEORGIA</b>	
Burton, Charles	10.00
Groover, W. J.	10.00
Harvey H.	10.00
Lofley, L. L.	20.00
Moore, William W.	30.00
Newman, Guy W.	20.00
Rogers, H. L.	20.00
	120.00

<b>BRIGHTON MARINE HOSP. BOSTON, MASS.</b>	
Dirksmeyer, Frank J.	30.00
Vourloumis, George	30.00
Gardner, E.	30.00
Jomides, Peter	10.00
Lee, Robert J., Jr.	10.00
Scully, John	20.00
	130.00

<b>USPHS HOSPITAL BALTIMORE, MARYLAND</b>	
Derol, Boleslaw	20.00
Edge, Joseph	10.00
Eikenberry, Herbert	10.00
Borowski, Edward	10.00
Girolami, James J.	20.00
Half, James M.	20.00
King, Arthur R.	20.00
McIntire, Bernard	20.00
	550.00

McNally, Bernard J.	10.00
Mathisen, Hernant R.	10.00
Pagano, Gaetano	20.00
Preussler, Otto	20.00
Reier, George H.	20.00
Prodey, Jerome A.	10.00
Rose, William T.	20.00
Scott, John	10.00
Shartzler, Corrie L.	20.00
Weems, A. M.	10.00
La Foe, John R.	40.00
	320.00

<b>USPHS HOSPITAL NORFOLK, VIRGINIA</b>	
Liverman, John	20.00
Mariner, Clyde W.	40.00
Puthe, Frank	10.00
	70.00

<b>USPHS HOSPITAL SEATTLE, WASH.</b>	
Shiver, John W.	60.00
Collins, Frank J.	30.00
	90.00

<b>USPHS HOSPITAL SAN FRANCISCO, CALIF.</b>	
Botelhon, Arthur	20.00
Chattin, Jack	20.00
Hert, Gordon F.	20.00
	20.00

Hassey, Roy	20.00
Lewis, James R.	30.00
Moats, C. L.	20.00
Petitpas, F. J.	10.00
Sadowsky, Peter	20.00
Van Aalst, Daniel	20.00
Thurman, Henry	40.00
Walker, Silvester	40.00
	280.00

<b>USPHS HOSPITAL MOBILE, ALABAMA</b>	
Adkinson, Rhett	10.00
Burke, Tim	30.00
Leouis, Mike	20.00
Ashurst, J.	30.00
George, Andrew E.	20.00
Van Severen, Agustin	10.00
	120.00

<b>USPHS HOSPITAL GALVESTON, TEXAS</b>	
DuBeau, Lawrence	10.00
Fisher, Frank	20.00
Thurmond, Carl R.	10.00
Collins, H. E.	10.00
Lewis, Joseph F.	30.00
Spaulding, Joseph A.	10.00
Wiloth, V.	20.00
	110.00

# ROUND UP OF MARITIME NEWS

The SIU Canadian District has signed new contracts with three West Coast companies that provided a substantial increase in take-home pay, and a 40-hour week at sea, among other gains. The companies were the Canadian Pacific (British Columbia) SS Company, Canadian National Railways (British Columbia) Coastal Service and Union Steamship Service. Previously, in April, 1951, the crews on these companies' vessels had voted to strike if their demands were not met. Despite great pressure and company propaganda, the men stuck to their guns and won out.

A ship's carpenter, Eustaquio Rodriguez of the SS Santa Cecilia, has done what thousands of seamen have always wanted to do. When the United Fruit ship docked at Charlestown, SC, recently, Customs agents boarded her to search for narcotics. Rodriguez found his bunk had been pulled apart, and ran to his workshop. There he found his tools had been thrown all over the deck, and the place in general looked like a cyclone had struck it. The Carpenter demanded that the agents put everything back into place, but they refused. Rodriguez blew his top, slammed the door and locked it, and went around looking for the officer in charge of the search. When they returned they found that the Customs men had been released by another crewmember. No narcotics were found on the ship, but Rodriguez was arrested for interfering with officers in performance of their duties, and faces ten years in jail. The Customs men are free, of course.

ILA longshoremen on Staten Island mistook a picture of a politician on a Yugoslavian ship for that of Stalin and refused to work the ship. However, they were soon straightened out, and turned to at the afternoon shape. . . . Names

have been chosen for the first 14 of the 35 Mariner class cargo ships being built. These 20-knot, 12,500-ton vessels will carry the nicknames of the US States. The first to be launched—and scheduled to be in service in about a year—will be the Keystone Mariner (Pennsylvania). Others are Lone Star Mariner (Texas), Free State Mariner (Maryland), Garden State Mariner (New Jersey), Evergreen Mariner (Washington) and the Tar Heel Mariner (North Carolina). Sorry we don't have space to mention the others.

Selling prices for ships have risen to unprecedented levels, according to reports from London, and no appreciable decline is likely in the near future. During the past 12 months the prices have increased by approximately 300 percent, and an example cited was that of an American oilburner, the Leicester, which was sold in June, 1950, for 105,000 pounds, while the Wye Valley, a similar vessel, got 400,000 pounds this last June. . . . The House Public Works Committee has killed the very controversial St. Lawrence Seaway. Canada may go ahead on this on her own.

The SUP has succeeded in extending the war bonus area to the vicinity of the Saigon area in French Indo-China. The bonus area covers a 60-mile radius from the mouth of the Saigon river. Crews will get a \$5 a day bonus within this area, and be covered by a \$10,000 war risk insurance policy. . . . Bridges' longshoremen recently lost two elections to the AFL Teamsters on the West Coast. Local 12 (Warehousemen) beat them at the General Foods in San Leandro, 75 to 5, with 37 voting "no union." In Modesto, Cannery Workers Local 748 polled 257 votes to 33 for the ILWU.

Rear Admiral Telfair Knight retired as Commandant of the US Maritime Service and from the Maritime Administration on August 1. He is

succeeded by Captain H. J. Tiedmann. Knight has been with the Maritime Commission since 1936. . . . The Maritime Administration has initiated the first correspondence course dealing with the theory, maintenance and servicing of marine shipboard radar. It is designed for maritime personnel who have a good background in radio fundamentals. Although designed primarily for radio operators, those interested may get further information by writing to the Director, US Maritime Service Institute, Sheepshead Bay, Brooklyn 35, New York.

The ECA reported that 58 percent of dry bulk cargo shipped under the foreign aid program between July 1, 1950, and March 31, 1951, was carried in American flag vessels. Only in the tanker field did ECA fail to live up to the 50-50 percent provisions of the law, and that was because "American flag tankers were employed at world market rates which reached 200 percent above the US Maritime Commission rate." . . . The US is blocking delivery of 13 small German ships to Russia, claiming that Russia had already got more than her rightful share of Germany's merchant fleet.

How not to abide by a union contract was demonstrated this week by the MEBA Chief Engineer of the Santa Venetia, SIU-contracted ship owned by Elam Shipping Company. After a fight with the Captain the Engineer carried out his threat to stop the ship and did so for four hours while the ship was at sea, enroute to the Panama Canal after a trip to the Far East. The dispute ended with the Engineer signing off the ship in Panama and a new Engineer signed on after being flown down to the ship from New York.

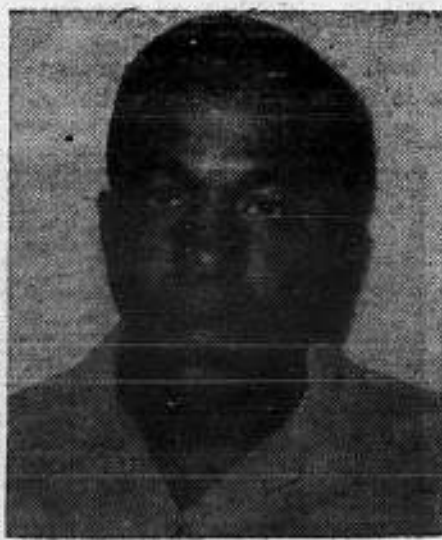
## Here's What I Think

**QUESTION:** Do you have any superstitions about the sea, or have you come across any unusual ones?



**M. RICHELSON, Bosun:**

Years ago I served on sailing ships and the superstitions were as thick as flies. The Skipper was the most superstitious of us all. Most of them are old wives tales, such as it's bad luck to kill a porpoise or an albatross, because they are seamen's friends. Those two are still around. I've been told that the birth of a baby aboard is good luck, counteracting the bad luck of having the woman aboard in the first place. But today I don't have any superstitions, just don't whistle around me.



**WILLIAM JENKINS, Std:**

Personally I don't have any superstitions as to good or bad luck on a ship. If the trip is going to be good, no black cat or anything else is going to change things. I've been on ships where the crew, especially the Skipper, thought it was bad luck to whistle, the superstition coming from sailing ship days when it was thought whistling would bring up an ill wind. Recently, I heard that serving split pea soup would bring on bad weather, but the weather seemed the same to me after the meal as it was before.



**ROBERT FRENCH, AB:**

Don't pass a knife through a rigging when I'm around. That's my superstition. You should always pass it inside or outside. My father is the same way. He'll blow his top if he catches you doing that. When I served on sailing ships we always went aft on the lee-side of the ship. Part superstition and part practical action to keep from being washed over in bad weather. One superstition I hear a lot is it's bad luck to leave when in debt to a woman. Women on board are also bad luck. I've been told.



**BEN OMAR, OS:**

Over thirty years ago I was on a ship where some passengers threw some cats over the side. The crew told them it would bring bad luck. Later I heard that someone was washed over the side. Today I haven't any, except I don't like to have a ship leave on a Friday. During the war I took a ship out on a Friday and she was torpedoed—also on a Friday, the 13th. Outside of this, I don't care how many omens, appear to the officers and crew, it's all the same to me.



**E. A. STANTON, Dk. Maint:**

I've always been led to believe that if a man dies at the beginning of a trip, the voyage is going to be plagued with bad luck, but I'm not superstitious. I've heard that carrying a religious representative aboard is bad luck. During one trip we carried a missionary to the Far East and all during the trip we had miserable weather. It stormed all the way there. Once the missionary was off, the weather became fine. That was coincidence, of course. I haven't been in a similar situation since, so I can't check.

# 'Welfare Plan Aids Recovery,' Say Seafarers In Hospitals

With the SIU Welfare Plan well past its first birthday and the hospital benefits upped to \$10 a week since July 1, the LOG this week took a photographic look at the SIU Brothers in the United States Public Health (formerly Marine) Hospitals in the New York area.

The LOG toured the wards and rooms of the Staten Island Hospital, where men with general illnesses and injuries are recuperating, and the Manhattan Beach Hospital in Brooklyn, which specializes in handling tuberculosis patients.

The hospitals passed the inspections with flying colors. In both institutions the men were found to be receiving the best of attention. At the Manhattan Beach Hospital the patients proudly showed off a new hospital innovation: a copy of the day's menu for each man to select the meal he wishes served him.

The high quality of hospital care isn't all that is keeping the boys happy. The arrival of the SIU hospital representative twice weekly at Staten Island and periodically at Manhattan Beach is the signal for a rally of SIU patients in the corridors to collect their benefits and pick up the latest SEAFARERS LOG.

The weekly \$10 bill brings smiles to all the Seafarers and looks of envy—from non-Seafarers in nearby beds.

Under the Welfare Plan, all Seafarers get the benefits after one week in a hospital and members who were hospitalized before the Plan went into effect are included on a special list.

As one Seafarer at Manhattan Beach put it when asked his opinion of the Welfare Plan set-up: "We're happy. We now get enough money to buy our personal needs and a few extras if we need them."

His sentiments were echoed by another Brother, a veteran of over two years at Manhattan Beach, who said, "The money gives our illness a boost, as we haven't anything to worry about. Some men in here have to ask the hospital for money enough for a haircut. That hurts a man's pride."

Other Seafarers at the hospital find the weekly payments give them enough money to dabble at hobbies to pass the time, among them, photography, model shipbuilding and stamp collecting.

Standing nearby as the hospital representative made the payments, was a member of the NMU, who shook his head when asked if he was getting weekly benefits.

"No," he said. "We need something like this. If our members going to sea knew the raw deal we're getting they'd want to change the set-up. I guess it's just that they don't know."



In Manhattan Beach Hospital's solarium a group of SIU patients enjoy the cool breezes coming off Sheepshead Bay and discuss with SIU hospital delegate Joe Algina the care they are receiving. The happy Seafarers are, left to right, seated: Peter Vorke, B. Murphy, Robert Atmore, J. J. Driscoll, D. McIlreath. Back row: Vic Milazzo, R. F. Larsen, M. Bruno, J. Espinosa, F. Landry. Several Seafarers were unable to be present for their pictures because of the severity of their illness.



Above, left, Stanley Swienchewski, former Cities Service seaman, receives his weekly benefit check at the Staten Island hospital. The quick payment and no redtape procedure of the SIU Plan makes it easy for ill Seafarers to get their benefits.



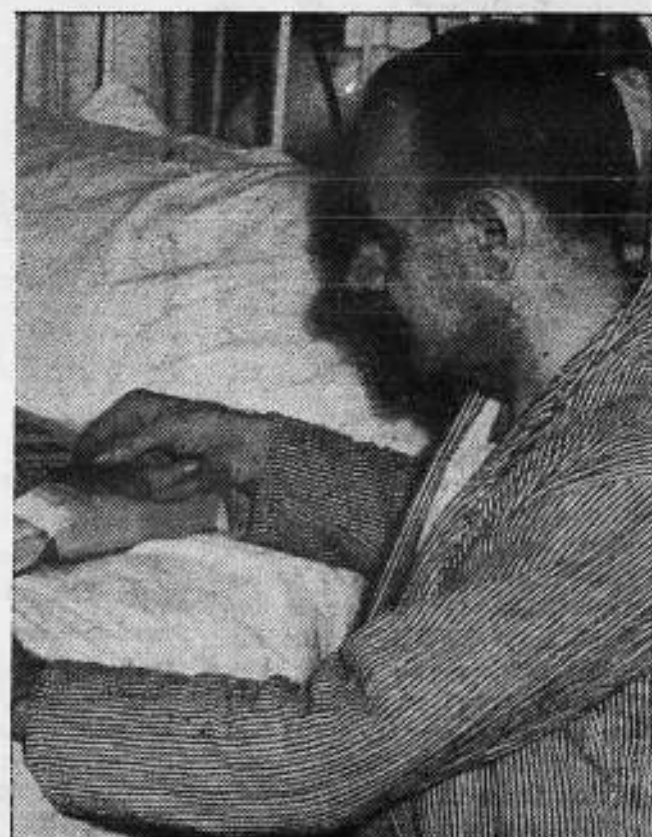
Brother A. McGuigan, on the right, receives his payment from the hospital representative. McGuigan is on the special list, a provision giving benefits to Seafarers invalidated before the Plan went into effect.



Joe Karlusy, an oldtimer, on the special list, gets himself a bit of sun on the comfortable sun deck at Staten Island while waiting the arrival of the hospital representative.



Jack Dalton, with four months behind him at Manhattan Beach, shows interest in the LOG story announcing the award of \$150,000 to Cities Service seamen. Jack's last ship was the Government Camp.



Matt Bruno, who has spent two years at Manhattan Beach, prepares to place some new issues in his collection of 14,000 stamps. Matt finds his collection helps greatly to pass the time away.



The LOG cameraman caught patient Constantine Makris in a good mood. He was receiving a visit from a fellow Seafarer, John Mastrotavlos. Makris has been at Manhattan Beach for six months and finds visits are a big boost to a fellow's well-being.