

SEAFARERS LOG



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

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No. 5

Nat'l Policy On Draft Nears

Int'l Convention Opens March 26 In San Francisco

Delegates from the various Districts of the Seafarers International Union will convene in San Francisco on March 26 for the organization's fifth biennial convention.

Representing the Atlantic and Gulf District will be the following delegates: Paul Hall, Lloyd Gardner, Lindsey Williams, Cal Tanner, Frenchy Michelet, William Rentz, Harold Fischer and Jeff Morrison.

Among the other Districts to be represented are the Sailors Union of the Pacific, Great Lakes District, Canadian District, Atlantic Coast Fisherman, West Coast Fisherman and Cannery Workers, and the Marine Allied Workers.

PROGRESS REPORTS

The convention will hear reports from the various District delegates on the progress and activities of their respective unions since the last International meeting, held two years ago in Baltimore.

It is expected that the convention will also formulate a program to coordinate activities of the seagoing sections of the International in face of the present emergency.

One of the highlights of the A&G report will be a review of the operations of the Seafarers Welfare Plan, one of the very few successful welfare projects for union members administered independently of insurance companies.

A phase of the International's activities in the past two years that is expected to draw special attention is the progress made by the Canadian District, which began its successful fight to eliminate communist control from Canada's waterfront shortly before the last SIU convention was adjourned.

Ship Inspection Waivers Okayed

The Coast Guard Commandant has issued an order allowing waiver of navigation and vessel inspection regulations in the interest of national defense.

According to terms of the order, applications for waivers may be made by an authorized representative of a United States Government agency or a repre-

Never To Be Forgotten



On March 12, not only Seafarers, but seamen throughout the world will honor the 97th anniversary of the birth of Andrew Furuseth, "the Abraham Lincoln of the seas." Seamen all over the world benefitted from the successful efforts of Furuseth to raise the merchant seamen out of their virtual slavery. He will live forever in the hearts of the men who go down to the sea in ships.

Gangway Watch

For the protection of the crew's gear and the ship's equipment, and for the protection of the SIU agreement, men standing gangway watches should remain at their post, in the same manner as the Fireman below must stand his watch. Gangways cannot be covered from the messhall or foc'sle.

The gangway watch is as much a part of our agreement with the shipowners as the wage scale, and must be fully observed at all times. This notice refers particularly to ports in East and South Africa.

Crews On 92 Vessels Vote To Reaffirm Union Policy

Returns from SIU ships previously unreported show virtually unanimous endorsement of the Union's policy in dealing with the matters of unloading cargo in foreign ports and time off in war areas.

Of the 53 vessels reporting since the last tabulation of responses to the Union's request for crew action, 1,696 crewmembers went on record in favor of turning to in any numbers called for when cargo has to be discharged abroad, in compliance with the terms of the SIU agreements. Only three men disapproved.

A similar vote—1,696 for and 3 against—was cast in favor of the policy of not attempting to make a shipboard beef in situations where time off is not allowed in war areas. Instead, the crews will document the beef and forward it to Headquarters, and will collect any overtime involved under terms of the contract at the payoff.

So far 92 ships have taken

Meanwhile, Keep In Close Contact With Local Board, Dushane Warns Membership

Pending action on a policy of draft deferment for active merchant seamen by national Selective Service Headquarters, Matthew Dushane, the SIU's Washington representative, yesterday reminded all Seafarer-registrants to keep their local boards informed of each change in address effected by changes and termination of shipboard employment.

Meanwhile, the SIU representative continued to press for a draft stay to insure manning of the nation's rapidly expanding fleet by skilled hands.

Dushane's advice to SIU men registered for the draft was based on information he obtained at meetings in the nation's capital this week with national and state Selective Service officials.

Directors of the Selective Service systems of seven key states who were present at the sessions said that, according to advices from local boards, many seamen were failing to notify them of all changes in shipboard employment. They pointed out that this is the registrant's responsibility under the law.

The meeting with the Selective Service officials followed a series of sessions earlier in the week, attended by members of a committee appointed recently by Vice-Admiral Edward Cochran, Federal Maritime Administrator.

Dushane is the SIU's representative on the committee, representing labor, management and the Maritime Board. After several meetings this committee laid out a rough plan for effective handling of a draft deferment policy for active seamen, designed to assist Selective Service Headquarters in instituting a national policy.

KEY PORTS

The committee then met with the Selective Service group, including the directors of seven key states, embracing some of the key US ports. Present were the state directors from New York, New Jersey, Maryland, Texas, California, Oregon and Washington.

Dushane and his fellow-committeemen presented their recommendations to the draft officials, pointing out that they had been devised to simplify and provide uniformity in the procedure, required by law, by which seamen are responsible for keeping their draft boards informed.

The SIU representative reported that the proposal for deferring active seamen contained the following methods for aiding in compliance with terms of the draft law:

1. Upon registering for a job assignment the seaman would so notify his draft board by postcard, which would be signed by

(Continued on Page 3)

Open Weekends

Due to the increased tempo of shipping, the New York Hall will be open on Saturdays and Sundays, for emergency shipping. Everyone, even those not interested in pierhead jumps, is invited to come down and use the recreational facilities of the Hall.

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SEAFARERS LOG

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Steady As She Goes

Sixty-six years ago—on March 6—a group of aroused seamen gathered at the Folsom Street wharf in San Francisco to make plans to block the shipowners' scheme for cutting wages to \$20 a month. They agreed that the only effective way to protect themselves was to form a union. The \$34 that was raised among the 222 men present was to be used to rent a hall for a meeting the next night, when a constitution and by-laws were unanimously adopted.

Thus was born the organization that was to become the forerunner of the Sailors Union of the Pacific, and later of the Seafarers International Union, which was chartered by the SUP in 1938 under the banner of the American Federation of Labor.

No advance in behalf of the American seamen has been accomplished without struggle, and the SUP's long history is dotted with accounts of strife and violence, precipitated by the constant attempts of West Coast shipowners to smash trade unionism among seagoing workers.

Within a few months of its inception, the new organization of seamen, known as the Coast Seamen's Union, had a membership of 2,202. The union began expanding almost immediately and a branch in San Pedro was opened.

The task of organizing and keeping the union operating was a rugged one. Seemingly insurmountable obstacles were ever-present. The shipowners were united in opposition to the new seamen's group and they were aided and abetted by the sordid institutions that have always retarded the progress of seamen everywhere—the crimps, the shipping masters and the scheming boardinghouse keepers.

A year after the Coast Seamen's Union was founded, a rival group, the Steamship Men's Protective Association, was organized, and inter-organization disputes complicated matters further.

In 1887, the Coast Seamen's Union elected as its head Andrew Furuseth, whose name was later destined to become synonymous with seamen's rights. Four years later, the rival organizations amalgamated, adopting the name of the Sailors Union of the Pacific.

The progress made by the SUP since its humble beginning should instill great pride in every man who holds membership in that organization. Despite constant attacks from every hostile source, the SUP has emerged as the one stable, effective force for seamen on the West Coast.

When the SUP issued a charter to the Atlantic and Gulf Coast District, under the banner of the Seafarers International Union, in 1938, it laid the groundwork for what has become the most powerful grouping of maritime workers in the nation.

The Seafarers International Union is steeped in glorious tradition, but the future of the Districts united under its banner is loaded with wonderful prospects. The A&G District, like its West Coast affiliate, is determined that the traditions begun by the SUP back in 1885 on the West Coast will be kept alive in a continuing march of progress for all men of the SIU.

On the occasion of the SUP's 66th anniversary, the Atlantic and Gulf District extends its heartiest congratulations and sincere good wishes for continued successes. The Brothers in our West Coast affiliate are assured of the full cooperation of the Seafarers of the A&G District in attaining ever greater progress for all men of the SIU.

To the SUP we say, "Steady as she goes."



Men in the Marine Hospital

MANHATTAN BEACH

FRED W. GRIMES
JOSE DE JESUS
E. LOPEZ
H. TUTTLE
J. H. ASHURST
E. FERRER
JOHN T. EDWARDS
JOHN DRISCOLL
VIC MILAZZO
MATTHEW DRUNO
PETER VORKE
R. A. BLAKE
JOHN PADZIK
A. LOMAS
R. F. LARSEN
T. P. SULLIVAN
B. T. KNEW

FORT STANTON
SILVESTER WALKER
WILLIAM J. MEEHAN
HARRY THURMAN
GIDLOW WOODS
DONALD P. McDONALD

STATEN ISLAND
L. BLIZZARD
J. SLAMAN
EUGENE E. MILANESI
S. GLYPTIE
P. PRON
G. BRAXTON
K. C. CROWE
T. CONNELL
C. COLLETTI
F. CHRISTNED
R. GUZMAN
S. C. CUNNINGTON
B. ZIELINSKI
FRANK B. STRELITZ
J. B. GARRISON
J. FIGUERAU
K. SKARI
R. PELASOJA
C. RAMOS
R. CONWAY
C. HUNEYCUTT

WELFARE ISLAND
THOMAS COYNE

GALVESTON
P. W. DORSEY
S. C. TURBERVILLE
JOSEPH LEWIS
ANGELO MACIEL

NEW ORLEANS

C. A. BROWN
M. F. BUSBY
W. O. CARA
R. CRUZ
R. ELLISON
E. H. FAIRBANKS
A. W. GATEWOOD
G. C. GIERCZIC
E. E. GROSS
L. A. HOLMES
D. D. KELLY
G. KRETZER
H. F. LAGAN
LEO LANG
A. MARTIN
M. McDONALD
K. RAANA
CLAUDE RAY
C. R. SANDERSON
S. S. SCHIEFFLER
ROBERT W. THOMPSON
L. TICKLE
T. E. MAYNES

DEERS HEAD
Salisbury, Md.
MICHAEL J. LUCAS

BOSTON
R. LUFLIN
E. GARDNER
FRANK DIRKSMEYER
A. N. CLENDENNING
A. D. LEVA

NORFOLK
PAUL L. PAINTER
ALBERT W. BRICKHOUSE

SAVANNAH
ROBERT C. BENNETT
IVEY PEACOCK
H. HENZE

MOBILE
GEORGE W. MURRILL
TIM BURKE
EMMANUEL LORD

SAN FRANCISCO
THOMAS A. BENSON
E. PRITCHARD
JAMES HODO
C. L. MOATS
JAMES R. LEWIS

E. ROBINSON
C. W. JOHNSON
H. HILL
J. C. LONG
H. L. MC GRATH
H. HOWARD
E. DANBACH
J. S. PRESHONG
D. J. GORMAN

BALTIMORE
WILLIAM H. GOVE
H. LANIER
BENJAMIN F. BISHOP
GEORGE REGISTER
ASHLEY T. HARRISON
T. H. SULLIVAN
ARCHIE WRIGHT
JENNING J. LONG

Men In Hospitals

Seafarers who want to be eligible for the Welfare Plan's weekly hospital benefits should make sure they have their Union books, seaman's papers and copies of their last discharges with them upon entering the hospital.

Union Patrolmen will pay the seven-dollar benefits to eligible members for each full week of hospitalization during their weekly visits. Failure of a hospitalized Seafarer to have the above-mentioned papers with him will prevent the Patrolman from making the benefit payments.

Hospitalized members who have not yet filled out beneficiary cards for the Welfare Plan can obtain them from the Hospital Patrolmen.

NY Baggage Room Closing



Here's a Seafarer who is on the ball. In anticipation of that anxiously awaited day when the Headquarters Branch will move into the spacious, well-equipped building in Brooklyn, this Brother is checking his gear out of the fourth floor baggage room of the Beaver Street quarters.

Because preparations are already under way for the big job of moving in the near future, no more baggage is being checked at the present building. Headquarters asks that the members bear with it in meeting the problem, by temporarily checking gear at the doghouse or similar places providing storage facilities.

Meanwhile, all men who have baggage in the Beaver Street building are urged to call for it at the first possible opportunity. Compliance with this request will facilitate the moving job, lower transportation costs and reduce the chances of any gear being misplaced in the course of the operation.

Shipping Rules Are Made By Membership And They Must Be Followed At All Times

By EARL SHEPPARD

NEW YORK—Shipping for the past two weeks in New York has been fair in some ratings, and tough in others. Altogether we paid off 22 ships: the Suzanne, Kathryn, Frances, Puerto Rico and Beatrice (Bull Line); the following Seatrains: New Jersey, New York, and Havana; the Chicasaw, Azalea City, John B. Waterman, Hurricane and Fairisle (Waterman); Coe Victory and Longview Victory (Victory Carriers); Lake George (US Petroleum); Steel Traveler, Steel Chemist and Steel Recorder, (Isthmian); Greeley Victory (South Atlantic), and the Sea Dream (Colonial).

In addition to the payoffs, we handled the following sign-ons: Steel Artisan, Steel Designer (Isthmian); Robin Doncaster (Robin Line); Lafayette (Waterman); Coe Victory and Longview Victory (Victory Carriers); Sea Comet (Zenith); Seastar (Mercador), and the Strathport (Strathmore). We had numerous ships in-transit, which were visited by Patrolmen while they were in port.

One of the ships paying off, the Greeley Victory, had a beef pending on the matter of carrying a cargo of gas in drums. This will be settled for the crew in a matter of a few days. Other than this, all ships paid off with the beefs settled at the payoff.

We have experienced no

trouble in manning the various ships that have hit this port. However, we would like to suggest to the membership that those men who have enough seetime should go and get the next highest rating in their particular department.

This, of course, is in line with the policy of the Union, made several months ago, to assure us of having enough rated manpower within our own membership so that we can handle not only our old contracted companies, but whatever new companies our Organizers can secure.

Several members have been asking whether they can get their shipping cards extended. It must be pointed out that the shipping rules do not allow any extensions on shipping cards past the 90-day limit set in the rules.

Here are pertinent excerpts from the shipping rules:

"4. No member shall be given a shipping card for another member, nor have another member's shipping card stamped. The Dispatcher shall not ship any member presenting another's card, nor shall he honor the card of any member not presenting his own card.

"5. No shipping card shall be issued to any member prior to his paying off any vessel.

"6. No member shall be given an open shipping date for any reason.

"7. All shipping cards must be stamped after the regular meeting. Any member wishing to leave the meeting must ask the permission of the membership to do so through the Chair. If the membership extends this privilege, the member may leave the meeting and have his shipping card stamped. Dispatcher or Doorman shall check men in at meetings until 7:30 p.m. and members coming after that time shall not receive credit for attending the meeting.

"8. (a) Any member on the regular shipping list who has a shipping card more than three months old must re-register on the shipping list and take out a new shipping card and date.

"9. Members of the Seafarers' International shall have prefer-

ence over Permitmen at all times, regardless of shipping date."

The Shipping Rules were adopted by you, the membership, and must be followed. Anytime you think it should be changed, the Constitution provides the way.

Men in the Marine Hospital in New York are advised that Joe Algina makes the rounds every Tuesday and Thursday at 12:30, so be on the look-out for him. The Hospital is a big place, and Algina can't spend all his time running all over the place looking for a man. It's for your own benefit to be on the spot—so be there.

As for mail for the hospitalized—if you want your mail forwarded to you just drop a line to the Hall.

Kenneth Collins, HQ Bookkeeper, Dies Suddenly

Kenneth Collins, assistant bookkeeper at SIU Atlantic and Gulf District Headquarters in New York for the past three and a half years, died suddenly on February 23. He was 28 years old.

Shortly after he complained of feeling ill on February 22, Collins was admitted to the Beekman-Downtown Hospital, where he passed away 36 hours later.

VERY POPULAR

A conscientious and competent worker, with a mild and pleasant manner, Collins was exceptionally popular with members of the Headquarters staff and rank-and-file Union members who came in contact with him. News of his sudden passing stunned his many friends in the SIU.

In line with the policy established recently by the Union membership, the Union paid the same benefits to Collins' widow as are paid to beneficiaries of deceased SIU members under the Seafarers Welfare Plan.

The late Headquarters employee's body reposed at the Walter B. Cooke Funeral Home in the Bronx. Funeral services were held on February 27 in St. Simon Stock R.C. Church, East 182nd Street, where a Requiem Mass was offered. Burial was in St. Raymond's Cemetery, the Bronx.

SEAFARERS PRESENT

Serving as pallbearers were the following Headquarters personnel: Paul Gonsorchik, Frank Bose, Paddy McCann, Stan Bobrowski, Emilio Hernandez, Frenchy Ruf, Al Bernstein and Al Kerr.

Among the other SIU members attending Collins' funeral were Mike Rossi, Bill Thompson, William Sparta, Louis Cafone, Troy Hutchens, John Snyder, John Karpen, Anthony Savino, Tim Leary, L. Gooch, E. Ely, T. Semblewski and P. Ganung.

Collins leaves his widow, Patricia, and two children, Joan, 5½ years old, and Michael, nine months, with whom he lived at 2386 Grand Avenue, Bronx, New York City. Also surviving are his parents, Mr. and Mrs. Thomas Collins.

National Policy On Draft Deferment Is Seen Coming

(Continued from Page 1)
a person of authority, such as the Union Dispatcher.

2. Upon obtaining employment and boarding a ship, the seaman would notify the board as to the name of the ship, and the date employment began, along with other pertinent information. The card would be signed by the Master of the vessel.

3. Upon termination of the seaman's employment, the Master of the vessel would notify the draft board of the date of termination.

Upon registering again for another job assignment the same procedure outlined above would be followed through. The SIU representative explained that in this way a simple routine would be established and could be complied with easily by those seamen concerned.

Dushane said that another recommendation made to the Selective Service officials was that seamen should be allowed one day ashore for each week employed, with a maximum of 30 consecutive days permitted ashore between shipboard jobs, in order to maintain his deferment status.

These proposals are now being studied by the Selective Service officials. It is expected that they will add their own recommendations, at which time General Lewis Hershey, national director, will call the two groups together with a view to consolidating the two plans. Such a meeting may be called sometime next week.

One thing that was plainly evident from the meeting with the draft officials, Dushane re-

ported, was that any policy of deferment that may be established will affect only bonafide, active merchant seamen and most likely those above the entry ratings.

The Union representative added that from his conversations with the Selective Service people, he learned that many seamen had failed to stress the vital nature of the industry in which they are employed and the qualifications which they possess for service in the industry.

According to the various directors, many men simply state

on their questionnaires that they are seamen, and that's all. Local boards in many cases do not have a full perspective of the national defense setup and therefore cannot properly understand the role of the merchant marine in the emergency.

In cases of skilled, active merchant seamen who are placed in 1-A status, Dushane recommended that they ask for reclassification and explain fully the essential nature of the merchant marine in the present emergency, and the registrant's skills and experience as a seagoing worker.

Finance Committee Going Over The Records



Members of the Quarterly Finance Committee, whose report appears on pages 4-5, as they checked the Union's financial records in Headquarters. Left to right: Bill Thompson, John Garrison, Mike Rossi, Oliver P. Oakley and Joseph W. Arras.

Recommendations Of Finance Committee

We, the undersigned duly elected Quarterly Finance Committee, elected at a Special Meeting in New York on February 20, 1951, to audit the Quarterly Finance Reports for the 3rd Quarter of 1950, do hereby state that we have checked the bank statements for all funds under the control of the Secretary-Treasurer against the weekly financial reports and the reports of the Certified Public Accountant, for the 3rd Quarter of 1950, and have found that the funds were properly accounted for and in good order.

RECOMMENDATIONS

We, the Quarterly Finance Committee, find that the Headquarters Offices of this Union have been taking all steps possible to see that the expenses of our Union remain at a minimum.

Therefore, in line with the previous action taken by the Quarterly Finance Committee, we recommend the following steps be taken to assist Headquarters Offices in carrying out of this policy of the Union:

1. This Committee, after having investigated all the facts in relation to the passing of phony Union books, which were supposed to be bona fide SIU books, by different individuals, recommends that Headquarters Offices change the present Union book of the Union.

In revising the books of the Union, the Committee further recommends that in so doing, Headquarters Offices take all necessary steps to prevent any further possibility of our Union books being duplicated. It is suggested that the color of the book be one of the steps taken in the carrying out of this procedure.

It is further recommended that the book should be revised in such a manner to fit the needs of the organization at the present time.

● As the membership was informed by the Secretary-Treasurer in his last two reports, some "smart" operators tried to go into the business of counterfeiting Union books. As the Union system of keeping membership records is foolproof, it was just a matter of days until these characters were thrown in jail in the port of New Orleans and their books confiscated. They are now in jail awaiting trial.

Since Headquarters was running short of printed Union books and was about to order a new supply, it seems advisable to make a change at no additional cost as to the color and make-up of the book.

2. We have examined the ballot boxes in which the ballots were kept and have destroyed the ballots as per Article XII, Section 12, of the Union constitution.

● This is the routine procedure under the Union constitution.

3. We have made a thorough inspection of the building that has been purchased by the Union in Brooklyn, and this Committee feels that the Union has made a wise investment. At the present time, the building in which we are now located here in New York has been sold. However, it has been sold to the bank next door, with whom we have an account.

After checking the finances of the Union, we find that the building fund of the Union, at the present time, has approximately \$14,000.00 in it in cash and owed to it from other funds. Therefore, we recommend that Headquarters Offices be given the power to loan the building fund whatever monies will be necessary from the strike funds for the completion of the building in Brooklyn.

After having gone through the building in Brooklyn, room by room, been shown the blue prints of same, seen the progress being made on the building, we have attached hereto our report and its' recommendations.

● This, the Committee felt, was a very good investment, as the building should have a return that will enable the loan to be repaid in a per-

On this and the following page we print two sections of the report of the Quarterly Finance Committee, elected on February 20, 1951. On page five is their report on the new building in Brooklyn, commenting on the work already done or contracted for, and some of the things that still remain to be done. On this page are the recommendations of the Committee. Following each one are the summaries of the discussions, and the reasons why the Committee made each particular recommendation. The members of the Committee were:

Michael Rossi, 209	John Garrison, 48684
Charles Mehl, 35628	Bill Thompson, 18
Joseph Arras, 458	Oliver P. Oakley, 46151

iod of time. Borrowing the money from the strike funds will in the long run save the membership money.

4. This Committee has been advised by Headquarters that it will be necessary to transfer funds of the Union from the banks where they are now deposited to a bank in the vicinity of the new building in Brooklyn. This Committee therefore recommends that Headquarters Offices be empowered to look for a bank in Brooklyn that will have all the facilities necessary to handle the accounts of the Union.

● This is in the way of a physical convenience, as otherwise the bookkeepers would have to make daily trips to our present bank in Manhattan, wasting the Union's time and money.

5. This Committee, after having checked the records of the Headquarters bookkeeping system, recommends that the two strike funds of the Union be incorporated into one fund, purely for bookkeeping purposes.

● The two Strike Funds, to all intents and purposes, are one anyway, and combining them in the Union records will eliminate the present complicated bookkeeping procedure.

6. After the Union moves into the new building in Brooklyn; it will be necessary that the Union conduct several businesses within the building itself. This Committee recommends that the staffing of these different businesses be left to the discretion of Headquarters Offices of the Union.

● Men employed by the various enterprises in the new building will be members of the Union, wherever possible. However, should a specialized skill be required—say, for example, an accountant, etc.—the way should be left open for the Union to go afield to get that skilled man.

7. It is recommended by this Committee, in order that the Union will not be in violation of the laws of the State of New York, that the Union have a building corporation set up. The purposes of this building corporation will be to operate the new building and the enterprises contained therein.

● This section is necessary in order to conform with the law, just as the Sailors Union had to do with their new building. In addition, the setting up of a building corporation will separate the legal liabilities of the building and the Union.

8. It is hereby proposed that Article XXI, Section 2, of the Union constitution be amended to read as follows:

"The initiation fee shall be one hundred (\$100) dollars, and shall accompany the application for membership, and the dues shall be four (\$4.00) per month, payable in advance."

● As a study of the financial reports will

show, the finances of the Union are in very good shape and we are living in the black. However, the Committee pointed out, the SIU is the only maritime Union whose dues are as low as \$3 a month. The Committee felt that, with the mounting costs due to higher prices for everything and the increased cost of servicing the members and the many wage increases and fringe benefits—the Welfare Fund, etc.—that was won for the membership since the last dues increase in 1946, an increase in the dues at this time would bolster the General Fund for any contingencies that might come in the future.

9. It is recommended by us, after studying the constitution, because of the Taft-Hartley Law that the present constitution of the Union should be changed in some respects. Therefore, we recommend that the constitution be streamlined, take into account the laws of today, accepted regular Union policy, and at the same time should not be too detailed so as to enable the Union to act in a more business-like manner.

Therefore, we recommend that Headquarters be given the power to appoint a constitutional committee to draw up a draft of a new constitution and submit this for consideration by the membership in the usual manner. We further recommend, that in drawing up this draft, that the committee review the present assessments and the way that they are made. We think that the present assessment system of the Union can and should be changed.

● The Constitution has not been amended since 1946, and many things have happened since then—the Taft-Hartley Act is a prime example—that make some sections obsolete or unworkable. In addition some sections should be clarified and new sections put in. The Hospital Assessment, for one, is an assessment that is obsolete, as its function is being taken care of by the Welfare Plan. Although the membership voted a few years ago to halt collection of this assessment, it is still officially part of the Constitution, and should be removed.

10. In closing, we would like to recommend that the Headquarters Offices of the Union be empowered to give those officials and employees of the Union that it is felt justified in doing so, a raise in pay. This raise to take effect upon the proper clearance by any governmental agency that may have controls over same, and after our membership has approved of such raise.

It is to be pointed out, that the majority of the officials of the Union have not had a raise in proportion to the raises obtained by the membership. During the past 5 years the membership has had many increases aboard ship, in addition to which, the representatives of the Union are paying more taxes on what money they do receive than does the average member aboard ship. In granting any raise to officials or employees of the Union, it is felt that the amount so granted should be left in the hands of the Headquarters Offices, due to the fact that this office, more than anyone else, is in a position to know what amount of an increase should be granted.

● Officials and employees of the Union, the Committee noted, have had no increase in salary since June, 1947, since which time the cost of living has risen over and over again. In this same period, the membership has had many wage increases, to compensate for the rising prices. It was felt that, while an increase was necessary, no specific sum could be recommended, as the Wage Stabilization Board has not yet come up with a final wage ceiling, the labor members having resigned in protest against management's attempt to keep it low. In any event, the final recommendation by Headquarters will be referred to the membership for action.

Report Of Committee On New HQ Building

We, the undersigned duly elected members of the Quarterly Finance Committee, who were instructed by this membership to make a check on the progress of the alterations to our new building in Brooklyn, hereby submit the following report:

Your Committee has reviewed all previous actions by this membership that have been taken from time to time and officially noted in the minutes of the regular Headquarters meetings of the Seafarers International Union.

The Committee finds that the Union purchased the Brooklyn building in April, 1950, and then engaged the firm of Lama, Proskauer & Prober, licensed architects, to draw up plans for altering the building for our use. This contract was made on a regular ten percent fee of the cost of alterations, as per the New York State architectural code. We find that the firm submitted a number of plans which the Building Committee hashed over until finally the firm came up, on October 1, 1950, with what the Committee felt was a suitable plan for our needs.

A list of specifications were then drawn up from these plans, and six leading contracting firms were invited to bid on the work to be done. After the bids had been submitted and studied by the Committee, an exhaustive study of the financial standing of the bidders was made. Our architects were then called in and the Building Committee's investigations were discussed at length.

We find from photostatic copies of the bids contained in the official minutes of November 15th, 1950, that the bids ranged in price from \$95,000.00 to \$72,863.00. We find that the architect and the Building Committee recommended

to the membership that they accept the bid of the second lowest bidder, the Leeds Construction Company for \$86,200.00. The Building Committee then made this recommendation to the membership in an exhaustive analysis of all bids at the following meeting. This recommendation was concurred in by the membership and the Leeds Construction Company bid was accepted.

We find from a study of a plan of October 1, 1950, that the Committee recommended to the membership that, in view of the scarcity of metals, the Union immediately get bids for the contemplated aluminum windows and let a contract for same, in order to take care of any anticipated shortage of this metal. The low bid for the windows was \$5,860.00, and the Committee was instructed by the membership to let the bid for this figure.

On December 20th, 1950, we find that Headquarters Building Committee recommended to the membership at the regular meeting that the firm of Cole & Liebmann, architectural decorators, be engaged to assist us in laying out the decorative features of our new building and to sketch a bar and cafeteria. The membership concurred in this recommendation and the firm was engaged for the flat fee of \$2,500.00.

On January 17th, 1951, it was found that one of the heating plants, which the Union had contemplated retaining in the building, was antiquated and should be replaced. Mr. Liebmann, the architectural decorator, recommended considerable other changes, such as enlarging the cafeteria and bar, replacing a wood wainscoting throughout the building with modern plaster, and a number of other changes to more fully utilize the available facilities. Bids were called

for this additional work and were submitted to the membership, who recommended that the work be let.

At a meeting of January 31st, 1951, we find that the Committee recommended to the membership that a moving picture of all the phases of this work be made, and the membership concurred in the recommendation.

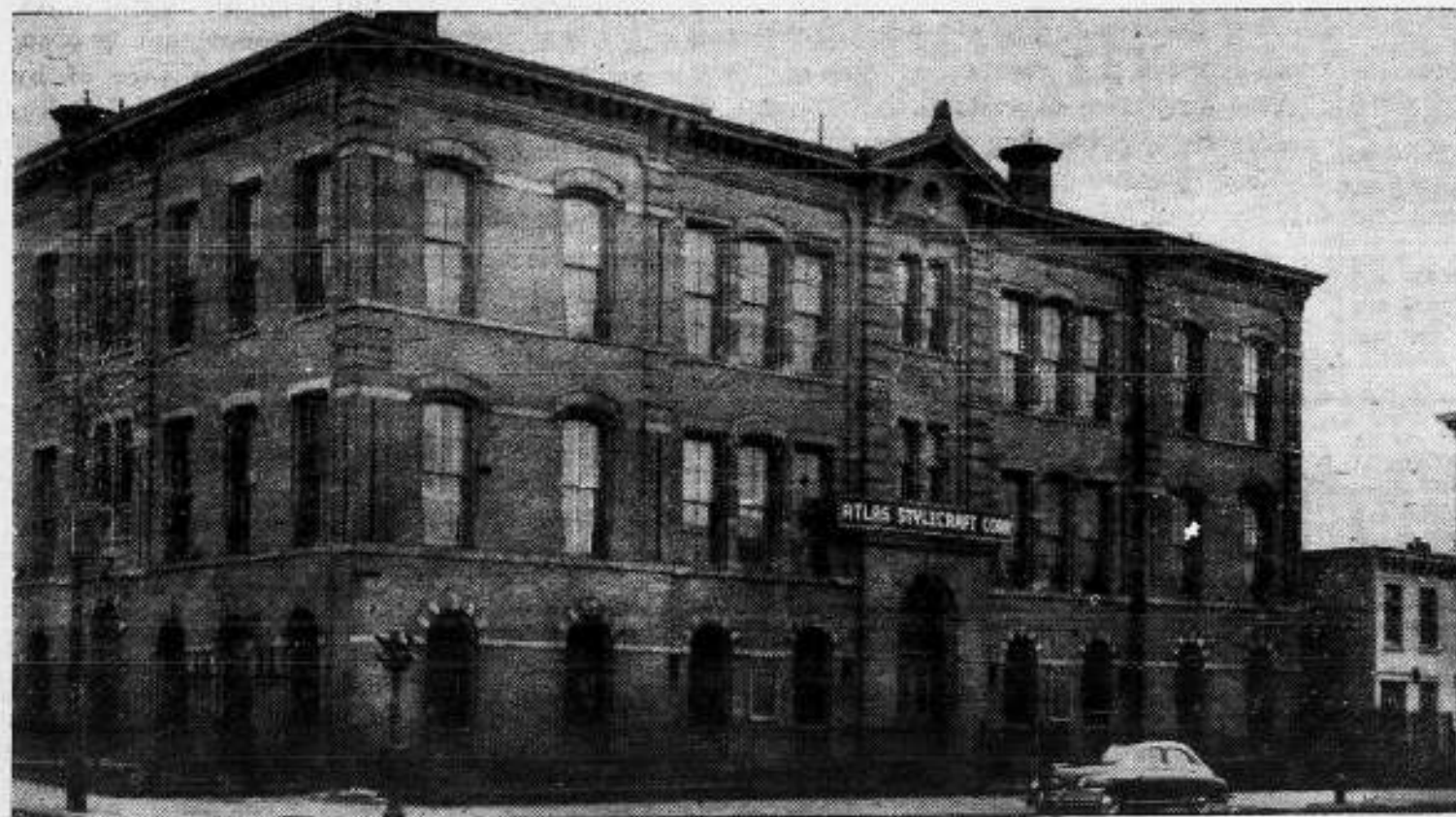
We find further that the architects, in providing new piers to support the massive steel that was necessary to support the building after the walls had been removed, showed the foundation and soil condition to be such as to require two-foot piers. After the concrete flooring was removed and excavation commenced, it was found that the old piers went down over six feet. The Building Department required these old piers to be removed with pneumatic drills and new piers installed at the same depths. This was an extra which the Union was obliged to pay for on a yard basis.

We find that Frenchy Michelet, the Seafarers' representative on this job, has authorized a number of additional necessary repairs from time to time such as mending of the fence, the fire escape, etc.

We have examined the building proper and find that a number of things remain to be contracted for, such as, cafeteria equipment, bar equipment, additional tiling in cafeteria, with the same in the bakery, refacing exterior of the building, etc. In checking the records we find that the membership had authorized the Building Committee to call for bids on these phases of the work, but that the bids have not yet been submitted by the various contractors.

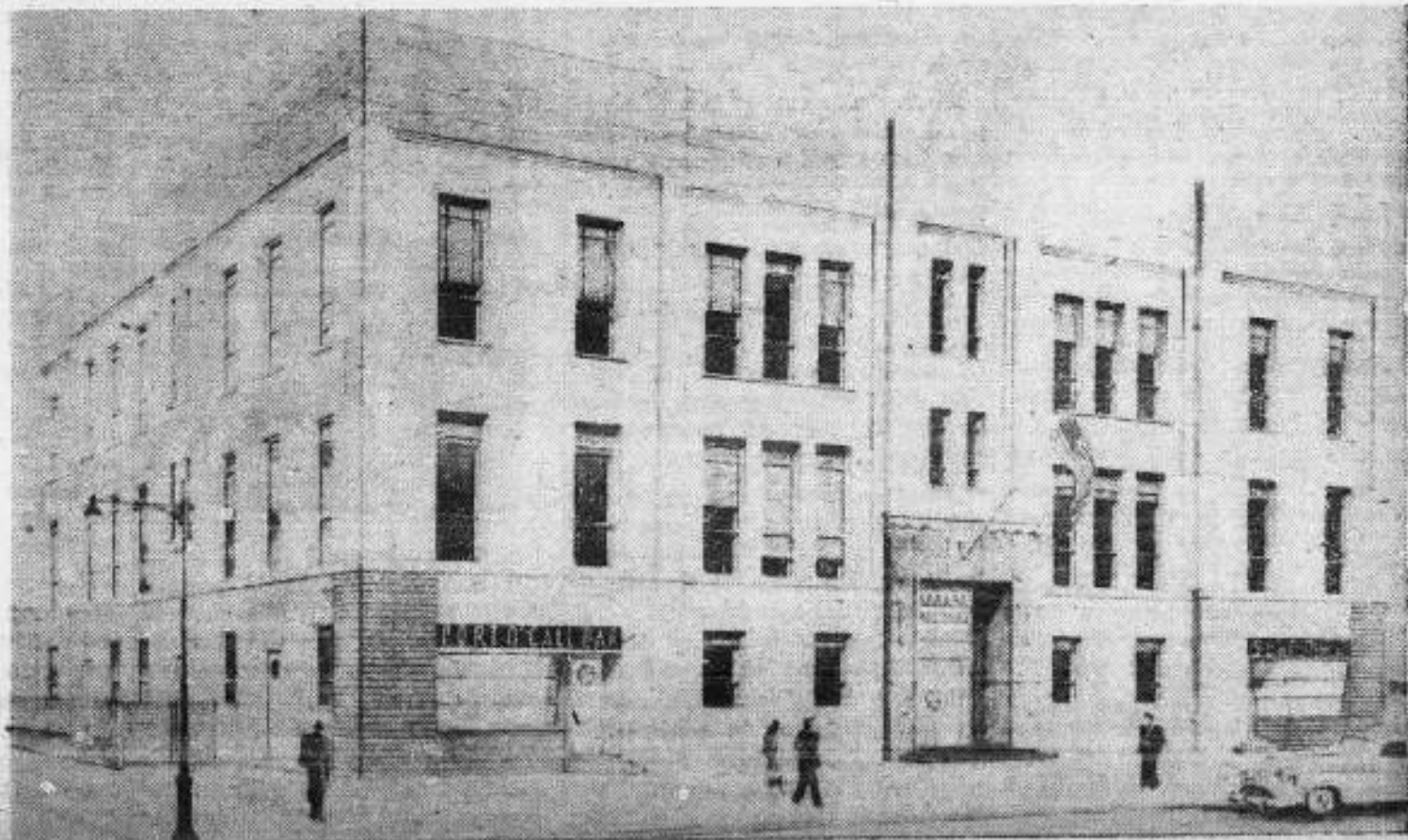
From an examination of the site of the building we find that the plaster that is intended to remain is in very bad condition, and that the wiring which is not being replaced is in equally poor shape. There are a number of other items which should be replaced, if we are to have a building that will hold up over the years. We realize that the Building Committee is trying to keep the cost to a minimum. However, we feel that it is to the interest of the membership in the long run, if we replace these things now while everything is torn up, rather than wait for trouble to develop at a later date, and necessitate the calling in of a contractor to tear out what is now being done in order to get at the trouble.

In view of all the foregoing it is recommended that the Building Committee be instructed by this membership to call for bids for these items and any other replacements necessary, in their opinion, to give us a comparatively new building when alterations are completed.



The New Building Before And After

Above is a pre-alteration view of the building which is now being transformed into the magnificent new Headquarters-New York Branch as represented by the architect's sketch at right. Upon completion, the beautiful exterior will be matched by the good looks and utility of the structure's interior, and Seafarers using the varied and complete facilities that will be available will find accommodations second to none anywhere. The galley, cafeteria, shower rooms, recreation quarters, auditorium, bar and all the rest of the many facilities are designed to be the last word in comfort and convenience. At the left corner is the street entrance to the Port O' Call Bar, which will be colorfully decorated with waterfront themes. At the right corner is the slopchest, where a full line of all gear needed by Seafarers will be available at moderate costs.



New Orleans Shipping Improves; Branch Backs Municipal Workers

By LINDSEY WILLIAMS

NEW ORLEANS—Shipping activity has been on the upgrade in this port during the past two weeks.

Since the last membership meeting there were eight pay-offs, 10 sign-ons and about 35 ships visiting the port in-transit.

The outlook for the next two weeks is very good, with eight scheduled payoffs due in the port. It is likely that other vessels will be coming in for pay-off, as the ships under Army charter are not listed and we do not get the information concerning their arrival until they are in port, or a day or two out.

SANITATION STRIKE

As the membership in New Orleans knows, the city's Sanitation and Parkway Workers are on strike and they are having a rough time. The Commission Council is doing all in its power to break the strike, and has gone as far as using prisoners to pick up the garbage under police protection.

We are, of course, supporting

the demands of the striking workers. At present it appears that a majority of the people of New Orleans are also in sympathy with the strikers, but the city administration will not grant an increase in pay in spite of public sentiment. The strikers have very little money and we have pledged them financial support.

The city claims the strike is over and that shortly there will be regular garbage pickups. But from all indications it will be quite some time, unless they re-hire all the men who are out on strike.

It was amusing to read the article in a New Orleans paper telling of five men from the house of detention who got gassed up while out on a garbage pickup detail.

These guys unloaded a truck full of garbage right in the street when they pulled the wrong lever on a packer-type garbage truck.

At any rate we're all hoping the strikers win their beef and real soon.

ON KROO BOYS

Since the last meeting, we have met with the Mississippi Shipping Company in regard to Kroo boys on the West African run. Mississippi is trying to put another ship on this run, but in order to do so it will have to put on additional Kroo boys to speed up the sailings of these ships.

We have reached an understanding with the company, and the recommendations we made were discussed with various members, who regard them as okay. As a result, no overtime will be taken away from the crewmembers.

What the Kroo boys may and may not do while the vessels are at sea was outlined at our last membership meeting here.

'Draft Follies' Begins New Run In Philadelphia

By STEVE CARDULLO

PHILADELPHIA — Surprised? Philadelphia is back on the ball again. You can look for our LOG entry every issue. I know this makes you happy.

Shipping has been on an even keel for the past several weeks. We look forward to keeping it at a fair pace for the coming two-week period.

One of our main beefs in the port of Philadelphia is the draft board. One case we had—and we got a kick out of it—concerned a ship that was due to sail and was short two ABs.

We had two ABs in the Union Hall who were to report to the draft board at once, and could not take a ship. Now—the ship was due to sail for the Far East. The Coast Guard would not clear the ship until we got two ABs. Two ABs in the Union Hall were wanted by local draft board.

DIZZY GAME

They just kept juggling back and forth. Draft board wanted them and the Coast Guard wouldn't clear ship. So we kept referring back and forth one to the other. If this makes sense—we have none.

Looks like all the Philadelphia boys are coming back from Korea. It's good to see old familiar faces: Jimmie Doris, Eddie Lamb and Danny Picerelli.

Jimmy Doris tells us he had quite a trip back on the plane. They had a nice trip. Can you imagine ten SIU men in a plane?

They wanted to see the Old Man about a draw. They tried to check the Oiler on the plane to see if he was strike clear.

On finding out there was no Oiler they tried to get the Skipper to sign a contract with the SIU manning scale for that plane. From what I understand of the opposition they got from this, they intended to string a picketline around the plane.



Tex Morton, the "Thorny Rose of Texas," carries his own tableclothes aboard ship. While on the Robin Locksley recently, he offered the crew the use of his own linens when the ship ran out of clean clothes. On the serious side, Tex shows his realization of his obligations to the Union and accepted the Engine Delegate's job. . . . The Union's Lake Charles representative tells the New York Organizers that he shipped twenty-three men aboard tankers in that small southern port in four days. . . . The Dominican Republic Chamber of Commerce will undoubtedly ban the LOG from that country but, nevertheless, this is to advise you that several complaints have been coming in about the wooden souvenirs being brought there. These trinkets—lamps, dolls, etc.—are made of lignum vitae, which cracks when it hits the cooler temperatures of North America. So, beware.

In case you are interested department—The five largest freight operators under contract to the SIU, in their proper order, are: Waterman, Isthmian, Bull, Mississippi and Alcoa. . . . If you are tired of it all, do as a couple of crewmen aboard the SS Tainaron did: Drink some denatured alcohol. Only one out of ten thousand will try it but, you'll undoubtedly agree, why try it at all. It's a shame that people must learn some things the hard way. . . . Walter Cheresko is about the twelfth member to send us teasing post cards from the Miami Beach area. If they revert to shipping deck boys, I believe I'll ship and enjoy one of those Florida vacations myself. . . . Shipment of cargoes in German flag vessels during 1950 doubled the amount carried in 1949. Nearly fifty percent of all goods passing through West German harbors was carried in German ships.

The two new Seatrain being built in the Sun Shipyard, which we commented about

some time back, will be named after the States of Louisiana and Georgia. Drool, all you Seatrain homesteaders. . . . ILA stevedores drew the first pension payments under the terms of a recent agreement. Thirty-six members become eligible on March 1. . . . Merchant seamen (that's us) suffered more slips and falls than any other type of accident of the 3023 accidents reported. . . . If you do not pick up your mail within ninety days after it is postmarked, it must be sent back to the post office. Don't think that this rule stops the Draft Board from locating you, if you are out for more than three months.

Heard a rumor around the Hall the other day that shipping was picking up. . . . Buddy Benson having trouble persuading the US Government from putting him into the "My Buddy" classification. . . . In preparation for it's new "modus operandi" in the modernized Brooklyn headquarters, the Union has consolidated the various departments on the different floors of the present New York building, and will get a practical idea of what kinks may arise. In this manner the Seafarers will be loaded for bear when we get into our new Headquarters.

This sounds like a broken record, but the importance of getting higher endorsements cannot be over-emphasized. If you have the seetime, the ability or the experience necessary, go up for the higher rating. If you are "draftable," that rating should be a must. . . . WARNING—If you are paying off on a voucher, get the Captain's signature on that voucher and take it with you to the company office for payment. For cryin' out loud, don't put your signature on the voucher and leave it with the Captain. Don't laugh, it's been done. . . . And just for laughing (or should I say sneering) at this column, you'll hear no more from me—for two weeks.

The Patrolmen say:

Watch Your Book

NEW YORK—The most important possession an SIU member has is his Union Book, which guarantees him top wages, the best working conditions and the best representation in all maritime.

To the oldtimer it is a reminder that he had a hand in raising the American seaman from the lowest rung in the industrial ladder to a place where his conditions are as good as any shore-side worker.

To the newer member it is a constant reminder that he is one of the "Brotherhood of the Sea," and that what happens to him is the concern of every other member of the Seafarers.

Most — I guess all — of the membership feels the same way as I do, yet some few treat their book — the physical manifestation of their membership — as if it meant nothing. By that I mean that some of the membership are completely indifferent to what happens to their book. They are constantly losing it, misplacing it or tearing it. Then they come down, very contrite,

and ask for a duplicate. Some have had as many as six duplicates.

Duplicates are easy to get — they only cost a dollar (and I, for one, am in favor of charging more)—but what these careless characters don't seem to keep in mind is that if their lost books fall into the wrong hands, it

you can notify Headquarters, which can trace the book, and issue you a duplicate.

Louis Goffin



Goodbye, Mr. Chips

NEW YORK—On Tuesday of this week, Customs Port Patrol officers boarded the Steel Rover for a routine search. Noticing one of the crewmembers was unduly nervous while they were searching his foc'sle, they shook him down and found some heroin and opium in his pocket.

In no time at all, the place was swarming with officers, like flies on cheesecake in midsummer. But this guy was the only one involved, and he's all set for a narcotics rap: If he doesn't shave until he gets out of jail, I'd hate to be the guy to cut his beard.

But even if he gets away with it—and I'll give odds on that possibility—one thing is certain: He's through with the SIU. Any man caught with the possession of narcotics, is automatically brought up on charges, and it's the 99 for him.

Ted Babkowski

Another Tough Law Now Being Readied To 'Reward' Labor

WASHINGTON—The Associated Press reported that "strong sentiment was reported building up in the House armed services committee for a tough labor law designed to prevent wartime strikes."

The law is sponsored by Rep. Howard W. Smith, Dixiecrat from Virginia, who co-authored the World War II Smith-Connelly Anti-Strike bill.

The bill would take away all seniority rights and all existing law-granted privileges of workers who engage in a strike or other form of work stoppage which the President, by proclamation, says would be harmful to the national defense program.

While the soldiers are away fighting for a free America, characters like Smith want to change the rules for living in the great land the GIs are defending. So when Smith and his kind wrap themselves in the American flag to attempt to get passage of this law or a similar act, remember what they are actually doing is chipping away some of the freedom which workingmen's sons are dying to protect on the battlefield.



HERE'S WHAT I THINK...



QUESTION: The Union intends to decorate the bulkheads of the bar in the new Headquarters-New York building with murals depicting famous scenes in ports throughout the world. Which one, or ones, do you think should be represented?



AL WHITMER, AB:

Capetown belongs on any mural of that kind. At the tip of Africa, it is a colorful spot that is a port of call for many, many ships of most nations. New York also rates a spot, possibly with a view of the famous skyline or some feature of the harbor. New York rates because it is known as the greatest port in the world, and no mural of the kind mentioned would be complete without New York being represented. A good view of the Gatun Locks in the Panama Canal Zone ought to be included, because it is such a valuable thing to all maritime nations, especially the US.



ENRICO TIRELLI, AB:

Miami is my choice. I think it is a beautiful port—the combination of skyline, weather and color is almost unbeatable. When looking at it, coming in, with the Causeway seeming to hang in mid-air—well, it kind of takes your breath away. As second choice, there's Tokio. Fujiyama looks down upon you, and it's impressive. And, of course, in both cases the people in the ports are an important part of the attraction. You can just remember the past friendliness as you near the port, even though you can't see the people yet.



CLYDE LANDRY, Ch. Elec.:

I like the sight of Capetown, with its Table Top, and Honolulu's Diamond Head. Oh yes, how about the Fiji Islands? They make a beautiful scene and could be shown as seen from an approaching ship, with the snow white sand and the attractive colors of the water. I think that Capetown's Table Top Mountain is one of the best scenes I've enjoyed. The pictures could show the Mountain with a cable car approaching it. It certainly is one of the world's most colorful spots, as most seamen will no doubt testify. It belongs on any waterfront mural.



CALVIN JAMES, Messman:

I like Colombo, Ceylon, because of the interesting effect it gives when you enter the harbor. I believe it's the only port where the ships are tied up in a line, giving the effect of a definite organized pattern. The port is a quiet one, but a really beautiful one for seamen who are interested in some of the sights instead of the women. (Okay, smile if you want to.) Seeing its picture on the bulkhead in our new Hall will serve to remind me of the wonderful times that were had there. It certainly is a good idea.



W. TSCHUSCHKE, Oiler:

I'd suggest Diamond Head Mountain in Honolulu, a good looking spot that is one of the Hawaiian Islands, most outstanding points of interest. I believe that Honolulu is a port with which most Seafarers are familiar. Capetown's Table Top Mountain would also make a good scene in the mural. New York with its thrilling skyline, that is familiar to practically every seaman in the world, certainly belongs in the picture. However, even though I am a New Yorker, I'd rate Table Top Mountain over the New York skyline as a point of scenic interest to seamen.



HANK SHEPETA, AB:

I'd like to see a view of Sydney, Australia. Coming into that port you get a sight of the bridge over the bay that never fails to remind me of the Golden Gate in Frisco. I guess Table Top Mountain in Capetown would belong in a waterfront mural. It should also have the Manhattan skyline, which is what everyone knows New York for. And here's one I don't think should be omitted from the mural—the Statue of Liberty, because that's the thing a seaman looks for first when his ship is coming into New York. It's practically the symbol of New York harbor.



J. (Dutch) SERCU, FWT:

Two places that ought to be on the mural are Table Top Mountain and Lion Mountain in Capetown—they can be seen for long ways out at sea. They would suggest a clean atmosphere. For tropical beauty on our own East Coast, I don't think you can beat San Juan, and it could be easily pictured on a mural. It lays right in a basin, surrounded by hills, and has a climate that California would find hard to beat. Naples offers another good-looking spot—perhaps a view of the cable car going to the top of the mountain on which there are a monastery and museum.



GEORGE (Red) BRADY, AB:

We ought to take familiar waterfront sights from the ports wherever we have SIU Halls. For example, for San Francisco we could have a scene of the Golden Gate Bridge. For New York, a view of the skyline. Down in New Orleans, there's the French Quarter that is so well known to people everywhere. For Mobile, we could use a view of the bay. There are plenty of spots elsewhere in the world that are good-looking, but this country too long has been playing up the beauty of the rest of the world. Let's start recognizing the beautiful sights of our own country.



R. HEMINGSON, AB:

I'd say Yokohama, with Mt. Fujiyama in the background, ought to be on the kind of mural being considered. There are twin breakwaters in the harbor that have lighthouses on each end of the walls, and this picture has always struck me as one of the most colorful waterfront scenes that I have seen anywhere. Narvik, Norway, is another. Situated in a fjord, with snow-covered mountains on all sides, it is another place that would make a good scene. I've always thought some spots in Port Said were good looking, but there are always too many coca cola signs around.



MICKEY McFALL, Wiper:

I think a picture of Baltimore's Sparrows Point, as it appears from a ship coming up the bay, would be good to have on the mural. Another one that should be shown is Table Top Mountain in Capetown, because that's one spot that is known to seamen everywhere. Down in the Panama Canal there's a sight familiar to many. Before hitting the locks you can see the waterfall. This scene is used quite a bit in advertisements. Certainly, the mural should have a view of the New York harbor and the Brooklyn Bridge, especially since our new Hall will be right close to it.



SHIPS' MINUTES AND NEWS

Ex-Seafarer Killed In Action On Korean Battlefront

Weldon Lee Bassett, former member of the SIU's Atlantic and Gulf District, was killed in action on the Korean battlefront while serving in the United States Army, the LOG learned this week.

Bassett's death as a result of enemy action last December is the first one reported of a former Seafarer. However, two SIU crewmen, George Miller and Lewis W. High, were slain last October by North Korean snipers along the road between Inchon and Seoul. According to reports at the time, Miller and Hughes, who were in the crew of the Citrus Packer, were ambushed while riding in a jeep, after their vessel had unloaded a cargo of ammunition in Inchon.

SAILED IN WAR

Bassett sailed with the SIU during World War II and held Book No. 27406, which was issued to him on August 30, 1943 in the Port of New York. He sailed in the Deck Department.

Shortly after leaving the Seafarers, he was drafted into the Army and served out his hitch. Upon getting his discharge, Bassett returned to his home in Blue Earth, Minnesota, where he worked until he was recalled as a result of the Korean conflict.

Bassett is survived by his wife, Eva, and his one-year-old son, who make their home in Blue Earth. Bassett was born in the Minnesota town on June 20, 1923.

The news of Bassett's death was passed along to the SEAFARERS LOG by Alan Jaquish, a former shipmate.

"I am sure that anyone who sailed with Lee Bassett will feel the same as I—that we have lost a fine Union Brother and a swell shipmate," Jaquish said.

Jaquish, who retired his Book

No. 33006 and now resides in Fair Hills, New Jersey, also said that he intends to visit the SIU Hall now under construction as soon as it is completed.

He added that the new Brooklyn building is a symbol of the Union's growth and is a long step from the quarters the SIU occupied on Stone Street, where he got the tripcard that started him sailing on SIU ships.

Dredge Men Vote Ship's Fund To Shipmate's Widow

The proceeds of the Sandchief's ship's fund, augmented by crewmembers' personal contributions, has been turned over to the widow of John Rusinko, who worked as Pumpman aboard the sand dredge until his death a couple of weeks ago.

Ship's Delegate Vic D'India said that the \$245 in the ship's fund was unanimously voted to Mrs. Rusinko. A collection netted another \$102 and D'India forwarded a check for \$347 to the late crewmember's wife.

Rusinko's death shocked his shipmates, all of whom found him a fine shipmate. Marty Breedhoff, his roommate on the Sandchief, was particularly saddened by Rusinko's death.

"Johnny was a capable seaman, and a good Union man," Marty said. "He was personable besides, which made him just about as good a shipmate as you'd expect to find anywhere."

Parting Of The Ways



Edward Burke (left) accepts good wishes of Seafarer Robert Benjamin during furlough visit to New York Hall. Burke, who entered Army in September, 1950, says he has run into many SIU men now wearing khaki. He and Benjamin have been longtime SIU friends.

Clark And Clarke - SIU Vets



Although not related these two sturdy Seafarers have been dubbed the "Clarke twins" by shipmates on the Del Sud. They're John (Scotty) Clark (left) and L. (Windy) Clarke. According to Ship's Delegate L. B. Brown, who submitted the photo, the twins have about 80 years of seamtime between them. "Scotty," a Watchman, has been in the SIU since its inception. His other half has been around quite awhile himself.

Voice Of The Sea

By "SALTY DICK"

The title of "best dressed seaman" may now go to Moses Milano. . . . I hope Moon Kouns doesn't get sore at me, but everytime I see him I think of Santa Claus.

For those who play the horses, I suggest they see Ivan Durning, ex-jockey. He knows his horses, yet he never places a bet on them. Smart guy. . . . Al Tocho keeps more medicines in his locker than the Walgreen Drug Company, I betcha. . . . Have you ever seen a mustache in technicolor? If you haven't, take a look at "Taxi" Smith.

George (Heavy) McFall drives a Packard around town, but he'll never drive it near a junk yard. If he does, he'll probably lose it. . . . Let's keep our Union Halls clean, as we do our ships. And ourselves for that matter. We have the best maritime Union in the field, and we should aim to keep it so.

A busy person is Miss Spencer of the New Orleans Hall. Yet she's never too busy to help anyone. . . . Did you know that one of the deepest parts of the Atlantic Ocean is near Puerto Rico? Now I know why a certain Cook throws his old socks overboard in that area.

William Smith is fast becoming a farmer in a big way. He's raising chickens in Alabama on a large scale. . . . When your ship is in port where there is an SIU Hall, drop around and find out what's going on—and attend shoreside meetings.

Our friend, "Little Joe" Kotalik is now operating a package liquor store on the Airline Highway in New Orleans. And he's given a ship's name to his business—the Del Norte.

Kenny Eckholm is reported to have had a job as a head waiter in an exclusive hotel in Rio. . . .

The editors of the various ships' papers published on SIU vessels are doing a wonderful job. Latest to join the circle is my good friend Bill Champlin, who edits the Mar-Log.

Ralph Boyd has probably submitted more pictures to the SEAFARERS LOG than anyone I know. As a photographer he rates tops.

Union Oldtimer Advocates Periodic Medical Checkups

A Seafarer rates the same interest and attention to his seaworthiness as the ships he sails, in the opinion of Claude Fisher, Union oldtimer.

"Our men ought to have medical checkups periodically to see how they're ticking," says Fisher. "Ships are inspected regularly and there's no reason why we shouldn't do the same."

Fisher practices what he recommends, too. When he paid off the Beatrice, on which he served as Stewards Delegate, on February 5, he went into drydock at the Staten Island Marine Hospital, where he got a complete looking over.

"It was like an assembly line. I went through a thorough check by the staff." He had words of praise, too, for Dr. Henry Gelfond, the nurses and "Mike," the technician, saying that they "all do a sincere job."

The health-wise Fisher believes that an ounce of prevention takes little time. Facilities are available for Seafarers at the Marine Hospitals, he points out.

Joe Lightfoot, SIU Deck Man, Dies In New York

Seafarer Joseph B. Lightfoot, who died in the Manhattan Beach Marine Hospital, New York, on January 6, was buried in his home town of Savannah, Ga., according to word reaching the LOG this week.

A member of the SIU since 1941, Lightfoot had been a patient for a long period at the



JOSEPH B. LIGHTFOOT

Fort Stanton, New Mexico, Marine Hospital before being transferred to Manhattan Beach.

He joined the SIU in New York on June 8, 1941, and held Book No. 7453. He sailed in the Deck Department.

Lightfoot was born in Savannah on February 8, 1917, according to records at Union Headquarters. He listed his mother, Mrs. J. T. Lightfoot, 119 West Jones Street, Savannah, as his next of kin.

"They're of the best. No reason why we shouldn't use them," he figures.



CLAUDE FISHER

Digested Minutes Of SIU Ship Meetings

CARROLL VICTORY (South Atlantic), Jan. 23—Chairman, D. Story; Secretary, John Cantrell. Discussion on butter; decided not to use it at all. Motion carried to draw up a resolution concerning draws. Delegates reported some disputed overtime to be squared away in the States.

Jan. 30—Chairman, John Cantrell; Secretary, A. Tremor. Special meeting called to discuss bulletins from Headquarters on unloading cargo and time off. On unloading cargo considerable discussion held on who has preference in working cargo in foreign ports. Headquarters to be asked for clarification. LOG article concerning Stewards Department duties given to Stewards Delegate so his department could hold a meeting on the matter.

Jan. 31—Chairman, Stephen Bogucki; Secretary, Frank Flanagan. Delegates reported all in order. New departmental delegates elected. Brothers with suggestions for new Union Hall asked to list them on form posted on bulletin board. Suggestion made that man on sanitary duty should distribute linen to his department, rather than having each man responsible.

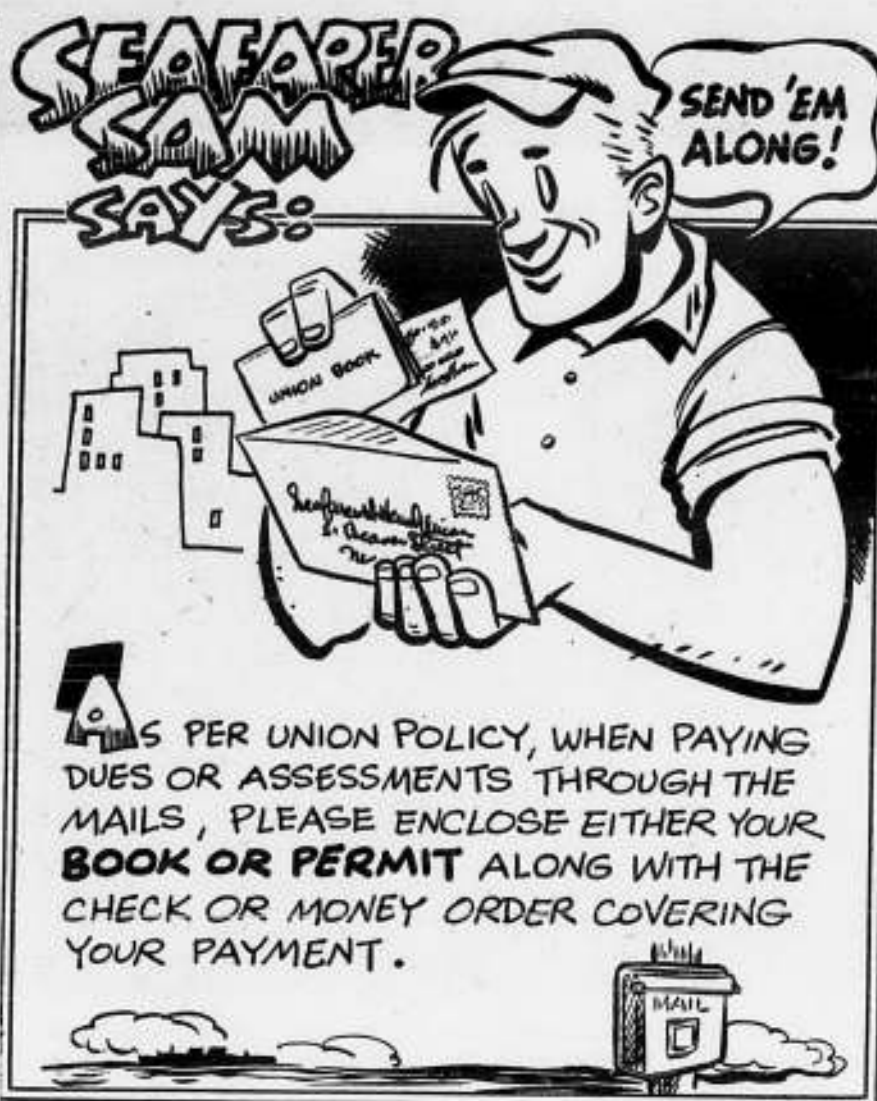
Jan. 31—Chairman, S. Turner; Secretary, Percy Mays. Delegates reported all okay. Discussion on new Coast Guard papers. Ship's Delegate read Headquarters communication concerning time off and unloading cargo. Entire crew voted support. Motion carried to work toward increasing the milk supply to that carried on other SIU-contracted ships.

Jan. 23 — Chairman, John Annal; Secretary, B. Jarvis. Delegates reported the number of books and permits in their departments. Motion carried to have one man from each department clean the recreation room daily.

Jan. 27—Chairman (not given); Secretary, Charles Hampson. Delegates reported number of books and permits in their departments. Motion carried to find out why Baltimore Patrolman did not meet ship until she had been in port 12 hours. Letter read on alien registration. Discussion on validated papers.

Feb. 4 — Chairman, Elbert Hogge; Secretary, Daniel Biedronski. Delegates reported a food beef. Delegates reported number of books and permits in their departments. Repair list to be made up by all departments. Discussion on use of bedspreads for tablecloths.

Feb. 11 — Chairman, Bill Frederick; Secretary, Joseph Malone. Delegates reported no beefs, listed the number of books and permits in their departments. Suggestion made that Steward have ventilator screens in mess-room cleaned. Bulletin read from Headquarters on unloading cargo and time off. Suggestions for



new building tabled until next meeting.

Jan. 14—Chairman, A. Brown; Secretary, Leon Baker. Delegates reported no beefs. Motion carried to concur with Headquarters letter on time off and unloading cargo. Brother Joe Bush claims his Arabian friends have been using his name for testimonials without his permission, and he wants to go on record that he has not given them his permission for such.



Jan. 27—Chairman, A. Williams; Secretary, H. Schuchman. Ship's Delegate reported that draw lists to be handed in so money can be paid in Frisco. Baker requested mixing machine for galley. Crew asked to cooperate with sanitary men by keeping gear off the deck.

Feb. 11 — Chairman, Barney Kinter; Secretary, H. Schuchman. Check to be made on Chief Electrician to see if he went to hospital in Frisco. Letter from Headquarters on time off and unloading cargo okayed. Motion carried that ship should not have sailed without a Chief Electrician, or 2nd Electrician should have been promoted. Discussion on \$50 fine for missing ship.

Feb. 11 — Chairman, Reginald Roberts; Secretary, Frank Ploppert. Ship's Delegate reported that lodging will be paid to all men due it because of welding work in Mobile. Motion carried to have a night man relieve the Fireman and Quartermaster in the first and last ports of call in the US. Discussion on buying of athletic equipment.

Jan. 29—Chairman, L. Taylor; Secretary, Lonnie English. Delegates reported the number of books and permits in their departments.

Captain to be seen about paying of port payroll.

Feb. 12—Chairman, J. Caruso; Secretary, J. Lynch. Delegates reported all okay, except in Stewards Department, where Pantryman left ship and threw additional work on department members. Crew concurred with communication concerning time off and unloading cargo.

Feb. 8 — Chairman, Buddy Benson; Secretary, Jack Ryder. Delegates reported number of books and permits in departments. Motion carried to have Patrolman check the Stewards Department facilities on the ship so he can see conditions. Union education discussed.

Feb. 14 — Chairman, James Ward; Secretary, James McLinden. Delegates reported

all in order. Communication read concerning time ashore and unloading cargo read. "Guide for Stewards Department" read. Both communications accepted. Suggestion made that the Stewards Department guide be published as a pamphlet for all Stewards Departments.

Jan. 27—Chairman, R. Strahn; Secretary, E. Boyd. Delegates' reports accepted. Motion carried that a better quality and variety of night lunch be put out. Steward requested to have fewer starches in menus. Motion carried that a record be kept of disputed engine room overtime for Patrolman.

Jan. 1 — Chairman, Joe Brooks; Secretary, John Logan. Beefs concerning no shore leave in Fort Dauphin tabled. Discussion on division of overtime among the deck men. Motion carried to install pilot light on washing machine.

Jan. 14 — Chairman, John Elliot; Secretary, Guernsey. Delegates reported no beefs. Bosun reported that coffee beef would be taken care of.

Jan. 28 — Chairman, Joe Brooks; Secretary, William Kumke. Delegates reported beefs in overtime and painting of foc'sles. Delegates to collect money for the upkeep of washing machine. Suggestion made that all crewmembers receive an itemized slip at payoff stating wages and overtime. Suggestion made that men should not send clothes to National Cleaners in Durban, as they are gyp artists.

Jan. 28 — Chairman, H. Collier; Secretary, T. Hansen. Delegates reported number of books and permits in their departments. Chairman read communications from Headquarters, which were unanimously adopted by crew.

Jan. 28 — Chairman, R. Sweeney; Secretary, John Monast. Ship's Delegate read com-

munications from Headquarters on time ashore and working cargo. Motion carried to inquire about transportation from the Edgewater dock to the 60th Street bus line. Suggestion made that Dispatchers check all books for fines before shipping.

Jan. 27 — Chairman, C. Collins; Secretary, J. Thomas. Delegates reported number of books and permits in their departments. Headquarters communication read and approved unanimously. Vote of thanks given the Stewards Department for the fine work they are doing.

Jan. 21 — Chairman, G. Seneff; Secretary, Edsel Luzier. Delegate reported all in order. Letter from Headquarters regarding time off and unloading cargo read and accepted. Black Gang overtime from Panama to be turned over to Patrolman.



Dec. 17—Chairman, L. Gillis; Secretary, J. Vorke. Delegates reported all in order. Repair list made up and approved. Three departments to alternate in keeping recreation room and laundry clean.

Jan. 2 — Chairman, L. Gillis; Secretary, J. Vorke. Delegates reported disputed overtime and the three day's room allowance for time ship was in drydock. Ten items presented to Captain for repair. Motion carried not to payoff until all beefs are settled.

Nov. 19 — Chairman, F. Engle; Secretary, W. Trolle. Delegates reported all okay. Repair list made up and approved. Steward reported he is doing the best he can to put out first class meals.

Jan. 21 — Chairman, Marion Luska; Secretary, W. Murphy. Delegates reported all in order. Suggestion made that mail can be mailed out through company agent and charged to the slopchest. Discussion on fire and boat drill stations.



Feb. 11—Chairman, Gardner; Secretary, B. Mignano. Delegates reported no overtime beefs. Motions carried to comply fully with Headquarters request concerning upgrading and suggestions for new building. Steward asked to get a better grade of ice cream in Italy.

Feb. 12—Chairman, Daniel Ticer; Secretary, Paul Whitlow. Delegates reported all in order. Headquarters communication on time off and unloading cargo brought to crew's attention and adopted unanimously. Suggestion made to check with Union as to whether

Directory Of SIU Halls

SIU, A&G District

BALTIMORE	14 North Gay St.
William Rentz, Agent	Mulberry 4540
BOSTON	276 State St.
Ben Lawson, Agent	Richmond 2-0140
Dispatcher	Richmond 2-0141
GALVESTON	308 1/2 - 23rd St.
Keith Alsop, Agent	Phone 2-8448
LAKE CHARLES, La.	1419 Ryan St.
Keith Terpe, Agent	
MOBILE	1 South Lawrence St.
Cal Tanner, Agent	Phone 2-1754
NEW ORLEANS	523 Bienville St.
Lindsey Williams, Agent	
NEW YORK	Magnolia 6112-6113
51 Beaver St.	
HAnover 2-2784	
NORFOLK	127-129 Bank St.
Ben Rees, Agent	Phone 4-1083
PHILADELPHIA	337 Market St.
S. Cardullo, Agent	Market 7-1635
SAN FRANCISCO	450 Harrison St.
Lloyd Gardner, Agent	Douglas 2-5475
SAN JUAN, PR.	252 Ponce de Leon
Sal Colla, Agent	
SAVANNAH	2 Abercorn St.
E. B. Tilley, Agent	Phone 3-1728
SEATTLE	2700 1st Ave.
Ray Oates, Agent	Seneca 4570
TAMPA	1809-1811 N. Franklin St.
Ray White, Agent	Phone 2-1323
WILMINGTON, Calif.	440 Avalon Blvd.
Jeff Morrison, Agent	Terminal 4-2874
HEADQUARTERS	51 Beaver St., N.Y.C.
SECRETARY-TREASURER	Paul Hall
ASST. SECRETARY-TREASURER	Earl Sheppard

HEADQUARTERS REPRESENTATIVES

Joe Algina Robert Matthews Joseph Volpian

S U P

HONOLULU	16 Merchant St.
	Phone 5-8777
PORTLAND	111 W. Burnside St.
	Beacon 4336
RICHMOND, Calif.	257 5th St.
	Phone 2599
SAN FRANCISCO	450 Harrison St.
	Douglas 2-8363
SEATTLE	86 Seneca St.
	Main 0290
WILMINGTON	440 Avalon Blvd.
	Terminal 4-3131

Canadian District

MONTREAL	463 McGill St.
	MArquette 5909
HALIFAX	128 1/2 Hollis St.
	Phone 3-8911
FORT WILLIAM	118 1/2 Syndicate Ave.
	Ontario Phone 3-3221
PORT COLBORNE	103 Durham St.
	Phone 5591
TORONTO	86 Colborne St.
	Elgin 5719
VICTORIA	617 1/2 Cormorant St.
	Empire 4531
VANCOUVER	565 Hamilton St.
	Pacific 7824
SYDNEY	304 Charlotte St.
	Phone 6346
HEADQUARTERS	463 McGill St.
	Montreal MArquette 7377

(Continued on Page 14)

THE MEMBERSHIP SPEAKS



Sea-Minded Guys Warned On Buying Worthless 'Info'

To the Editor:

I am writing you this letter because I would like to have some information concerning a certain "Seafarers Guide," put out by another outfit out to get money from men who are interested in finding out how they can go to sea.

I have a brother-in-law who, sometime ago, heard an urgent call over the radio and saw it in the papers, saying that the country needed men to man its ships, so he wrote into this outfit for information.

They sent him a pamphlet called the "Seafarers Guide" with all kinds of "info" on how to get into the merchant marine. I've read it over several times and to me the dope they give is so damned exact that it sounds to me like a phony deal, something like the Merchant Mariners Club of America that existed around 1945 and 1946.

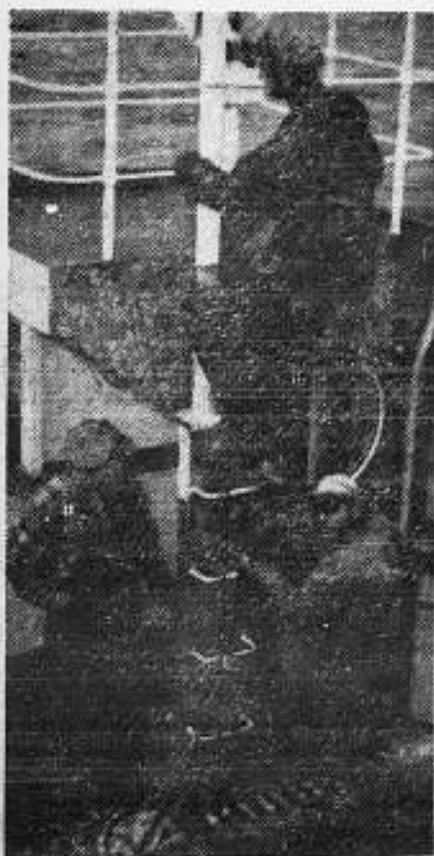
My brother-in-law also sent three dollars to this outfit to get papers by which he could sail. As yet, he hasn't received any further word.

I would appreciate it if you would look into this and notify all Seafarers through the LOG that it is a phony deal.

William P. Grabenauer

(Editor's note: Every once in awhile, we hear of men spending good dough for a lot of high-sounding talk put out by outfits that say they'll tell you how you can learn how to become a seaman and how to get your seamen's papers—all for a "small sum." The best thing for anyone in-

Bridge Game



Frank Gages, DM, tops off Jim Rawlins (left), Bosun, and Al Sandino, DM, as they chip paint with electric guns on bridge wing of the SS Seastrain New York. Lurking nearby at the time was cameraman and shipmate Glen Vinson.

terested in going to sea is to steer clear of this particular type of salesman. Actually, this outfit cannot issue seamen's papers. All it can do is tell you to go to the Coast Guard for the papers, and you don't have to pay for that kind of information. As for teaching anyone how to become a seaman by sending them a booklet to look over—well, it's just plain silly.)

Seafarer Hughes Recalled By US Marine Corps

To the Editor:

In case any of my former shipmates have been wondering why they haven't seen me around any of the Halls lately, it's because I have been reactivated in the Marine Corps.

The last shipboard job I had was an organizing job on a Mar Trades ship, the Eileen. We sailed for Korea and it looks as though it won't be long before I'll be there again. But I don't believe it'll be on a ship. If it is, however, I hope it is an SIU ship.

We have a pretty good bunch of men in the SIU and I hope they continue to do the work they have been doing. I also hope that I have the privilege of sailing with them again under as good conditions when I get out.

BE SEEING YOU

I really had it smooth sailing while being an active member of the SIU. If I get stationed in any of the ports, I will be looking forward to meeting some of the boys.

Well, I better close now, it's Washington's Birthday, but there isn't any overtime in this organization. But there will be again for me if you guys continue to have job protection.

While I'm at it I'd better say hello to some of the boys like Jack Wooten, George Bauer, Pete Hoagy, Ski Walecki, Al Belt and all the boys in Baltimore.

Roy Hughes

'Old Man' Diamond To Ride If Things Get Worse

To the Editor:

Please send the LOG to me at Gallatin, Tenn. I am moving there from my present home in Baltimore.

Keep up the good work in keeping our Union free of commies and of all kinds of fascism.

Give all the boys my regards, and if things get any worse this "old man" will call for his book again.

Until then, my best wishes to the SIU. I eagerly await the LOG at all times.

Jack Diamond

Quartet From The Puerto Rico



Since actions supposedly speak louder than words, it appears that this foursome on the Bull Lines' passenger ship are content with the shape of things as they relax during stopover in Trujillo City. Left to right: Sid Bernstein, Deck Steward; Dom Pasqua, Bath Steward; Allen Friend, MM, and Ray Garafola, QM.

Cavalier Crewmen Suggest Steward Uniform Allowance

To the Editor:

Herewith is a copy of a resolution drawn up aboard the SS Cavalier:

Whereas: Each job in the Stewards Department dealing directly with passengers, requires special pants, shoes, socks, ties, etc., and

Whereas: With each different job these items vary somewhat, and

Whereas: On each different passenger ship the Steward has his own varying ideas on what should be worn, the expense to be met by each man out of his own money eats into his take-home pay for these items, and

Whereas: Other jobs are allowed a uniform allowance for the same amount of required clothing, therefore

Be It Resolved: That this recommendation be forwarded to Headquarters by this Ship's Del-

egate for consideration and if approved to be given to the next negotiating committee to enter into the contract.

Jack Parker
W. G. Black
W. C. Eubanks
Mike Romalho

Galveston Payoff Job Suits Sea Cloud Crew

To the Editor:

Just a few lines to say we of the crew of the SS Sea Cloud paid off in the Port of Galveston, and that we sure got good representation from Port Agent Keith Alsop and Patrolman C. (Whitey) Tannehill.

We had a good trip and we all signed on again for another trip. Tell all the boys hello and the best for this year.

Joe Banson
Engine Delegate

Take Treatment At First Sign Of Flu: Korolia

To the Editor:

Well, Brothers, here I am on the good ship Del Monte, after being beached for over five months.

I am writing this letter in the hospital on the Del Monte and I would like to call to all SIU members' attention that there seems to be a flu epidemic running around and that it can spread easily.

So be careful if you get a sore throat, or if your bones start to ache, or if you've been sneezing frequently. Go get your temperature taken to see if you have a fever, as that is one way in which you can tell if you have the flu bug.

TAKE SHOTS

If and when any ship you're aboard brings up the matter of taking shots for the flu, take them, as there is nothing to it. You get one shot every 48 hours until you've had six shots. Then you get a booster. Taking these shots is protection for all concerned, because if any ship arrives in port with several cases of the flu there may be no shore liberty. The ship may be quarantined.

If you get anyone of the ailments I have mentioned above, and you confine yourself to bed, you'll probably be okay in two or three days.

On this ship we have one of the best Pursers afloat, none other than Jerry Lurie, who is known by thousands of seamen. We get good treatment and a diet of juices and soups. Yes, Brothers, if you catch the bug in time, you'll be okay in nothing flat. But if you allow it to go along without doing anything about it, you can run into serious trouble.

By the time this is published, I'll be making the rounds in Brazil, checking on all my senioritas after an absence of 14 months. Happy sailing to all!

Spider Korolia

Log-A-Rhythm

Incident Of French Shore Leave

By "Chanvig"

You know we Paolians stormed France
Some miles or so away;
Call it what you will, or romance,
What it's worth, or gainsay
The time of leave is short ashore,
Things are many to do;
Dewey and I in pair made for
Shopping to do and brew.

The clock had us licked, for its hands
Had no elbows to bend,
And, as ours did, our parched demands
Did fuller time distend.
Till at last I turned to Dewey
And urged to do our chores,
And later quaff the foam brewey
Whilst now to take on stores.

"Right," he said, "we've letters to send
And other things to do,
So many days at sea we spend,
And hours ashore are few,
It's hard to crowd our time so close,
But hurry and we'll see
If—wait, perhaps to ask I s'pose
The whereabouts of places, we - - - ?"

Not quite incoherent, but near,
I smiled a silly smile
As walked toward us did appear
An old lady of style.
He spoke to her, made gallant bow,
Kissed her cheeks with French grace.
Amazed, I asked, "Post office now?"
—"Hell, no! Her daughter's place."

Think It's Easy?



Body building enthusiasts on Salem Maritime group behind bar-bell for photo by Brother Deri. Men are identified as (left to right) Ed, AB; John, Wiper; John; Bill, AB; Ray, Pumpman; Harvey, AB; Smitty, Wiper, and Reynolds, OS.

Seamen's Forward Strides Held Impossible Without Aggressive Union Representation

To the Editor:

I just got through reading the article by Bunker in the last issue of the SEAFARERS LOG on conditions that existed for seafaring men about 100 years ago.

The thing that impressed me in the article, along with how rugged it was to make a living at sea, was that a good many of those conditions could exist today—if it weren't for the fact that we are organized in a strong body.

The article says that Richard Dana, who wrote yarns about seamen, helped get several maritime laws in those days that gave the seaman a lot of rights he never had. Dana also recommended that shipowners get out and see that their ships were put in decent shape and made into fit places for seamen to work and live.

UNION DID IT

I agree with Bunker that these seamen's rights and Dana's rec-

ommendations didn't mean anything until seamen got themselves union representation.

If we didn't have the strong organization with the on-the-spot representation that we have today, we wouldn't have come such a long way in the past 100 years. As a matter of fact the biggest gains made by seamen have been made in the last 10 or 12 years, and mostly in the last five or six.

A lot of guys who have come into the SIU lately might have the idea that the present high wage scale that we have, the manning scales, the detailed working agreements and all the rest just came about gradually.

Just for the record, I'd like to remind them that we have a chance to enjoy a decent livelihood and some security only because the SIU was strong enough to fight for—and win—these things.

Sure, we've got refrigerators on ships today and a lot of other

things that they didn't have in those days. But those refrigerators wouldn't be any better stocked than the food barrels were 100 years ago, if we didn't have Union organization and representatives to keep fighting the operators to improve the feeding and other conditions on board ship.

TOUGH CUSTOMERS

Shipowners are no different from any other group of bosses. They're in business to make a profit, and they'll give the people working for them as little as they can. They give only what they have to give.

Seamen haven't got any more rights today than they had 20 years ago. But any SIU man today would consider a seaman's life of 20 years ago as a dog's life.

The difference in conditions of then and now is only that today we have Union organization. Seamen's rights—no matter how nice they look on paper—don't mean a thing if you're not strong enough to back them up, and to fight for them. The average seaman wouldn't have a chance as an individual against a shipping company.

UNIONISM PAYS OFF

The Seafarer today gets what he is entitled to these days because he has enough sense to know that his strength lies in his Union. The shipping companies have learned that the Seafarers are here to stay and that they can deliver their end of a contract. They know the SIU will fight to get its membership a decent living and decent shipboard conditions in return.

I don't know whether I got my point across. Anyway, I think that when we read about conditions that existed for seafaring men many, many years ago we ought to remember that there were no unions then.

I really enjoyed reading that article in the LOG. I just hate to think how it might be today if I had to sail without the benefits of membership in the SIU.

M. (Blackie) Colucci

No Delay In Shipping Out When Filing For New Papers

To the Editor:

There were several things in the January 26 issue of the SEAFARERS LOG that I didn't fully understand.

On the front page, in the article "Go After Your Rating," it said: "the Maritime Administrator is seeking draft deferment for rated men only."

During the year previous to my retirement in April 1949, I sailed as Second Electrician. (I am married and an expectant father.)

Are Second Electricians considered to be deferrable rated men? Or does the term "rated men" apply only to Chief Electricians? Are Firemen and Oilers also deferrable?

In the article headed "Coast Guard Procedures For Getting Endorsements," on page 3, it was stated that application forms for validated papers are available at any Coast Guard office. In order to ship out, will it first be necessary for me to acquire validated papers?

Could I apply in writing for them now, before I ship out, and pick them up after the trip

is over? If I must have the validated papers before I can get a ship, could I fill out the form at home, wait 60 days, then go to New York to pick them up?

Earl Huebner
Clinton, Iowa

(Ed. Note: So far, no blanket deferments have been established by Selective Service, discretion in the matter of deferments still being in the hands of the local draft boards. The SIU is pushing for a national policy of deferment for seamen, the latest representation having been made by its Washington representative a short time ago, as was reported in the last issue of the LOG. The term "rated men" referred to applies to all ratings sailing above Ordinary Seamen, Messman and Wiper. The second question—on getting validated papers—was answered on page 8 of the last issue of the LOG, as follows: "Members returning to sea can sail with their old papers. However, they must apply for the emergency-type of document when they sign-on aboard ship. After they have been screened and approved, they will be issued the new papers. They do not lose any time waiting for the validated papers.")

RINEHARTS DONATE BLOOD REGULARLY TO AID SEAMEN

To the Editor:

I receive the SEAFARERS LOG every two weeks and I sure enjoy reading it, as it keeps me informed about the Union while my husband, "Reds" Rinehart, is at sea.

He is now Deck Engineer aboard the SS Anniston City. When he is home, we make it a rule to go to the Baltimore Marine Hospital and donate blood for merchant seamen.

He hasn't been home since September, but I still go every two months to donate blood, which I credit to the SIU.

Mrs. Gertrude Rinehart
Baltimore, Md.



It's easy when you know how. Bill holds the 115-lb. bar-bell over his head to demonstrate his know-how — and muscles.



Ship's Delegate Deri is as adept with the bar-bell as he is with the camera. With one hand, too.

Student Cook Hails SIU's Steward Training Program

To the Editor:

Just a line asking that you change my mailing address from Vandalia, Mo., to New Haven Conn. I sure do enjoy reading the LOG. Keep it coming.

I'm on the beach here in New Haven, at least temporarily. I'm attending the Restaurant Institute of Connecticut, which is really okay. They have a lot on the ball there. It is for sure that you can't take eight to sixteen months of cooking instruction without learning something.

I think that the Stewards Department training school program being set up by the Union is a darn good idea. I'm all for it.

A couple of suggestions I'd like to make:

One is that the ships' minutes all have the date on them (only a few do), and perhaps even state where she is bound.

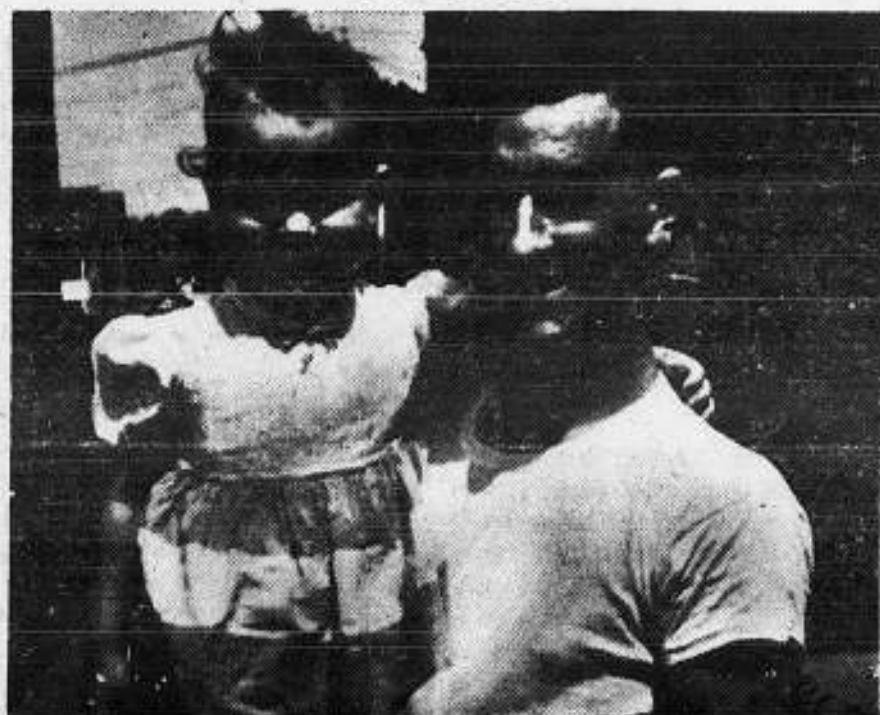
Also that the Branch meetings state how many men actually attended that meeting. If this was done, it would be easier to figure out how many men were there waiting for jobs. As it is, you only know how many registered and shipped in the past two weeks.

Bill E. Doyle

(Ed. note: All ships' minutes appearing in digest form in the LOG give the dates on which the meetings were held.

Also, the last sentence of each Branch's minutes contains the number of men in attendance at the meetings, as a check of any issue of the LOG will show. If at any time any of this data does not appear, it is because it was not given in the original minutes.)

Say Uncle



Mutual admiration is written all over the faces of Seafarer Lucien Robert Elie and his niece, Laurice McCarthy. Laurice's parents are Mr. and Mrs. Charles McCarthy of New Britain, Conn.

Ship To Shore



After six years of sailing on SIU ships, Cecil B. Miles has turned to foot-slogging for the US Army. Here he is during maneuvers somewhere near Camp Atterbury, Indiana, where he's temporarily stationed.

Senate Report On CS Drive Reveals SIU Won Rough Go

To the Editor:

Reading about the Senate Labor subcommittee's report on the hearing held in the Cities Service case got me to thinking about a few things.

The Senate committee recommended that Congress investigate the employment practices in the unorganized sections of the maritime industry, and its recommendation was based on what it found out in the Cities Service hearings, according to the story in the LOG.

The committee feels that things are pretty rugged in the unorganized tanker field. Cities Service was one of the leaders of the labor spy set-up until the SIU brought it under contract.

So I was thinking that we must have plenty on the ball if we were able to bust through all the obstacles that were put in the Union's way and to come out with an agreement with a major tanker company.

I wonder if all of us who are sailing the ships have ever taken time out to think of what a struggle it was to get CS under the SIU banner.

BEAT NMU

I really think that sometimes our membership doesn't fully appreciate the tremendous job that was done in that fleet, especially since the company had said that no union would ever make headway in its fleet. Remember, too, that the company had been successful in smashing the NMU's attempt to organize its seamen on two occasions.

During the thick of the fight, when the company seemed to be getting away with its stalling and firing, and all the rest of its maneuvers, I recall that there were even a few of our own men who felt that the SIU was banging its head against a stone wall. It might have looked that way at times, but the Union certainly must have known what it was doing.

After all, I also remember that during the Isthmian campaign there were guys in our Union who said that the company would never be organized, and that we were wasting our time and energy in trying to win a contract. But we nailed that one, too.

I've felt right along that when the SIU sets out on a course, it will make port.

The success of the CS cam-

paign, like the Isthmian campaign and the many other problems tackled by our Union, proves that we can do a job—no matter what obstacles are stuck in our way.

I guess the answer is that we've got a membership that will stick together through thick and thin and see things through. It proves that a united membership, plus good planning and strategy, can accomplish most anything.

Albert Lee

Warns Against Peddling Liquor To Guys In Khaki

To the Editor:

While in a Korean port recently, I saw a seaman sell some whiskey to a soldier. I don't know which union the salesman belonged to, but that's besides the point. There's a lesson in it for all of us.

My experience is that there aren't many guys in our Union who'll go in for this type of salesmanship, but one guy can be enough to ruin everything.

Selling whiskey to servicemen would be a harmful thing to our members, because it would be bad publicity for the Union. What hurts our Union, hurts our membership and vice-versa.

If any of our men were caught selling liquor to GIs in Korea, all of our good work—and the Army has already acknowledged the job we are doing on several occasions—would be covered up by the bad publicity resulting from a few irresponsible guys.

TYPICAL GUYS

No SIU man likes to get a raw deal, and the typical GI is just like the typical Seafarer in this respect.

Let's not jeopardize continued recognition of the job Seafarers are performing in getting the goods to the front lines. If you see anyone selling whiskey to a soldier in Korea it's your duty to see that the practice is stopped.

This, of course, doesn't mean that if a seaman has a bottle he shouldn't give a GI one or two on the house—if no rules will be broken. If the situation were reversed, you'd appreciate it.

Whitey Reid

SIU Sweetheart



This winsome lass has been voted one of the sweethearts of the Del Norte by Seafarers aboard the Mississippi ship. She's Shirley Louise Campbell, whose dad is Coolidge Campbell, AB. Sweet choice, we'd say.

ARMY COULD USE PATROLMAN, SAYS PRIVATE BECAR

To the Editor:

I want to have the LOG sent to me while I'm in the Army. As you know, a lot of us SIU men are being taken in the Army, and most of us who love the sea miss it and our old shipmates very much.

The Army is no joke, especially for men who have been used to good SIU representation. I sure wish at times that I had a Patrolman here to straighten out a few things.

But one of these days, I'll be able to go back to the job I love. In the meantime, please send me the LOG so I can keep informed and not be ignorant of what's happening on the seafaring front.

Pvt. Stephen Becar.
ER-13313211
5th E.T.C., T.O.S.
Aberdeen Proving Ground,
Maryland

Tole Kisses Princess Rita's Hand Once, Receives Six Salaams From Hubby Khan

To the Editor:

This is my first letter to the LOG by way of giving a big build-up to a wonderful trip.

We sailed from New York on the Robin Wentley last December 5 for the African run, went all the way around and are now on the way back to Capetown.

The Wentley softball champs played three games in Mombasa taking the first game from the team of the SS African Moon. In the other two games, played with a local British team in the same port, we broke even.

Also in Mombasa, on or about January 18, in the patio of the Palace Hotel, I kissed the hand of the beautiful Princess Aly Khan, better known as Rita Hayworth.

The Khan himself bowed six times and gave me a big smile, so I have the idea I must have done the correct thing.

In Mozambique, the devotees of Izaak Walton aboard this ship caught enough fish for everybody.

I made one trip with this company about three years ago, and on that trip studied and memorized the Constitution of the United States. On this trip, in my spare time, I have written

Fund's 500G Bond Purchase Hailed As Confident Move

To the Editor:

If I have to say so myself, when the SIU does something it does it right. That news about the Welfare Plan investing \$500,000 of its reserves in Government bonds proves my point.

By putting that much dough in bonds issued by the United States Government, the SIU Welfare Plan has done more than just make sure that its money will draw interest which, by the way, was a smart enough move in itself.

I believe that this bond purchase is typical of the sound approach made by the SIU in meeting practically any situation it faces.

The SIU has a record in fighting the communists as enemies of democracy that I think is second to none. The investment in Government bonds carries this fight just a bit further. It shows that we believe firmly in the future of our country and its democracy.

It shows, too, that we pay more than lip service, and that we have faith in the future of our democratic institutions. I, for one, am particularly glad that the

SIU trustees made the very wise decision that they did when they moved for purchase of US Government bonds.

As a result, our welfare as seamen is tied in with the welfare of the nation. We know darn well that there is no future for any union man under any kind of system that isn't democratic.

The way I look at it is this way: We Seafarers are always ready to do our share in fighting to preserve the kind of setup we have in this country. I think we've showed that much already. And I'm sure that we're ready to do that much, and more, once again if our country is ever in danger.

Not only that, we're certain that the democratic way will always win out and, as our purchase of Government bonds shows, we're willing to stake a huge hunk on the future of America, and on our belief in it.

That story of the Welfare Plan's investment was about the biggest and best news I've read anywhere in a long time. Makes me feel even more proud to call myself a Seafarer.

Jim Allerton

Dushane's Draft Stay Plea Wins Approval As 'Good Job'

To the Editor:

I'm not of draft age so what I have to say is strictly from the standpoint of seamen in general. In the last issue of the SEAFARERS LOG I read with great interest of what our Washington representative, Matthew Dushane, has been doing to try to get Selective Service officials to set up a policy of deferment for merchant seamen.

Dushane's argument in favor of such a policy packed the real meat of the situation, and the proper Government representatives would be very wise to pay attention to his recommendations.

Like Dushane said, the problem of manning the country's merchant ships is a national one and it seems that local boards are not hep to it, otherwise they wouldn't continue to draft skilled seamen throughout the nation.

As the SIU's representative in Washington, I think that Dushane rates a vote of thanks, not only from the seamen, but from the nation as a whole, for working in what certainly is the best interests of our national defense effort. He's been right on the ball.

Robert Cromwell

Every Seafarer A Reporter

Every Seafarer aboard ship is right where the news is breaking. What goes on aboard SIU-contracted ships and the activities of their crewmembers can make interesting reading.

All you have to do to translate these activities into stories or reports to be read by the rest of the membership is to jot down the facts and forward them to the SEAFARERS LOG. If you can turn out a good yarn, that's fine. But if you think you can't, then all you need do is write down the details and we'll take care of the rest.

Pictures heighten the interest of a story, so if you have snapshots taken on your voyage, send them along too.

Let's make every Seafarer a reporter. Submit your stuff to the SEAFARERS LOG, 51 Beaver Street, New York 4, N. Y.

Here's Chick



Bosun Chick Troche of the SS Arizpa strikes a fighting pose, but with a smile on his face, for the ship's cameraman. Despite the stance, Chick is a congenial guy, a good sailor, good shipmate and good Union man. What more could you ask?

Crews Back Union Policy, Returns Show

(Continued from Page 1)

were to turn to for the discharging operation in a foreign port. The unloading in question was made necessary by the emergency confronting the nation and its allies. Because of the gravity of the international situation, and the consequent need for continuing an uninterrupted flow of supplies to the democratic nations and the US Armed Forces, the SIU urged all hands to turn to as requested.

OBSERVE CONTRACT

In messages to all contracted ships throughout the world, the SIU pointed out that the Union contract makes provisions for this type of cargo work and stressed the need for sticking to the agreement.

The question of time ashore was brought up by the Union because some crews in war areas may feel that they are being deprived of some of the traditional rights they enjoy under normal circumstances. Going ashore, was one of these.

HANDLE BEEFS PROPERLY

The Union advised, therefore, that if such a beef, or similar ones, should arise, crewmembers should not take time off on their own, or to make a ship-board beef out of it. Ship's Delegates were urged to discuss the problem with the Skipper and if the beef was not disposed of satisfactorily at that point, it would be handled at the payoff in the usual manner, with overtime being collected where called for by the contract.

The two important points were explained fully in communications forwarded to all SIU vessels along with the air-mailed copies of the LOG. The replies showing the overwhelming approval of the recommendations have been arriving at Headquarters continually since then.

Shipping Very Good In Mobile And Looks Bright For Future

By CAL TANNER

MOBILE — Shipping in this port for the past two weeks has been very good, what with the crewing up of two ships from the laid up fleet, plus the regular scheduled ships that paid off and took replacements.

After checking with Waterman and Alcoa, it looks like it will continue to be good for the coming two weeks with the following ships due in to payoff and to take replacements: The Alcoa Pointer, Alcoa Pilgrim, Alcoa Runner, Alcoa Corsair, Iberville, Monarch of the Sea and the Morning Light. The Chickasaw is due but is in-transit.

SEEKS WAIVER FOR ABS

Since the last report we have been up to see the Commander and Commissioners of the Coast Guards, to see if we can get a waiver for the men who have blue AB Tickets. At the present time they will not sign on but one, and we are trying to get them to sign on more than one to be prepared for the future.

We have plenty of ABs on the beach, but it looks like they all

Union Wreckers Warned

The SIU is on record that charges will be placed against men guilty of being the following:

PILFERERS: Men who walk off ships with crew's equipment or ship's gear, such as sheets, towels, ship's stores, cargo, etc., for sale ashore.

WEEDHOUNDS: Men who are in the possession of or who use marijuana or other narcotics on board an SIU ship or in the vicinity of an SIU Hall.

GASHOUND PERFORMERS: Men who jeopardize the safety of their shipmates by drinking while at work on a ship or who turn to in a drunken condition. Those who disrupt the operation of a ship, the payoff or sign-on by being gassed up.

All Seafarers, members and officials alike, are under obligation to place charges against these types of characters.

Polio Went On Rampage In '50; March Of Dimes Girds For 1951

Polio struck again in 1950. For the third consecutive year, infantile paralysis went on a rampage across the nation, striking more than 30,000 men, women and children.

Only once before—in 1949—had polio attacked with greater violence. The toll of that tragic year was still being counted as the fresh onslaught began.

Hospitals and clinics were still crowded with polio patients from previous epidemics who were depending upon March of Dimes aid for continuing treatment.

Then, on top of this staggering load, came the new cases. Dozens, at first. Then hundreds. Then thousands and more thousands, as the epidemic swept the country from California to New York and from Texas to Alaska.

FUNDS NEEDED

Before 1950 was over, March of Dimes funds had assisted in some measure more than 54,000 polio victims of this and other years—at a cost of \$20,000,000. And that wasn't enough.

The National Foundation for Infantile Paralysis, for the second successive year, was forced to operate at a deficit.

Polio played no favorites in 1950. Every section of the country suffered heavy attacks.

Texas, the battleground of ma-

jor epidemics for six of the last eight years, was hit harder than ever before.

Virginia, with a long record of light incidence, suddenly found itself the focal point of a raging epidemic.

Maryland and Iowa watched their case records climb to unprecedented heights. But, whether records were broken or not, it was evident that the entire nation still was being battered by a polio wave higher than any in our previous experience.

The last three years have been the three blackest polio years in the nation's history. Cumulative incidence for this period reached the monstrous total of 100,000 cases—almost as many as the entire case load for the preceding ten years.

Fortunately, wherever polio hit, a Chapter of the National Foundation for Infantile Paralysis was on the spot, ready to help the patient, his family, and the entire community, as necessary.

The local Chapter was the first line of defense against the disease. Its chief weapon was money—money contributed by the American people to the annual March of Dimes.

March of Dimes money, administered by 2,822 National Foundation Chapters serving the entire nation, has paid bills for patient care totalling \$47,000,000 during the last two years.

EXPENSIVE FIGHT

Under the pressure of successive epidemics 873 Chapters in 45 states were broke by mid-October of 1950 and had to turn to their national office for financial assistance.

Before the year was over, National Foundation headquarters had sent out more than \$7,500,000 in supplementary aid to these hard-hit areas. There were no more reserves for patient care. Every last penny had been spent.

March of Dimes money paid hospital bills for thousands of families who could not meet the high cost of polio care unaided. Four out of every five of the stricken needed—and received—financial assistance from the National Foundation and its Chapters.

March of Dimes money paid for nursing care, physical therapy, transportation, wheelchairs, braces and crutches whenever necessary. Help was given to all who needed it, without regard to age, race, creed or color.

March of Dimes money paid salaries, travel expenses and maintenance of more than 1,600 desperately needed nurses recruited for the National Foundation by the Red Cross for emergency service in high-incidence areas in 37 states.

FBI Director Asks People To Join In Security Watch

J. Edgar Hoover, director of the Federal Bureau of Investigation, called on all Americans today to mount guard on the nation's internal security, but warned against "witch hunts."

He said the country's enemies were stirring and that every loyal citizen had a share of responsibility in protecting the

United States against spying and sabotage.

Hoover issued his call in a statement on national security prepared for The Associated Press at its request.

"As our mobilization program becomes a reality, we must expect that those who would like to weaken America will move into action," he said. "The communist party has become more and more an underground organization."

WATCH FOR THESE

The FBI head said the public should be alert to report directly to the FBI all information relating to:

1. Allegations of espionage, sabotage or subversive activities.
2. Foreign submarine landings.
3. Suspicious parachute landings.
4. Possession and distribution of foreign-inspired propaganda.
5. Theft or unauthorized possession or purchase of large quantities of firearms, ammunition or explosives, or short-wave transmitters and receivers.
6. Poisoning of public water supplies.
7. Chartering of airplanes for flights over restricted areas.
8. Fires and explosions of an unusual nature affecting any phase of the defense program.
9. Suspicious individuals loitering near restricted areas.
10. Possession of radioactive materials.

In inviting every one to be on the alert, Hoover cautioned citizens against attempting to conduct their own investigations or engaging in gossip or idle rumor.

MUST GUARD LIBERTIES

"The protection of the nation's internal security is a two-fold responsibility," he said. "It must encompass not only the safeguarding of the nation's secrets and vital areas, but also guarantee that the civil liberties of the citizen himself will not be violated."

"Vigilante action and 'witch hunts' only contribute to hysteria. The task at hand must be carried out in a calm and organized manner if the results are to be effective."

Hoover pointed out that President Truman, in a directive issued July 24, 1950, also requested individual citizens and patriotic organizations to help by reporting suspicious circumstances to the FBI.

Other personnel furnished on the same basis included more than 100 physical therapists and approximately 120 nursing consultants.

March of Dimes money shipped more than \$1,000,000 worth of iron lungs, hot pack machines and other vital equipment on spot notice from seven equipment depots strategically located throughout the nation.

ALL-OUT WAR

Up to mid-October these depots had rushed into epidemic zones 521 respirators, 299 hot pack machines, more than 200 cribs and beds, and a heavy volume of miscellaneous hospital supplies and equipment.

March of Dimes money did double duty throughout 1950, paying for long-term care and rehabilitation of thousands crippled in previous years while at the same time fighting the new epidemics.

From May through August, National Headquarters sent out more than a million dollars a month to replenish Chapter funds exhausted by the double burden.

If polio strikes again in 1951, we must be prepared to strike back. Epidemics cannot yet be prevented. We can no longer anticipate "light" polio years. More people are being stricken, more patients need care, more money is needed than ever before.

The nation's 10 worst polio epidemics:

1949	42,173 cases
1950	over 30,000 cases
1948	27,902 cases
1916	27,363 cases
1946	25,698 cases
1944	19,029 cases
1931	15,780 cases
1945	13,619 cases
1943	12,450 cases
1935	10,839 cases

Notice To All SIU Members

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

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

PLEASE PRINT INFORMATION

To the Editor:

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

Name

Street Address

City Zone State

Signed

Book No.

Digested Minutes Of SIU Ship Meetings

(Continued from Page 9)

ammunition carried can be considered penalty cargo. Crew asked to fill out beneficiary cards as soon as possible.

§ § §
KATHRYN (Bull), Feb. 18 — Chairman, Alan MacDonald; Secretary, Pete Caludia. Delegates reported on disputed delayed sailing. Discussion on lack of penalty hour for work done in Puerto Rico. Motion carried to warn crew when trash is going to be dumped, so ports can be closed. Bosun criticized for unequal distribution of overtime in deck gang.

§ § §
AMES VICTORY (Victory Carriers), Feb. 11—Chairman, Earl Spear; Secretary, S. Scott. Delegates reported number of books and permits in their departments. Secretary read communication from Headquarters concerning crew suggestions for new building. Suggestion made that repair lists be submitted before end of voyage.

§ § §
SEATHUNDER (Colonial), Jan. 13 — Chairman, Walter Reidy; Secretary, K. Brittain. Delegates reported all okay. Steward asked to have fresh bread made more often. Crew asked to cooperate in keeping ship clear during passage of Suez Canal.

§ § §
Jan. 28—Chairman, W. Reidy; Secretary, I. Smilowitz. Delegates reported all in good shape. Motion carried to bring charges against the men who jumped ship. Linen to be exchanged piece for piece.



§ § §
ROYAL OAK (Cities Service), Jan. 24 — Chairman, Edgar Anderson; Secretary, H. Zirkel. Delegates reported number of books and permits in their departments. Members advised to read new clarifications posted on bulletin board. Ship's Delegate reported that the company has admitted that messmen are overworked, and has agreed somewhat to our demands.

§ § §
Feb. 7 — Chairman, Clifton Green; Secretary, Richard Keeler. Delegates reported number of books and permits in their departments. Suggestion made that parts for washing machine be obtained by the company. Ship's Delegate reported question on collecting overtime when sailing board is changed.

§ § §
STEEL DESIGNER (Isthmian), Dec. 30—Chairman, Mike Rossi; Secretary, Hector Conrad. Delegates reported some disputed overtime in deck; other okay. Chairman discussed rusty water, and suggested that tanks be thoroughly clean. Vote of thanks given Electricians for splendid work done on washing machine and ice box.

§ § §
Feb. 4—Chairman, Mike Rossi; Secretary, Hector Conrad. Delegates reported all in order. Crew praised for fine cooperation during trip. Discussion on Headquarters letter concerning time ashore and unloading cargo. Unanimously adopted.

§ § §
STONY CREEK (American Tramp Shipping Development), Jan. 29—Chairman, J. Manfredi; Secretary, O. Payne. Ship's Delegate reported that customs had fined the ship 25,000 francs for

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!

cigarettes. Motion carried that Ship's Delegate check with the American Consul to see if there are any American seamen available as replacements. Motion carried to accept Headquarters communication concerning time off and unloading cargo. Motion carried that Ship's Delegate write Headquarters for overtime sheets and copies of the agreement.

§ § §
ABIQUA (Cities Service), Feb. 4—Chairman, Carlton Richards; Secretary, K. Skonberg. Delegates reported number of books and permits in their departments. Crew told to be dressed properly at mealtime. Welfare cards handed out to the crewmembers.

§ § §
BRADFORD ISLAND (Cities Service), Feb. 14—Chairman (not given); Secretary, R. Chamberlain. Ship's Delegate reported that none of the promised painting was done. Letter was sent to Union Headquarters concerning shore leave in Mexico. Suggestion made to have 160 quarts of milk put aboard in Marcus Hook. New repair list drawn up and approved.

§ § §
LAWRENCE VICTORY (Mississippi), Jan. 14 — Chairman, Donn Wilson; Secretary, John Coccillato. Ship's Delegate reported crew, as being three men short. Ship's Delegate to see Captain about picking up replacements in Yokohama and promoting Engine Utility to 2nd Electrician.

§ § §
MICHAEL (Carras), Jan. 7—Chairman, Anderson; Secretary, J. Demitreadis. Ship's Delegate reported that crew messman had deserted and a report will be sent to Headquarters in the mat-

ter. Suggestion made that all foc'sles and galley be painted.

§ § §
Jan. 26—Chairman, R. N. Air; Secretary (not given). Delegates reported no beefs. Captain reported to disputing some overtime and lodging. Discussion on voting on questions of time off and unloading cargo. Ship's Delegate to ask Captain to put up foc'sle card and slopchest list.

§ § §
ANNISTON CITY (Isthmian), Jan. 4—Chairman, Lester Long; Secretary, A. Anopol. Ship's Delegate read to crew letter from Headquarters on unloading cargo and denial of time ashore. Crew voted unanimously to support letter. Voted to put washing machine ashore in care of Mr. Flynn, to be put on any Isthmian ship without a machine.

§ § §
CATAHOULA (Cuba Distilling), Jan. 27 — Chairman, L. Laya; Secretary, L. Stephenson. Ship's Delegate reported he still had not received answer to letter on mattresses and food supply. Motion carried to adopt Headquarters message on time off and unloading cargo. Vote of thanks given A. Capote, Ship's Delegate, for collecting money for Brother Luis Torres, who lost his child recently.



§ § §
SANDMATE (Construction Aggregates), Feb. 15—Chairman, Ed Bender; Secretary, John Cole. Delegates reported all in order. Motion carried that a curfew of 11 p.m. be placed on television programs, except in case of a special event. Motion carried that card players softpedal their

noise and bar from future games all loud squawkers. Discussion on seasoning of food. Motion carried to put out food moderately seasoned and let crew season to taste.

§ § §
ALCOA POINTER (Alcoa), Jan. 26 — Chairman, Willie Young; Secretary, Avery Hatch. Delegates reported all running smooth. Concurred with Headquarters communication concerning unloading cargo and time off. Beef raised about Steward cutting down linen and taking cookies from messroom. Crew instructed Steward to have a box of cookies available in the messroom at all times. Steward asked to cooperate more and work toward greater crew harmony.

§ § §
MV SOUTHERN CITIES (Southern Trading), Feb. 13—Chairman, Walter Terry; Secretary, Bob Brown. Discussion on repair list to be made up before ship hits shipyard. Suggestion made that dates be made for future meetings. New men to be instructed on sanitary work by departmental delegates.



§ § §
SALEM MARITIME (Cities Service), Feb. 3—Chairman, Roy Bruce; Secretary, Prokopuk. Delegates reported on books and permits in their departments. Motion carried to have 120 quarts of milk put aboard at each end of trip. Beef registered on fact that milk containers have been found not filled. Motion carried to donate \$20 to LOG for bound volumes.

§ § §
GOVERNMENT CAMP (Cities Service), Feb. 4 — Chairman, John T. Armal; Secretary, J. Parker. Delegates reported on books and permits; Stewards Department Delegate reported some disputed overtime. Motion carried that 120 quarts of milk, instead of 80, be put aboard. Petition to be drawn up on milk situation. Suggestion made that more night lunch be put out.

§ § §
REPUBLIC (Trafalgar), Jan. 14—Chairman, E. Wallace; Secretary, Floyd Starkey. Delegates reported number of books and permits in their departments. The Deck Department agreed to let the Stewards Department men paint their own rooms, as the Deck Gang had all the work it could handle. Vote of thanks given the Stewards Department for the fine food. Suggestion

made that ship's fund be started with a 25 cents donation from each crewmember.

§ § §
Jan. 21—Chairman, F. Starkey; Secretary, William Prince. Ship's Delegate reported there was a performer aboard who will have to get off in Port Arthur. Engine Delegate reported 12 hours of disputed overtime; other departments, okay.

§ § §
FRANCES (Bull), Feb. 5 — Chairman, R. Prideaux; Secretary, A. Sanchez. Ship's Delegate reported that Patrolman will be seen about better sailing board time. Communication from Headquarters read and accepted.



§ § §
EDITH (Bull), Feb. 4—Chairman, J. Johns; Secretary, W. Barth. Delegates reported all in order. Repair list made up and approved. Motion carried to have sufficient funds in treasury to be able to call a repairman down to give washing machine a general overhaul.

§ § §
INES (Bull), Feb. 2 — Chairman, H. Orlando; Secretary, F. Loriz. Delegates reported a few hours of disputed overtime. Motion carried to have a report made up on the OS who missed the ship in Trieste. Motion carried to refer to Patrolman matter of painting foc'sles. Vote of thanks given the Purser for his fine cooperation with the crew.

§ § §
ROBIN LOCKSLEY (Robin), Jan. 20—Chairman, Steve Bergeria; Secretary, Vernon Porter. Delegates reported no beefs. Engine Delegate moved that the messroom tables have glossy surfaces and should use table cloths. Lockers to be inspected for needed repairs. Short talk on the importance of filling in overtime sheets properly was given by the Engine Delegate.

§ § §
VENORE (Ore), Jan. 29 — Chairman, M. Faircloth; Secretary, E. Tucker. Delegates reported on books and permits in their departments. Ship's Delegate to confer with Captain concerning the Skipper's desire to charge \$5 for windscoops. Crew voted in favor of two Headquarters communications concerning time off and unloading cargo.



§ § §
ALCOA PENNANT (Alcoa), Jan. 24 — Chairman, E. Fields; Secretary, J. Hicks. Decision made to purchase washing machine in States after a talk with the Captain. Motion carried to accept communication from Headquarters. Repair list made up and accepted. Vote of thanks given Chief Steward for Christmas tree and presents.

§ § §
ALCOA CORSAIR (Alcoa), Jan. 28 — Chairman, Major Costello; Secretary, J. Roberts. Delegates' reports accepted. Ship's Delegate reported that Chief Engineer stated that, if crew is to use fan room for storing movie films, it will have to be kept clean. Motion carried to contact a film rental house for the best deal on films.

How To Increase The Strength Of The SIU

Elect the most capable man as Delegate.

If you are elected Delegate, accept your job seriously. You are the Union's representative aboard ship.

It is part of your duties as a good Delegate, and a good Union man, to acquaint yourself with our literature and contracts, especially the contract under which you are sailing.

Hold Union meetings regularly.

Hold educational meetings to instruct, not only permits, but also bookmen who are in need of a refresher.

Make certain there is a sufficient supply of Union literature aboard your ship.

Cooperate with your shipmates and your Delegates.

See that the Union contract is lived up to by both sides.

If anyone wants to perform and jeopardize our contracts let them first read the improved working and living conditions we've gained over the years. If they still insist on being bad actors—bring them up on charges!

Minutes Of A&G Branch Meetings In Brief

BOSTON—Because of a lack of a quorum, the regular meeting could not be held.

The Dispatcher gave his report on shipping, and the meeting was adjourned.

NORFOLK — Chairman, Ben Rees, 95; Recording Secretary, James A. Bullock, 4747.

The Chairman explained that, in view of the fact that there was no quorum, a regular meeting could not be held. Instead a special meeting was called to check the shipping cards, and to hear the Dispatcher's report. The meeting was adjourned with 20 members present.

SAVANNAH—No meeting was held due to a lack of a quorum.

TAMPA—No meeting was held due to a lack of a quorum.

Agent White reported that everything was running smoothly, and that shipping has boomed for this port.

SAN FRANCISCO—No regular meeting was held due to a lack of a quorum.

GALVESTON—Due to a lack of a quorum no regular meeting was held.

The Agent gave his oral report, dealing with the present excellent state of shipping in Galveston and the prospects for the future. He was followed by the Dispatcher, who reported the shipping figures for the past two weeks.

MOBILE—Chairman, L. Neira, 26393; Recording Secretary, J. Carroll, 14; Reading Clerk, R. Jordan, 71.

Previous Mobile minutes were read and accepted. Secretary-Treasurer's financial reports and Headquarters report to the membership were read and accepted. Minutes from other Branches holding meetings were read and concurred in. In his report, Agent Tanner said that the prospects for shipping in the port were very good. He pointed out that sometimes very short notice is given the Branch for crewing contracted ships, and he asked the members to cooperate by taking the jobs as they come up. He reported that the Union is still working trying to get draft deferments for men with ratings. Motion carried to accept Agent's report. Membership voted to take an ad in the annual yearbook of the ILA's South Atlantic and Gulf Coast Convention. Dispatcher's and Patrolman's report was accepted. Under Good and Welfare, various subjects of concern to the Union

A&G Shipping From Feb. 14 To Feb. 28

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	31	9	12	52	23	13	12	48
New York.....	138	120	76	334	100	109	100	309
Philadelphia.....	33	19	30	82	18	29	12	59
Baltimore.....	124	94	68	286	111	90	73	274
Norfolk.....	30	37	18	85	18	17	8	43
Savannah.....	4	18	11	33	38	34	26	98
Tampa.....	6	4	2	12	26	27	24	77
Mobile.....	42	45	30	117	51	35	32	118
New Orleans.....	63	59	80	202	114	77	124	315
Galveston.....	68	34	27	129	59	60	41	160
West Coast.....	40	32	37	109	98	87	82	267
GRAND TOTAL.....	579	471	391	1,441	656	578	534	1,768

were discussed. One minute of silence was observed for departed Brothers. Meeting adjourned with 350 present.

BALTIMORE—Chairman, William Rentz, 26445; Recording Secretary, G. A. Masterson, 20297; Reading Clerk, Leon Johnson, 108.

Previous Baltimore minutes and financial reports were read and accepted by the membership. Secretary-Treasurer's financial reports for February 3rd and 10th were read and accepted. New Business from other Branches holding meetings were concurred in. Motion carried that all ships' minutes be forwarded to the SEAFARERS LOG for publication. Eight members were excused from the meeting for pertinent reasons; other requests for excuses were referred to the Dispatcher. Headquarters report to the membership was accepted. The following reports were made and concurred in by the meeting: Agent's, Patrolmen's, Dispatcher's and Hospital Committee's. Under New Business, a motion was passed calling upon all the members to live up to the constitution and behave as good Union men should. At this point the meeting stood in silence for one minute in memory of our departed Brothers. There being no Good and Welfare, the meeting was adjourned with 240 members present.

NEW YORK—Chairman, Earl Sheppard, 203; Recording Secretary, Freddie Stewart, 4935; Reading Clerk, John Arabasz, 29836.

Minutes of all Branches, except those lacking quorums for last regular meetings, read and approved. Motion carried to accept Secretary-Treasurer's financial report. Motions carried to concur in reports of following: Quarterly Finance Committee, Credentials Committee and Head-

quarters Reinstatement Committee. In his report Secretary-Treasurer Paul Hall announced that the 5th Biennial Convention will be held in San Francisco on March 26 and that the eight men nominated as delegates had been cleared by the Credentials Committee, which would report later in the meeting. He announced that Kenneth Collins, popular member of the bookkeeping staff had passed away due to a heart attack on February 23, and in accordance with previous action taken by the membership, his widow was paid the sum of \$500. Brother Hall also discussed other Union issues. Motion carried to accept the report. Earl Sheppard, Assistant Secretary-Treasurer, reported on the state of shipping in this port. He called upon those

men who have sufficient seetime to go after their next highest rating. Sheppard discussed different beefs that were settled in this port. Communications from members seeking to be excused from meeting were referred to the Dispatcher. Charges were read and motions carried to refer them to an elected Trial Committee.

PHILADELPHIA — Chairman, Steve Cardullo, 24599; Recording Clerk, E. Abualy, 7047; Reading Clerk, J. Doris, 23177.

Minutes of previous Philadelphia meeting read and approved, as were minutes of other Branches holding meetings. Agent Cardullo gave his report. He mentioned the state of shipping, particularly as far as Cities Service

tankers were concerned. Dispatcher reported on number of men registered and shipped during the last two-week period. There was one minute of silence in memory of departed Brothers. In Good and Welfare, several Brothers hit the deck and spoke on the necessity of all members cooperating in keeping the Hall clean. The meeting was adjourned with 50 members present.

NEW ORLEANS — Chairman, Leroy Clarke, 23062; Recording Secretary, Herman Troxclair, 6743; Reading Clerk, Buck Stephens, 76.

Motion carried to concur in Secretary-Treasurer's financial report. Minutes of other Branch meetings read and accepted. Port Agent announced that shipping has been on the upswing since the last membership meeting, with 8 payoffs, 10 sign-ons, and about 35 vessels in-transit during the past two-week period. He also said that the prospects for the next couple of weeks were good. The strike of local sanitation workers was explained to the membership and the Agent asked the meeting to go on record in support of the strikers' demands. Communications from those asking to be excused were referred to the Dispatcher. Motion carried to concur in Headquarters report to the membership as read. Meeting adjourned at 7:55 PM, with 212 members present.

Personals



HERBERT JOHN DONELON
Contact your draft board.

RUDOLF CEFARATTI
Your mother, Mary, is anxious to hear from you.

FERDINAND W. HECK
Write to Helen McGuinness, 908 Freeman (or Fillman) Street, Bronx 59, New York. She wants to hear from you before she moves from New York.

FREDERICK FARTHING
Write your mother at Maben, Mississippi.

OTIS J. HARDIN
Write your cousin, Mrs. L. L. Hardin, 4014 East Powhattan Avenue, Route 8, Box 751, Tampa 4, Florida.

SS LUCIUS O. C. LAMAR
Will following men — Frank Paschang, Otto R. Oswald, Burton C. Hilliard, Richard J. Congdon, John H. Morris, Peter Karn, Robert E. Porter, Jr., Samuel Foster and Hugh R. Hallinen—please communicate with Freedman, Landy and Lorry, 1415 Walnut Street concerning suit of Paul Tansky against this ship.

JOHN LEE NUGENT
Please contact your local draft board immediately.

FRANKLIN T. ANDREWS
Your mother, who is ill, and your sister are extremely anxious to get in touch with you. They ask that you write to your sister and to your uncle in Brooklyn as soon as possible.

TRAY THOMAS
Get in touch with your sister, Mrs. T. B. Gamage, 1020 Albany Avenue, Waycross, Georgia.

JOHN DE AHRGO
Your gear from the Longview Victory is at the 4th deck, New York Hall.

JOSEPH B. HAYNES
Please write to Charlotte in New York.

RAYMOND PERRY
Write your wife, Leila, at 10 Upland Avenue, Dorchester, Massachusetts.

CARL JOSEPH KOZIOL
Your mother, Anna, 419 East 6th Street, New York City, wants to hear from you.

JOHN J. GIANCOLA
Write your parents in Chelsea, Massachusetts.

EUGENE T. O'MARA
Write Mrs. J. J. O'Mara, Anderson, Missouri.

JORGEN JORGENSEN
Get in touch with your wife, Emily, at 5011 Fourth Avenue, Brooklyn, New York.

VAZQUES (SS Wanda)
Your gear will be left in the Tampa Hall.

RICHARD MERRITT
Write to Pfc. Earl J. De Santis, 1112991, Co. C, 1st Bn, 7th Marines, First Marine Div, FMF, c/o Fleet Post Office, San Francisco, California.

Shipboard Promotions

From time to time word comes to Headquarters that a crewmember has been promoted to a higher rating or transferred to another department aboard ship. This is in definite violation of the Union's shipping rules, which says very specifically (Rule number 29):

"No man may be promoted or allowed to transfer from one job to another on board ship, except in case of extreme emergency. This is to apply where there isn't sufficient time to dispatch a man from the Union Hall before a ship is scheduled to leave, or the Hall cannot furnish replacements as required. Any member guilty of breaking this rule shall lose the job immediately and shall be fined no less than \$25.00 for such offense."

In port, notify the Hall immediately if a man is needed, and one will be dispatched. If an emergency occurs, too far away to be handled by a nearby Hall, and a man must be promoted or transferred, a full report should be made to Headquarters, stating the circumstances and the men involved.

Money Due



The men listed below can collect their retroactive wages, in the amounts listed by contacting Construction Aggregates Corporation, 1 East 42nd Street, New York City:
C. Kimbal, \$48.50; E. Sommer, \$48.50; C. A. Roberts, \$8.00; W. Bolon, \$17.50; F. R. Otvos, \$22.50; P. Drews, \$33.00; W. Hall, \$39.00; P. Copeniti, \$17.00; J. Stewart, \$5.00.
O. B. Jones, \$28.00; J. Matkoski, \$28.00; C. Hampton, \$4.50; M. Fields, \$9.50; C. Mehl, \$6.50; M. Montalbo, \$23.50; H. Fairburn,

\$21.00; F. Barthes, \$26.00; E. Goodman, \$29.00; J. Dubrosky, \$30.50.

CITIES SERVICE SEAMEN
Overtime checks for the following men are being held by the Organizers, 6th Floor, 51 Beaver Street:
John S. Orosz, William Joy, A. Carrano, Marion Butcher, Charles Goodwin, Gilbert Lindfors, Joseph Dodge, John Hunt, Ed Wilech, Leo Gwalhney, John Bell, Ernest Bossert.

The Camera Eyes Cantigny Crew



Cantigny crewmembers thought it appropriate for the life ring to bear the name of their Union and hastened to display it prominently. In this photo, taken by Goncalves are, rear row (left to right): J. Trodeau, AB; M. Muniz, Wiper; J. Kovachik, OS; Pat Marinelli, Deck Maintenance; M. Escobio, Second Cook; J. Tiecher, AB, and A. Britan, AB. Seated (left to right) are J. Dimaggio, AB; Joe Arabasz, Wiper, and R. Shockovsky, Deck Maintenance.

From the moment the Cities Service tanker fleet came under the SIU banner, Seafarers crews have been diligently working to get the ships into typical, ship-shape SIU style. Among the lads who are on the ball in this respect are the Union men aboard the SS Cantigny, which even boasts the usual shipboard photographer.

The Cantigny's man with the camera is Antonio Da Costa Goncalves, who submitted the photos appearing on this page. The CS tanker was preparing to sail when Goncalves was readying the photos for the mail, so, he explains, "I didn't have much time to go into detail about life on this ship." However, he feels that his pictures will give a fairly good idea of how his shipmates are getting along together.



One of the reasons that vessels under the SIU banner enjoy smooth sailing is that Seafarers stay on the ball. Like the two men in this photo, says Cantigny cameraman Goncalves. The busy men are Wipers A. Flecha (left) and Arabasz.



Turn about is fair play, so a shipmate took this photo of Antonio Goncalves, the Cantigny's photographer.



A pipe, the ship's rail and a calm sea provide all the props needed to portray two members of the Cantigny's Black Gang as they relaxed during their time off. The subjects are Louis Gibson (right), Oiler, and W. Tank, Fireman.



Goncalves felt that this trio of Union men was representative of the typically conscientious, competent Seafarer aboard the CS tanker—and mighty good subjects they appear to be. They are (left to right) Brothers J. Tiecher, AB; J. Trodeau, AB, and Pat Marinelli, DM.



It appears that no collection of shipboard photos would be complete without a shot of the traditional coffee time enjoyed by SIU men aboard all contracted ships. Goncalves raised himself to a vantage point to peer down into the mugs of E. Mosakowski (left), Deck Maintenance; Louis Santo (center), Machinist, and Joe Arabasz, Wiper.