

SEAFARERS LOG



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

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No. 19

Three AFL Maritime Unions May Strike Balky Operators

BME Drive Extended To Matson Line

The Brotherhood of Marine Engineers continued its drive to enlist America's marine Engineers under the AFL banner by swinging its organizational efforts to the Engineers of the Matson Navigation Company's fleet.

The Matson fleet is the third company to come under the BME's expanded drive of recent months, following Isthmian Steamship Company and the American President Line. The BME has signed a contract covering the Engineers of the 37-ship Isthmian fleet and the drive in APL is still in progress.

Action in the Matson fleet came two weeks ago when BME pickets appeared before the Hawaiian Banker in Baltimore. On Wednesday of this week their lines were extended to the Hawaiian Retailer in Philadelphia. Other steamship companies where the Engineers are reportedly in sympathy to the BME will come under the organizing drive shortly, the BME has announced.

In the drive in the American President Line, wherein two ships were tied up, the company succeeded in getting an injunction in New Jersey courts allowing the President Polk to sail from its pier in Jersey City. The other APL vessel, the President Fillmore, is still being picketed at its Staten Island pier.

Meanwhile, the BME has been assured of continuing support in its drive by its affiliate, the SIU.

New Hall Shaping Up



Frenchy Michelet takes Representative Louis B. Heller (Dem., NY) on tour of new HQ building in Brooklyn, which is scheduled to open on or about October 15. (Turn to page 5 for picture of completed exterior of building.)



Meeting in the new Headquarters building to formulate plans for the participation of the United States Public Health Service in the new SIU Cooks and Bakers School are these representatives of the USPHS and the SIU.

From left to right: Al Kerr, A. Michelet, Al Bernstein, Harold B. Robinson, Chief of Milk and Food Branch of USPHS, Paul Resnick, Field Representative for the USPHS, James H. LeVan, Chief of Vessels Sanitation Program of USPHS, and Morris Weisberger. Kerr and Michelet, of the Headquarters staff, represented the A&G, while Bernstein, International Representative, and Weisberger, SIU Vice-President, participated as representatives of the International.

With the deadline only nine days away, the threat of a strike hung ominously over the nation's waterfront as the three AFL unions, currently negotiating with employers saw little prospects for early settlements.

The three unions are the Sailors Union of the Pacific, the Masters, Mates and Pilots and the International Longshoremen's Association.

The Sailors Union of the Pacific, led in negotiations by SIU President Harry Lundeborg, has found its negotiating sessions marked by stubbornness on all issues, and as yet has found no basis upon which to begin serious negotiations with the operators.

The nearness of the September 30 deadline has given the SUP but slight hope that the differences existing between the Un-

ion and the operators could be disposed of before the deadline despite regular meetings.

In the event the Sailors Union does not reach agreement before the present contract expires, the Union will undoubtedly call a strike of its members on all of its contracted vessels.

The union's membership voted in August on the strike issue, and though the votes will not be counted until the strike deadline, the SUP is positive the membership has given the officials almost unanimous approval to take strike action, if necessary.

The Sailors Union is asking for the four-watch system, 40 hour-week for day workers at

(Continued on Page 5)

AFL Plans To Aid 'Friends' In Elections

The American Federation of Labor, now in convention in San Francisco, has announced plans to raise an \$8 million war chest to campaign for "labor's friends" in next year's national elections.

The plan is to collect \$1 from each member within the AFL to fight for the election of men sympathetic to labor. A program to be followed during the election year will be worked out in November, when the 107 presidents of AFL unions will be summoned to Washington for conferences.

Other coming AFL programs outlined at the 70th convention of the Federation were a renewal of the battle for repeal of the Taft-Hartley Law, and a campaign for a workable price control law.

SIU President Harry Lundeborg is representing the Union at the convention.

CG Raises Alien Quota For Unsubsidized Vessels

Alien seamen are now allowed to make up 50 percent of the crews of non-subsidized American ships, where citizens are not available in the ratings required.

The new rule went into effect on September 1, and allows for one-half of the crew of a non-subsidized vessel, Able Seamen and qualified members of the engine department, to be aliens. The former ruling allowed 25

percent of a crew—usually seven men—to be aliens. The new waiver allows for six more aliens to be carried under certain provisions.

RATED BERTHS

In the deck department, three of the six ABs are allowed to be aliens, and in the engine room three of the six Firemen and Oilers are allowed to be aliens. One of the three berths in the

engineroom may be filled by an alien Electrician, if the ship is required by law to carry an Electrician.

The waiver of the ban on aliens in the 1936 Merchant Marine Act came about as a result of the present tight supply of manpower in the maritime industry, and is practically the same set-up used during World War II for alien seamen.

The new ruling does not affect subsidized ships, nor the stewards department on unsubsidized vessels, where aliens are limited to 25 percent of that department's complement.

As yet the Coast Guard has signified no intention to grant waivers to unrated men to fill vacant rated jobs, a procedure in effect during the greater part of World War II.

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Solid Backing

No organization ever approached a contract expiration date with greater backing than that now pledged to the Sailors Union of the Pacific. Should the Sailors be forced to strike for their demands, they have been assured the support and aid of unions representing over 250,000 maritime workers and waterfront teamsters in the AFL Maritime Trades Department. In addition, the SUP has been given assurance of picketline support and equal shipping rights of the SIU Atlantic and Gulf District. They may need this support.

From reports received from the Sailors Union of the Pacific, the operators—the Pacific Maritime Association—seem to have taken a half-hearted attitude toward negotiations to date. They say they will get down to serious talks with the SUP "late this week or early next week." Why they can't get down to serious talking now is hard to understand, for there is no doubt but that the SUP is dead serious in its demands.

The pussy-footing by the operators that has characterized the negotiations to date seems hardly in keeping with the fact that involved are the livelihoods of thousands of seamen and their families, as well as a large segment of America's merchant fleet. However, the SUP is far from being alarmed by the indifference shown by the operators. If a strike is what is necessary to bring them to their senses, the SUP is ready.

Should a tie-up become necessary, the SUP is in a very cozy position. The pledge of aid from the SIU A&G District assures them picketline support, Branch facilities and strike machinery, plus the opportunity to ship out on A&G ships not affected by a strike. SUP members are thus assured of weathering a strike without too great a strain on them economically, and at the same time being assured that with A&G aid their contracted ships will remain tied up until a settlement is reached. However, if that is the way the Pacific Maritime Association wishes to play the game, the SUP and SIU are ready.

The struggle of the SUP to win a better contract is not theirs alone, as the membership of the A&G District demonstrated when they voted unanimously to give the SUP all-out aid in the event of a strike. The SIU intends to work for contract revisions when the SUP has settled its beef, and assistance from our West Coast affiliate will play an important role. The SUP's battle is our battle and, if necessary, the A&G will throw at its disposal every resource of the organization.

Wasted Manpower

Government officials are apparently becoming aware that steps must be taken to secure the necessary rated seamen. As a suggestion, those seeking an answer to this problem would do well to read the letter pages of the SEAFARERS LOG, where every week are printed letters from former ABs, Firemen, Electricians, Oilers and other rated men now being trained as infantrymen, tank drivers and artillerymen by the armed forces. The number of men drafted off their ships—many of them veterans of sailing through World War II—is sizeable and could contribute greatly to alleviating the growing shortage. Steps should be taken immediately to release from the armed forces the men with skills needed in America's front line of defense, delivering vital defense and aid cargoes to our Allies.

"Time-is running out!"



Personals



GEORGE N. CLARKE
PATRICK P. McKITTRICK
JOHN MATKOSKI
Your Welfare Plan beneficiary cards were improperly filled out. Make out new ones.

† † †
PHILIP COSTA
(Ex SS Eugenie)

You were overpaid by \$215.52 when you were paid off under mutual consent on July 12, in Seattle. The Master stands to lose this amount, unless you return the overpayment to J. M. Carras, 24 State Street, New York City.

† † †
JOSEPH TORRA
(Ex SS Eugenie)

You were overpaid by \$60.84 when you paid off under mutual consent in Seattle. Unless you return the overpayment to J. M. Carras, 24 State Street, the Master stands to lose the money.

† † †
TONY BLAZE

Boy Alonzo Christopher, now in the Army, would appreciate the return of the loan he made you on the Bradford Island. His home address is: 180 Valley Street, South Orange, New Jersey.

† † †
HAYWOOD B. GREEN

Mrs. Shirley Wessel of the Seamen's Church Institute, 25 South Street, New York City, has a message of importance for you.

JAMES L. NICHOLSON
Get in touch with your mother at 237 Bergen Street, Brooklyn, as quickly as possible.



The following Seafarers, now in the armed forces, have asked the LOG to print their service addresses so their friends and former shipmates can write them:

Pvt. Frank Eschrich,
AF 12387882
Flight 586 Tng. Sqdrn. 3655
Sampson Air Force Base, NY.

† † †
Pvt. John Pronski, US 52121481
Co. A, 1st Bn. TRTC, 3rd Platoon
Fort Eustis, Va.

† † †
Pvt. Joseph C. Mikronis,
RA 12342045
Hq. Co. 3rd Bn., 503rd ABN
Fort Campbell, Ky.

† † †
Pfc. Stanley D. Bossick
3763 Stud. Sq. Bks. 695
Sheppard Air Force Base
Wichita Falls, Texas

† † †
Louis Cabrera, 50107584
1st Platoon, 8th Co.
5th Bn., RTC
c/o PM, APO 851-C
New York, New York

DONAL AVERILL
Get in touch with Thomas M. Breen, 220 Broadway, New York City, regarding a case in which you are a witness.

† † †
"Do-Do—please get in touch with me: Pooch."

† † †
RAUL E. CUMARE
Get in touch with your draft board.

† † †
FRANK J. ANDREW
Please get in touch with your daughter, Mrs. W. A. Rankine, at 514 Washington Ave., Brooklyn, New York.

† † †
RAYMOND E. DAVIS
GENE R. DAVIS
Write to your parents at 64 Third Street, New London, Ohio.

† † †
LAWRENCE A. HALBROOK
Get in touch immediately with Mrs. Helen Duffy, Sisters of Charity Hospital, New Orleans, Louisiana.

† † †
DICK BOWMAN
"If you know the whereabouts of my seaman's wallet containing my discharges and other papers, please notify me or send them to me at SIU Headquarters, 51 Beaver Street: Thurston Lewis."

† † †
FREDERICK W. BROWN
Get in touch with your draft board immediately.

'My Time Is Overtime'

CITIES SERVICE OIL COMPANY
MARINE DIVISION
70 PINE STREET
NEW YORK 5, N. Y.

PAY SLIP
EMPLOYEE Thomas F. Oliver
RATING A.P.
S.S. ABIQUA
PERIOD COVERED—FROM 8/2/51 To 8/27/51

WAGES	214.81
BONUS	
OVERTIME	369.66
Clothing Allowance	9.50
TAXABLE INCOME	591.97

O. A. B. TAX	9.48
WITHHELD TAX	96.20
FINES	
ADVANCES	
ALLOTMENTS	
SLOPE	
TOTAL DEDUCTIONS	105.68

BALANCE DUE \$ 486.29

L. A. Cronin
MASTER

CITIES SERVICE OIL COMPANY
MARINE DIVISION
70 PINE STREET
NEW YORK 5, N. Y.

PAY SLIP
EMPLOYEE Thomas F. Oliver
RATING A.B.—Dk. Maint
S.S. Abiqua VOY. # 106
PERIOD COVERED—FROM 8/28/51 to 9/8/51 —12Days

WAGES	106.80
BONUS	78.93
OVERTIME	
TAXABLE INCOME	185.73

O. A. B. TAX	3.02
WITHHELD TAX	28.30
FINES	
ADVANCES	
ALLOTMENTS	
SLOPE	
TOTAL DEDUCTIONS	31.82

BALANCE DUE \$ 153.91

D. A. Cronin
MASTER

Oliver's pay vouchers tell the story of his 37 profitable days on the Abiqua. The heavy overtime was made possible by the newly-included provisions negotiated with the company.

An SIU Contract Made World Of Difference In Cities Service

Two trips on the SS Abiqua have convinced Seafarer Thomas F. Oliver that Cities Service tankers now rank up with the best in the SIU—and he has the pay vouchers to prove it.

Oliver, a bookmember and a member of the SIU since 1941, was a deck man aboard the SS Abiqua for 38 days. He paid off early this month with \$770.20, of which \$448.59 had been made in overtime.

Displaying his pay vouchers to show the king-sized OT he earned, Oliver noted that the money was the greatest he had earned for the time involved since during the war, when he traveled in the war zones and collected the bonus.



THOMAS F. OLIVER

PAYOFF BREAKDOWN

A breakdown in his earnings for the trips show that from August 2nd to August 27th, Oliver earned \$214.81 in wages and \$369.66 in overtime as AB.

From August 28th to September 8th he earned \$106.80 in wages and \$78.93 in overtime as Deck Maintenance. Most of Oliver's overtime was made on tank work and security watches.

Oliver attributes his big monetary gain to the improved contract provisions, which now stipulate overtime for port time during the week and butterworthing on watch.

The Abiqua was Oliver's first Cities Service ship. Being a veteran freight Bosun he approached the Cities Service berth with misgivings.

"I had heard so many rumors about Cities Service that I avoided them. It just shows—you shouldn't listen to rumors."

When he boarded the ship, Oliver stated, he found the ship clean and the quarters in good shape. "Nothing like the bad ships I had heard about."

After a few hours working on deck he found that the working conditions, too, were on a parallel with those on the regular SIU-contracted ships.

The SIU men on the ships, too, Oliver found to be conscientious and hard working, though he did feel that more bookmembers should go into the fleet and give the youngsters a hand in learning the Union ropes.

"We've got a good contract

there now and we should take care of it," he said. "The youngsters on the ships have to be watched over. There's a lot the oldtimers can teach them."

Oliver not only found praise for the crew and the contract, but for the Skipper as well. "I never thought I'd find myself giving a CS Skipper a pat on the back," he said, "but Captain D. Cronin was very cooperative."

The Skipper, Oliver related, took the vessel out of its scheduled route to put an injured crewmember aboard a Coast Guard vessel at the sea buoy at Charleston, SC.

INJURED EYE

While coming north the Pumpman, Harry Granger, was struck in his eye by a piece of steel, which lodged in the iris. The Skipper contacted the Coast Guard, but they would not come out to the ship, so the vessel's course was changed to where the Coast Guard met the ship at the buoy. As a result of the diversion the ship was thrown off its schedule.

At the moment Oliver is not looking for another ship. He got off the Abiqua to have his teeth fixed and he doesn't intend to sail again until his choppers are all in good working order. Then he'll take the first job that comes up on the board, and that includes the Cities Service ships, too.

Labor Will Have At Least One Friend In Mississippi

There will be at least one member of the Mississippi state legislature next year who is one of those rare birds, "a friend of labor" who really is one.

He is labor's friend because he is a workingman himself, and a member of a trade union.

What is more, that union is the Seafarers International Union of North America, Atlantic and Gulf District.

That man is James A. (Jimmy, to his friends) Morrow, Jr., who joined the SIU in September, 1942, holding book number 23910. Jimmy sailed until 1946, when he left the sea to work shore-side. But, after reading in the LOG that rated men were needed—he holds FWT and AB endorsements—he went from Brandon, Mississippi, where he makes his home, to New Orleans and made the run to Korea on the Malden Victory, which had been laid up in the boneyard.

ENTERS RACE

He returned from Korea before Christmas last year and made a trip on the SS Del Mundo (Mississippi). Incidentally, he played first base for the crew's baseball team.

Upon his return from this trip he went back to Brandon and entered the race for Representative of Rankin County. Four candidates were in this race, with two to be elected and 7,000 voters qualified to cast ballots. Jimmy was one of the two elected in the first primary with a majority.

Brother Morrow was born in Clovis, New Mexico, in 1923—which makes him 27 years old—but moved to Brandon in 1926, where he has lived since.

When he was 17, in 1940, he joined the US Navy. He was discharged in 1942, from the Naval Hospital in Jacksonville, Florida, with a service-connected disability. It was then that he joined the SIU, in September, and made his first trip aboard the SS Joshua Parker (Mississippi SS Com-



JAMES A. MORROW, JR.

pany), under the command of Captain F. M. Harrell, to Cairo, Egypt.

He sailed as Wiper for two trips and Fireman-Watertender for one trip. Then he changed to

the topside, sailing as OS and AB. Later he made three trips as Bosun, his last one to Shanghai, China, in 1946.

SHORESIDE JOB

He returned then to Brandon, and went to work for May Motor Company, a Chevrolet dealer. During this time, he took advantage of the opportunities under the GI Bill of Rights and took a course in Business Administration, being the while very active in all veterans and civic affairs.

Jimmy is up to date in his dues and assessments and has clearances for all SIU beefs. He intends to keep up his book because, as he says, "I am very proud to be a member of the SIU."

Every Seafarer who knows him—and they are truly many—knows he can bank on Jimmy when he says that "Organized labor will have at least one Representative who understands labor problems and who will always play fair on labor legislation."

Educational Meetings Important To Future Of Seafarers

By THURSTON LEWIS

There has been much discussion recently among the forward-thinking members of the Seafarers about Union educational meetings which have in the past been held both aboard ships and at various shoreside Halls.

These meetings have been held regularly aboard the SS Del Norte (Mississippi) with a marked success and the crewmembers have responded with great attention and cooperation. They have also been held aboard the Puerto Rico (Bull) and a promise of much good has come from these meetings.

It is not necessary that the passenger ships have a monopoly on these meetings, as indeed they have not because reports have

been coming in of freighters and even tankers on which the crewmembers have organized and

held meetings which have been both interesting and instructive to all hands.

These meetings should be held on all SIU-contracted vessels.

To those interested in organizing and conducting educational meetings, write or get in contact with Herb Brand at SIU Headquarters, and he will give you pamphlets dealing with various phases of SIU Unionism and will be glad to help with suggestions.

At this particular time, with shipping good, there are many new members coming to us, and it is important that we do all we can toward getting them off on the right foot, in order to help maintain our present contracts and to insure a strong and solid future for Seafarers.

Let's hold those educational meetings!

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Both SIU And SUP Enjoying Top Shipping In New Orleans

By LINDSEY WILLIAMS

NEW ORLEANS, Sept. 14 — Reporting from down yonder we have to fall in line with other ports that report good shipping, as we certainly have good shipping down here.

The outlook for the coming two weeks is even better and, if the ships that are now scheduled to hit this port between now and the end of the month, all come through, we will start October off with the leavings from the bottom of the barrel, as these scheduled ships alone will probably clean the Hall.

We are still shipping more than we have coming in to register. We have an abundance of non-rated men on the beach, but they, too, should have their day sometime between now and the end of September.

Since the last meeting the following ships paid off: the Del Santos, Del Sud and Del Viento (Mississippi); Alcoa Planter (Alcoa), and the Catahoula (Cuba Distilling).

In-transit and helping shipping a hell of a lot were the Alcoa Pioneer, Alcoa Corsair, Alcoa Pennant, Alcoa Roamer, Alcoa Ranger and the Alcoa Cavalier; the Steel Inventor, Steel Director and Steel Flyer (Isthmian); the Fairland, City of Alma, Chickasaw, Morning Light and Gateway City (Waterman); Seatrain Texas and Seatrain New Jersey; Del Sud (Mississippi); Port Hoskins (Cities Service); Edith (Bull); Trinity (Carras), and the Julesburg (Mathiason).

FIVE SIGN-ONS

In the sign-on column we had the Alcoa Planter and Alcoa Pioneer, Catahoula, Del Rio and the Del Sud.

The Seatrain Georgia is due in here on her maiden voyage and, from all reports, she is a damn good addition to the SIU fleet.

Not only does the Georgia give us jobs at the present time, when shipping is good, but provides us with jobs in times when the going is tough, as the

Seatrain Lines is one outfit that keeps running at all times.

Business affairs of the port are in good shape and there were very few beefs in the last two weeks.

About the only beef of importance to come up was on the Mississippi ships. Two of these scows had stayed out longer than scheduled, and the stores ran pretty low. This will not happen in the future, as the company has agreed to putting extra stores on these ships.

STEWARDS CHECK

It is now up to the Stewards to see that they are there before they sail, as the crews are instructed to hold them responsible if they run out on the voyage.

We had a beef on the Del Viento. This ship carried caustic soda, and it plays hell with the crew's clothes and leather gloves when they have to clean the holds.

We will meet with Mississippi Shipping Company before this ship or any other ship goes out with caustic soda, in order to have rubber gear placed on these ships for the crews if they are to be required to clean the holds after the cargo is discharged.

Outside of the caustic soda



TOM GOULD

beef there are no beefs pending in the port. Whatever overtime beefs and routine minor beefs came up were settled at the payoff or the sign-on of the ships involved.

Brother Monsson, the SUP representative in the port, reports that he has only 12 men registered in all three departments, and the shipping outlook for the coming two weeks is very good with several payoffs scheduled and two ships coming out of the boneyard to be crewed up.

For the past two weeks Monsson reported that he shipped a total of 65 men. He was able to secure six men from Lake Charles through the SIU Hall there, and had to call the West Coast for nine ABs.

On the beach here in New Orleans we have quite a few oldtimers who have come in recently, and quite a few who have been here some time.

"HALL WARMERS"

Ben Collins, Jo-Jo Touart, the one and only Whitey Tannerhill, Harry Muchias, Frank Kouns, Johnny Johnston, Jeff Jeffers, Tiny Carson, Irish O'Malley, Louis Teck, Red Carolan, Freddie Klein and Percy Boyer are some of the bunch making up the "Hall Warmers Club."

Also dropping in recently was Brother Thomas (Lover) Gould, who is at present wood-butcher on the SS Del Sud. Tom is well known to the majority of the members in the Gulf, and has shipped out of New Orleans and Mobile quite often since joining the SIU in 1942.

Why Tom shifted his shipping from Mobile to New Orleans is not known but, as we know, seamen have quite a few problems besides trying to ship, and it may have been one of these problems that caused Tom to leave Mobile and use New Orleans as his home port.

If nothing goes wrong between now and Saturday, September 15, Tom will start his third trip on the Del Sud. This is quite a long employment period for Tom but for some reason or another he is sticking it out on the Del Sud.

Tom has been very active in all SIU beefs, and took an active part in the Cities Service beef. He was among the many members that volunteered to sweat it out—or, better said, freeze it out—in Lake Charles just prior to the signing of the Cities Service contract.

REAL TEXAN

Due to the fact that Tom was born in Texas, his line of bull matches his weight and size, and Tom is 6-2 and weighs 210 lbs.

At the last regular meeting all reports were accepted and minutes from the outports were ordered filed. There was no charges and no New Business and the meeting adjourned right after Good and Welfare.

In the hospital during the week ending September 8 were: R. Cruz, S. McDonald, T. Kiiski, W. T. Hardeman, J. A. Teague, W. A. Perry, M. C. Foster, G. A. Sorenson, L. R. Tickle, J. Mayrbat, C. H. Summerell, G. Howard, E. E. Gross, W. O. Cara, C. Ray, D. D. Kelly, L. Lang, K. Raana, R. J. P. Burke, J. Ashurst, O. Celestine, O. R. Mitchell and J. T. Everett.

And if you think this sounds like a roll call of the Boston Branch, you're pretty much right.

ITF Visitor



Omer Becu, General Secretary of the International Transportworkers Federation, paid a visit to the A&G Headquarters prior to going to San Francisco to attend the AFL Convention now in session. The SIU is affiliated with the ITF, which has its headquarters in London.

Philly Shipping Slows, But Rated Men Still Go

By STEVE CARDULLO

PHILADELPHIA, Sept. 14 — Shipping has slackened down for the first time in quite a while to a slow pace, which has given us a chance to catch up on a lot of other work. However, that does not mean that you can't ship out of the port of Philadelphia. We are still shipping rated men. Only, now we give them a chance to register.

We crewed up the famous SS Antinous, which had crashed in the river some months ago and has been drydocked ever since. We shipped Leo Allen as Chief Steward, and he swears he is going to stay on it and homestead it. After talking with his girl friend we have news for him.

We see where the MEBA is still screaming about the BME signing the contract with Isthmian Steamship Company, and making all kinds of wild accusations. I wonder who they think they are kidding? If they think they're kidding their membership, they're crazy.

OLD STORY

They tried to make all kinds of excuses for the Isbrandtson when it went BME. Several other lines went BME and they are still screaming. The latest outfit to go BME, Isthmian, has really produced a masterpiece of excuses.

I wonder what excuses they will give their membership on the next company that will go BME. Could it be that the MEBA men are fed up with Lee Pressman and Harry Bridges dictating their policy in negotiating for them? Well, time will tell.

We see by the latest reports that Johnny Hetzel, better known as The Wheel, and Reds Healy, Pinkowski, Danny and Eddy Lamb are all due back the end of the week off the SS Charles Brown, which has just come in from Venice, Italy.

OLDTIMERS DUE

We had a meeting of the Maritime Trades Department. It went officially on record to wholeheartedly back up every AFL union on the waterfront, which is now in negotiating, 100 percent. If one strikes we all go.

In-Transits Are The Difference In Wilmington

By SAM COHEN

WILMINGTON, Sept. 13—Despite the fact that we had only one payoff and no sign-ons worthy of the name, shipping is pretty good here, thanks to replacements supplied to in-transits.

The Jean LaFitte was the lone payoff and only took four men to fill out the crew. There were no beefs aboard her and no disputed overtime. It was a good ship all the way around, and it was a pleasure to pay her off.

The in-transit ships numbered six and included the Sea Comet (Zenith), DePauw Victory (South Atlantic), John B. Waterman and Noonday (Waterman), Penmar (Calmar) and the Steel Rover (Isthmian).

The CIO Shipyard Workers are out on strike at Todd's Shipyard in San Pedro and at Bethlehem in Long Beach. The principal demand is for higher wages, and the companies have been offering 5c an hour as against the union's demand for 38c an hour raise.

BOOST LINES

Although at present we have no ships in those yards, we will respect their picketlines if any of our ships pull in to either of these yards. The SUP crews walked off their ships when they saw the picketlines, but the shipyard workers gave them permission to man their vessels while they lay in the yard.

No meeting could be held here because we couldn't muster enough members. Red Braunstein, Max Beyers, Doc Moran, Rocky Melone and Clem Thompson are among the few oldtimers gracing the beach here.

Incidentally, this paradise for seamen has begun to sour for some of the men on the beach, because they can't get just exactly what they want in the way of ships. Still, the climate and women make it hard for them to leave this port.

Shipping In Seattle Called 'Mighty Fine'

By JEFF MORISON

SEATTLE, Sept. 13—Shipping is mighty fine out this way, and I sure hope it stays like that. Three ships paid off here since our last report — the Simmons Victory (Bull), Topa Topa (Waterman) and the Eileen (Metro Petroleum)—and all three signed on again.

The Topa Topa was clean as a whistle and the Simmons Victory was in pretty fine shape. Incidentally, the crews of these ships had kind words for the Skippers and Mates.

The Massmar and Alamar (Calmar) and the Fairport (Waterman) were in-transit visitors.

There was no meeting in this port for the usual reason — no quorum. On the beach here are B. Roll, J. Grimes, E. P. Moran, J. N. Thompson, J. R. Wing, J. I. Hall, E. M. Jones and S. Zygarowski—and that, Brothers, is the entire Seattle beach.

I jumped the gun in the last issue in announcing that the rainy season had started. All it did was to rain for three or four days and then it quit. Since then the weather has been mighty fine.

Boston Discusses Pension Plan

By JIMMY SHEEHAN

BOSTON, Sept. 13—The regular Branch meeting last night—which accepted the minutes of the last Branch meetings, the Secretary-Treasurer's financial report, as well as the Building Committee's and Headquarters report—had an interesting discussion under Good and Welfare on a way to expand our welfare benefits.

What the membership had in mind was the establishing — through our present Welfare Plan, if possible—of a fund to take care of any of our Brothers who, through injury or disabling illness, is unable to work any more. This would be in the form of a pension for the seaman and free medical and dental care for his family or, should he die, for his dependents.

This was kicked around by all hands and, of course, all were in favor of this proposal, which is something that we should have had a long time ago. But, seeing how the Union's Welfare Plan has been increasing the benefits for the membership, it should surprise nobody if this suggestion became a reality.

Shipping in this port was good during this last period, with four ships paying off—the Republic (Trafalgar), Michael (Carras), Julesburg (Terminal) and the Bents Fort (Cities Service). The first three signed on again.

The only real beef was on the Republic, where the FWT assisted the 2nd Assistant in blowing the tubes on Sunday. This is double overtime work, which they refused to pay. So we went to bat on this beef, and so they paid.

Nothing much else happened around here, but we can report that the Boston beach was brightened by the presence of the following members: F. Demasi, Don Averill, Joe Cash, E. Olson, Vic Carlson, A. Leva, L. McKenna, Joe Thomas, Joe Preshong, Nick and Tweet Ruggiero, H. McIsaac, E. Mable, Joe Alves, A. Forcier, E. Whalen, G. Morley, P. Jomides, E. Dirksmeyer, C. McQueen, V. Szymanski, W. Lake and E. Grose.

Completed Exterior Of New Building



With the scaffolding removed and the iron fence torn down, the new face of the SIU's soon-to-be-occupied new Headquarters faces the sun. Inside, finishing work continues in some departments, while in others members of the Union's Headquarters staff are busy installing records and files already transferred from the New York offices.

Stalling Shipowners May Force Strikes

(Continued from Page 1)

sea and wage increases ranging from \$30 to \$112 per month, with time-and-one-half for overtime.

Action by the A&G District to improve its contract is expected to come following the successful completion of the SUP's current struggle with its operators.

In the event the Sailors Union is forced to strike, the SIU Atlantic and Gulf District will immediately join its affiliate in pushing its action by bolstering its picketlines with A&G members in all ports where ships are strike-bound, and give SUP members equal rights to ships of the SIU fleet, if such vessels are not involved in a strike.

The assistance to the SUP will be the fulfillment of a pledge made on August 15th, when all SIU Branches voted to adopt a four point program of support, embracing all-out picketline and shipping aid, plus the use of A&G branch offices facilities.

In the Headquarters of the

A&G District, plans were being made to put the Union on a full-scale strike basis, with provisions being made to put into operation the galley facilities of the new Brooklyn hall.

Backing up the SIU affiliate, the MM&P and the ILA is the AFL Maritime Trades Department. MTD member unions, representing 250,000 maritime workers, on August 1, signed a pact of mutual assistance to any member union taking strike action on September 30 to achieve "reasonable demands."

Meanwhile, the International Longshoremen's Association, affiliated with the MTD, was given the first counter offer by its contracted operators: an 11-cent hourly wage increase.

The ILA's Atlantic Coast District, which represents workers on the docks from Portland, Maine, to Hampton Roads, Virginia, found the offer far short of its demands for a 25 cents an hour pay increase, a guaranteed day's pay with only one shape-up per day and lower vacation eligibility.

The longshoremen are meeting in New York City with 175 contracted operators.

Simultaneously in New York the negotiating committee for the Masters, Mates and Pilots ran into a stone wall in its demands for the hiring through the union of all ratings below Master.

On its other demands for a 25 percent wage increase and a 40-hour week, the operators have offered a 3.2 percent wage increase and a 44-hour week effective in October, to be followed by a 40-hour week next April.

The deck officers are also asking certain clarifications and the elimination of contract inequities.

At present the MM&P has completed counting the ballots in the strike vote taken on all coasts. The results of voting were reported to have run 89 percent in favor of a strike.

SIU Meeting Demands Of Doubled Shipping

Despite a shipping tempo over the past four months that is the highest in four years, the Seafarers International Union has continued to fill the demand for unlicensed crewmembers aboard ships of the ever-expanding SIU-contracted fleet.

The pace of shipping in SIU Halls has crept steadily upward to its present level since the outbreak of the Korean War, at which time US shipping had sunk to a postwar low.

When hostilities broke out in Korea several SIU-contracted ships, idle at that time, were pressed into service and dozens of laid-up Victory ships were quickly fitted out and crewed.

BONEYARD SHIPS

As the supplies for the Far East increased during subsequent weeks, increasing numbers of idle Victory and Liberty ships were refitted and put into service.

The pace of shipping was given another shot in the arm in January of this year when the Ship Sales Act expired. At that time 115 government-owned vessels were sold to private operators, a sizeable number of them going to SIU-contracted firms.

In recent months, additional ships have been brought out of the lay-up fleet to carry ECA cargoes to India and Europe. As a result of these three events, the Seafarers International Union has put crews aboard 151 additional ships since July of 1950, as well as furnishing men for its regularly operated ships.

During this period the SIU—unlike other maritime unions—has managed to fill the calls for crews, including all demands for hard-to-get rated men.

MORE COMING

Current reports out of Washington indicate that the SIU will be called upon to continue to furnish additional crews, as the ECA is reported to have asked for 32 additional Liberty ships this month to be refitted to carry cargoes to Europe, with another 30 to be put into service in November.

The rate of shipping in the

Branches of the SIU is now better than 1,000 per week, the highest since a two-week period in April, 1947, when 2,500 men were sent to the ships.

In the three years from that time until the outbreak of the Korean War, the calls for men declined slowly until by mid-1950 the SIU was furnishing about 450 men per week to ships.

By January 1 of this year, the figure had risen to about 525 per week, and has jumped steadily upward since that time.

The increase in shipping, while causing the SIU no acute shortage of men, has not been without its problems, however.

The upswing in the need for manpower has not been spread evenly over all of the SIU's 13

Branches, but rather has mushroomed in one port one week and another the following week, causing the Union to put shipping on a District basis, with men being transported from Branches with a surplus to those suffering a shortage, often on a few hours notice.

EMERGENCY MET

An example of the District's handling of this situation came during July and August, when a record number of ships called for crews in Norfolk, the hub of coal shipments to Europe.

In the two-week period ending July 18, 355 men were shipped through that port and in the two-week period ending August 29, 390 men were shipped. Ordinarily the number shipped is far less than 100.

No Safeguards For US Shipping, Fishing In Jap Treaty

The American shipping and fishing industries—operators and seamen alike—continued in the dark this week as to whether or not the newly-signed Japanese peace treaty contained provisions restricting Japan's merchant marine and fishing industry from periling the jobs of American workers in the same trades.

The deep-sea Districts of the SIU are concerned over the apparent lack of control, to prevent the Japanese merchant marine from returning to the cut-throat activities which characterized its operations prior to the war.

LONG CONCERNED

The SIU, long concerned over the postwar position of the Japanese merchant fleet, has fought for controls on the Japanese entrance into American trade.

In the fishing sections of the SIU, the impact of Japan's postwar role has already reached an acute stage. The SIU-affiliated cannery and fishermen's unions on the West Coast are expressing great alarm over the tremendous amount of Japanese tuna and albacore now pouring into the West Coast.

At the moment, the entire San Diego tuna fleet is tied up and appears to face an indefinite lay up as a result of the cheap frozen tuna being imported from Japan.

Representatives of the SIU-

affiliated Fishermen's Union and Cannery Workers Union asserted that but for the competition offered by the Japanese and Peruvian fishing fleets, whose workers receive an average of 30 cents a day, San Diego's tuna

fleet could be operating profitably the year round. Now the fleet faces a five-million dollar loss in income.

Warning of the threat from the Japanese fishing industry was voiced at the SIU's convention this year in San Francisco, when Lester Caveny, Business Agent of the Fish Cannery Workers Union of the Pacific and a Vice-President of the SIU, said that the workers in the West Coast fishing and cannery industry are threatened by the importation of processed cheap tuna.

EXPORTS DOOMED

He pointed out that, prior to World War II, 75 percent of our fish products were exported. Today we not only do not export any of these products, but have to contend with tuna coming into this country to be sold at a price "less than what we can produce it for."

So far, the SIU has been unable to get straight answers to either of these problems from governmental officials, though the SIU was assured at its convention by Senator Warren Magnuson that the US merchant marine would be protected from deep inroads in its trade by the Japanese.

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.

This Union was built of, by and for seamen. Seafarers fought many long and bloody fights to obtain the wages and conditions we now enjoy. For the first time in the history of the maritime industry a seaman can support himself and his family in a decent and independent manner. The SIU does not tolerate the jeopardizing of these conditions by the actions of irresponsibles.

Seamen Had Own Names For Ships

By LOUIS GOFFIN

Back in the so-called "good old days," between 1921 and 1936—in the days of the slave markets, fink halls, crimp joints, dog houses, low wages and bad living conditions—certain ships were given descriptive names by the seamen, names which were notorious throughout the waterfronts on all coasts.

Some of these wagons lived up to their names and some, through decent officers and conditions, managed to live them down.

The oldtimers, no doubt, can remember some of these ships and their careers. Two which come to my mind offhand were the SS Tomalva of the old Black Diamond Line, and the old Hog Islander, the SS Pipestone County of the Cosmopolitan Line.

The Tomalva was known to all and sundry as the "Sweetheart Ship," it being loaded with fruit of all descriptions. This ship was on the Antwerp run and was well known in that town.

MADE OUTCASTS

Very few of the girls there cared to mix with the crew for, as the saying went, we were judged by the company we kept, and a lot of innocent seamen were judged against because they were members of that crew.

It didn't do much good to protest against being put in that class, for, since the proof of the pudding is in the eating, we didn't get much chance to prove otherwise.

The Pipestone County really had a bad reputation, and was known far and wide as the "Wahoo Ship." Le Havre and Dunkirk knew her well when she ran there.

I shipped on her in the summer of 1926, unaware of her reputation. However, it didn't take me long to find out the score. And when we arrived in Le Havre I became even more aware of her rep as soon as we mentioned what ship we were on.

Even though we were not responsible for her bad name, that made no difference. The fact that we were crewmembers made us just as guilty as the guys who had made her notorious from continent to continent.

SUNK IN WAR

Fortunately, this ship eventually became an SIU ship, and sailed for the Robin Line for a number of years. The Pipestone County was sunk during the last war, and we hope she was washed clear of her old sins when she entered Davey Jones' Locker.

These are just two of the many which had unsavory reputations. And like on these, the innocent crewmembers of the others were judged, not on their actions, but according to the reputations of the ships they were on.

Can any of you readers remember ships with reputations of various kinds? I know that I would like to read about them, so why don't you send your stories to the SEAFARERS LOG—I'm sure that they will be published.

REPORT OF The Seafarers WELFARE PLAN

REPORT NUMBER ELEVEN

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

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

Period Covered By This Report

August 26 - September 8

Cash On Hand

\$138,082.20

US Government Bonds

\$754,023.44

Estimated Accounts Receivable

\$140,000.00

Hospital Benefits Paid In This Period

\$2,730.00

Total Hospital Benefits Paid Since July 1, 1950

\$66,354.00

Death Benefits Paid This Period

\$8,000.00

Total Death Benefits Paid Since July 1, 1950

\$82,000.00

The past two weeks reveal little change in the Welfare Plan fund or its outlays, being an "off-week," so to speak, in its operations. The usual payments were made to the men in the hospitals, their number having dropped from 187 during the last period to 153 during this period. Likewise, the payment to men in the hospitals dropped from \$4,127 during the last period to \$2,730 during this period, most of this being accounted for by the men who are suffering chronic illnesses and are paid once a month.

Incidentally, though the men in the hospital are visited regularly by the hospital representatives of the SIU, time drags for these Brothers. Drop them a line or,

better yet, drop in and see them when in port. It has been said often that the SIU's Welfare Plan and its personal contact with the sick members has had a strong effect in hastening the recovery of these Brothers. Likewise, a visit from a shipmate is more beneficial than a dose of medicine, and a lot easier to take.

During this period, six Seafarers made their final voyage and death benefits were paid to their beneficiaries. All are urged to be sure they have beneficiary cards on file with the Plan. If there is a change of beneficiary, or a change of address, notify the Plan by filling out a new card. The new card, by its date, automatically supersedes the old card on file.

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

USPHS HOSPITAL STATEN ISLAND, NY		USPHS HOSPITAL SAN FRANCISCO, CAL.		USPHS HOSPITAL MOBILE, ALA.		USPHS HOSPITAL BOSTON, MASS.		USPHS HOSPITAL BALTIMORE, MD.		USPHS HOSPITAL NEW ORLEANS, LA.	
Arras, Joseph	\$30.00	Cheng, Gee	\$30.00	Ashurst, J.	\$10.00	Meinerth, F.	\$10.00	Allred, Warner	\$20.00	Adams, J. R.	\$10.00
Athanasourelis, George	10.00	Danbach, Edwin	30.00	Burke, T. m.	20.00	Peck, R. E.	10.00	Clevenger, Joseph C.	20.00	Ashurst, J.	40.00
Bailey, Benjamin	20.00	Hobson, George B.	20.00	Jones, J. H.	20.00	Daldorff, Torleif	20.00	Wolan, Joseph J.	10.00	Burke, R. J. P.	20.00
Blackmon, Benson	20.00	Lewis, James R.	30.00	Leousis, Mike	10.00	Vourloumfis, George	10.00	Parker, Everett G.	20.00	Cara, Wilson O.	20.00
Blomgren, J.	20.00	McCrew, Lawsen	10.00					Perez, Pablo E.	10.00	Celestine, Oliver	20.00
Brown, George R.	20.00	Moats, C. L.	10.00					Perreira, Joseph	20.00	Clayton, James	80.00
Burnstine, Maurice	20.00	Pritchard, Edward L.	30.00					Powers, John J.	20.00	Cruz, Rogelio	20.00
Canor, Robert	10.00	Robertson, C. R.	30.00					Reier, George H.	30.00	Everett, J. T.	20.00
Carlson, Carl S.	10.00	Robinson, E.	10.00					Schrunk, Charles G.	30.00	Foster, M. C.	10.00
Caron, Milton R.	30.00	Rubinskas, John J.	30.00					Scott, Arvis A.	10.00	Gross, E. E.	20.00
Cedeno, Alfredo	30.00	Schepis, Frank S.	30.00					Sonnier, Wilfred	20.00	Hardeman, W. T.	10.00
Comacho, Domingo	10.00	Walker, Silvester	40.00					Wolan, Joseph J.	10.00		
Corne, Louis	20.00										
Dacey, C. J.	30.00										
Diaz, Rafael	20.00										
Dixon, Earl R.	20.00										
Eldemire, D. P.	20.00										
Ezell, Thomas D.	10.00										
Figuerra, Jose	10.00										
Frennette, Frederick	10.00										
Garcia, Ricardo	10.00										
Garrison, William	10.00										
Gelinas, Donald P.	10.00										
Gonzales, Julio	10.00										
Grangaard, J.	20.00										
Harden, Otis J.	20.00										
Howard, S.	10.00										
Koslusky, Joseph	20.00										
Kustas, Thomas J.	10.00										
Lomas, Arthur	20.00										
Lucas, Joseph	20.00										
McCarthy, John	30.00										
McGuigan, A.	20.00										
McIlreath, David	10.00										
Molini, John B.	10.00										
Nering, F.	10.00										
O'Brien, Eugene P.	20.00										
O'Brien, H. E.	10.00										
Pepper, William E.	20.00										
Rackley, Vinson	20.00										
Reynolds, Edwin C.	10.00										
Richards, Joseph V.	20.00										
Rivera, Ruperto	10.00										
Salgado, Jose	10.00										
Sanchez, Charles E.	30.00										
Sikes, Oneal	20.00										
Thayer, Fred G.	10.00										
Thomson, Hugh	10.00										
Tito, Julian A.	10.00										
Tonisson, T.	20.00										

(Continued on Page 7)

Galveston Shipping Is Only Fair

By KEITH ALSOP

GALVESTON, Sept. 13—Shipping was only fair during the last two weeks, with only two ships paying off and signing on again: the Aktion (Actium) and the Salem Maritime (Cities Service).

However, twelve ships hit here in-transit, so things weren't too bad. Among the in-transit vessels were four Seatrain ships: the New Jersey, Havana, New York and the latest addition to the Seatrain fleet, the Seatrain Georgia. The others were the Del Rio and Del Santos (Mississippi), Carrabelle (Cuba Distilling), Steel Inventor (Isthmian), Southern Districts (Southern Trading), Afoundria (Waterman), Council Grove (Cities Service) and The Cabins (Cabins Tanker Industries).

There was no meeting last night, due to a lack of a quorum. However, among those present were B. Ethridge, A. Smith, C. Southwick, W. Knapp, C. Bolton and Vernon S. Riddle. Riddle, who came to the SIU in 1945, has been shipping since 1926. An FWT, he has been sailing out of Galveston since 1947.



VERNON S. RIDDLE

He did picket duty in Boston during the Isthmian strike, and was at sea during our other beefs.

Riddle says that anybody back in the 20s and 30s predicting all the things that the SIU has won for the seamen would be thrown into the nut factory. But, then there wasn't any SIU, Brother Riddle.

What Every Congressman Should Know

Reactionary Congressmen should read every word of a 143-page report just issued by a Congressional committee.

The report, "Making Ends Meet on Less than \$2,000 a Year," was made public August 19 by the Joint Committee on the Economic Report.

It consists of case studies of 100 families in 27 states whose earnings never average more than \$40 a week. And in 1949, ten and-a-half million families earned less than \$2,000.

The report shows why social security must be expanded, minimum wages increased, national health insurance instituted, public housing built and Federal help for schools given.

These facts from the report show why these proposals must become law (all names mentioned below are fictitious):

FIVE ON \$20

Mr. Dimitri of Pittsburgh can tell why the unemployment compensation system—part of the social security program—must be expanded.

For 20 weeks in 1949 Dimitri, his wife and three boys lived on \$20 a week in jobless pay. Dimitri, a factory worker, was unable to get a job.

He and his wife and kids know it is next to impossible to live on \$20 a week. Yet reactionaries oppose a better social security system.

Joseph Edwards of Boston can tell why the minimum wage must be increased. He makes \$34.60 a week vacuuming hotel rugs.

Almost half, \$14, of his weekly income goes for food. "The greatest desire of the family is to have a living room so they can have their friends in," comments the report.

Mr. Dobbs of Elmira, N.Y., knows why national health insurance is needed.

Seriously injured at work as a sheet metal man in 1948, Dobbs' entire life savings of \$1,500 went to pay for medical bills.

NO MONEY

Today he is broke and unable to work because of injuries. He has no money to get started in a new business.

Under a national health insurance program, his medical expenses would have been taken care of and he still would have that \$1,500 in the bank.

Mr. and Mrs. Perry of Evansville, Ind., know why public housing is needed.

The Perrys, with their five children, pay \$32.75 a month for "three small rooms with scant privacy in an old structure. . . The house had not been decorated for many years and the plaster still left on the walls was about ready to fall."

Almost every one of the 100 families mentioned in the report can tell any foe of Federal aid to education the importance of good schooling.

"Over one half of the breadwinners in the families interviewed . . . had never completed the eighth grade," the report says.

"Their determination . . . that their children should have more education than they, no matter what the difficulties, was outstanding and heartening."

REPORT OF The Seafarers Welfare Plan

(Continued from Page 6)

Howard, G.	20.00
Jeanreau, Edward	10.00
Kelly, D. D.	20.00
Kiiski, Toivo	20.00
Lang, Leo H.	20.00
Lee, Theodore E.	20.00
Mayrbat, John	20.00
McDonald, Sam	30.00
Mitchell, O. R.	20.00
Perry, W. A.	20.00
Raana, K.	20.00
Ray, Claude	20.00
Smith, John H.	10.00
Sorenson, G. A.	10.00
Summerell, Charles H.	10.00
Teague, J. A.	20.00
Tickle, Lomie R.	20.00

Wallick, C. E.	10.00
Ward, H. M.	10.00
EPISCOPAL HOSPITAL PHILADELPHIA, PA.	
Smith, George	\$10.00
USPHS HOSPITAL SEATTLE, WASH.	
Wing, Joseph R.	\$20.00
PANAMA CANAL ZONE HEALTH DEPT., PANAMA	
Ficarrotta, John	\$10.00
USPHS HOSPITAL GALVESTON, TEXAS	
Allison, Cornelius J.	\$10.00
Collins, James E.	10.00

Goings, E. C.	10.00
Roughton, Hugh	10.00
Wilmoth, V. E.	30.00
Young, Charles B.	10.00
\$30.00	
USPHS HOSPITAL NORFOLK, VA.	
Duncan, Isaac B.	\$10.00
McCouston, William	10.00
Snipes, Fred M.	10.00
Wickham, Robert A.	10.00
\$40.00	
MANHATTAN BEACH HOSP. BROOKLYN, NY	
Moore, George	\$10.00
METROPOLITAN HOSPITAL NEW YORK, NY	
Helju, Alfred	\$30.00
USPHS HOSPITAL FORT STANTON, N. MEX.	
McDonald, Donald	\$40.00
USPHS HOSPITAL SAVANNAH, GA.	
Brown, Clyde C.	\$10.00
Goude, Joe	30.00
Harvey, Harry	10.00
Johnson, G. F.	20.00
Lofley, L.	10.00
Lowery, Carl D.	20.00
Newman, Guy W.	10.00
Paylor, F. S.	20.00
Spaulding, Joseph	20.00
\$150.00	

Death Benefits Paid

Collins, Luke	\$1,500.00
Thomas, Lemuel A.	500.00
Lancaster, John M.	1,500.00
Marlar, John T.	1,500.00
Mitchell, Frank S. Sr.	1,500.00
Morrisey, William A.	1,500.00
\$8,000.00	

Coast-Guard Lists Grounds For Refusing Clearances

Although the Coast Guard has been screening seamen and waterfront workers for more than a year, it has for the first time revealed the full list of reasons why seamen and other maritime workers may be denied security clearance.

The reasons were made available last Friday, September 14, and are slated to be published in the next issue of the "Federal Register," when they will become officially effective.

A seaman will be refused clearance by the Coast Guard whenever all the information and evidence available give reasonable grounds for believing that the man:

"1. Has committed acts of treason or sedition, or has engaged in acts of espionage or sabotage; has actively advocated or aided the commission of such acts by others; or has knowingly associated with persons committing such acts; or

"2. Is employed by, or subject to the influence of a foreign government under circumstances which may jeopardize the security interests of the United States; or

"3. Has actively advocated or supported the overthrow of the government of the United States by the use of force or violence; or

"4. Has intentionally disclosed military information classified as confidential or higher without authority and with reasonable knowledge or belief that it may be transmitted to a foreign government, or has intentionally disclosed such information to persons not authorized to receive it; or

"5. Is or recently has been a member of, or affiliated, or sympathetically associated with, any foreign or domestic organization of persons which is, or which has been designated by the Attorney General as being, totalitarian, fascist, communist or subversive, which has adopted a policy of advocating or approv-

ing the commission of acts of violence or force to deny other persons their rights under the Constitution of the United States, or which seeks or which has been designated by the Attorney General as seeking to alter the form of the government of the United States by unconstitutional means."

Similar provisions were listed for denying clearance for men working at or wishing to enter waterfront facilities. This list, however, had an additional clause denying clearance to anyone who has been judged insane, convicted of high felonies, drunkenness on the job or addiction to narcotics "without adequate evidence of rehabilitation," or is guilty of illegal presence in the United States.

Three Libertys Out Of Boneyard Coming To Mobile For Crews

By CAL TANNER

MOBILE, September 13—Business in this port slowed down somewhat from the previous week but the future promises to be good, as we have three boneyard Libertys scheduled to take crews as well as nine regular vessels due in for payoffs.

The three new Libertys are the Martin Behram and Rudolph Kauffman (Alcoa) and the George Gibbs (Waterman).

While the future looks pretty bright here for us, the strike at the Alabama Drydock and Shipbuilding Company by the CIO Shipyard Workers continues without a break. The strike has been in effect for nine weeks.

130 AT MEETING

We held our regular meeting last Wednesday at which we had 130 members in attendance. Nothing of great importance came up for discussion, except the Secretary-Treasurer's report and the Building Committee's report. All minutes from the Branches were accepted and filed.

One of the 130 men at the meeting was Blackie Saxon, who at present is sailing aboard the SS Alcoa Cavalier as Quartermaster. Blackie is also Ship's Delegate and is doing a bang-up job of it, too. Blackie told me that he takes great pride in doing a job for the Union, seeing to it that the job he undertakes is done right.

Blackie says that, looking back now on the years that have pass-



BLACKIE SAXON

ed since he first sailed SIU, he finds it a wonderful sensation to know that the Union has gone so far and has not stagnated, as happens to some organizations after they get established.

Blackie also says he wants to extend his personal thanks to the SIU Negotiating Committee for a job well done in getting the many benefits Seafarers now enjoy.

I can add to Blackie's remarks that he need have no fear that there will ever be any stagnation in the SIU. Only a stagnant membership would allow that, and the SIU's membership is a wide-awake bunch of men.

Things Better Than Okay In Baltimore

By EARL SHEPPARD

BALTIMORE, Sept. 12—Shipping was very good in this port during the past two weeks, as the over 300 men who took jobs from here can testify.

The number of men shipped naturally indicates a large number of ships in this port, but it was not a too difficult job to handle the business.

All crews were in good shape and the beefs were at a minimum, except for the Ore Line and Calmar ships.

On these vessels the beefs against the food are increasing, and the company is finding rated men have a great reluctance to sail these ships when much better scows are coming in here every day.

We have also heard that some of the 1st Assistants on Ore ships are trying to run everything, with the result that many rated men, particularly the Electricians, are piling off.

The ships that paid off here were the Steel Flyer (Isthmian), Robin Goodfellow, Robin Hood (Seas Shipping), Chilore, Oremar, Bethore, Marore, Feltore and Steelore (Ore), Marymar, Portmar (Calmar), Nathaniel B. Palmer (Palmer), Edith, Mae, Arlyn (Bull), Couer d'Alene Victory (Victory Carriers), Marie Hamil (Bloomfield).

13 SIGN-ONS

Sign-ons were the Chilore, Marore, Oremar, Feltore and Steelore (Ore), Yaka, Andrew Jackson, Golden City, Raphael Semmes (Waterman), Steel Flyer (Isthmian), Nathaniel B. Palmer (Palmer), Marie Hamil (Bloomfield), Robin Hood (Robin).

In-transit we handled the Hilton, Jean, Dorothy, Evelyn (Bull), Chickasaw, Afoundria, Gateway City, Azalea City, Mobilian (Waterman), Steel Admiral, Steel Worker (Isthmian), Catherine (Dry-Trans), Bradford Island (Cities Service).

In the Branch we are continuing our campaign of ridding the Union of gashounds and performers. The campaign is coming along nicely, as we are not having anywhere as much trouble as previously.

Likewise, I found time to sit on the Port Appeals Board on the question of security clearance for a member. A proper hearing was granted and the findings were sent to Washington.

At the moment this port is peaceful for the SIU, but our affiliate, the BME, is carrying on its organizing campaign in the Matson fleet here. Their men are using our office here as Headquarters in their campaign, and for that reason our Hall is open 24 hours a day now.

While we are open 24 hours a day, one outfit is fast asleep in this port. Recently several MCS men came in asking about the location of the MCS hall here. When they were informed there is no MCS hall in Baltimore, they immediately inquired if there was any chance of them joining the SIU.

At our regular Branch meeting the bi-weekly affairs of the Union were cleared up. The minutes of other meetings were accepted, as well as the Secretary-Treasurer's report and the Building Committee's report.

Ships Delegates

Aboard ship the arm of the Union is the Ships and Department Delegates. A good crew, for its own protection, picks its Delegates early, and carefully. Have you and your shipmates elected your Delegates? If not, do it now!



SHIPS' MINUTES AND NEWS

Report On Radar In Ship Accidents Puts Human Failure As Chief Cause

A study by a government board of 180 ship collisions—15 of them SIU-contracted vessels—during the past fiscal year to determine the value of radar revealed that the detection equipment contributes greatly to the safety of ships, but human failures play the major role in collisions, including the failure to evaluate correctly the information given by radar and inexperience in its operation.

The study was made of ship collisions of American vessels of 100 gross tons or over in accidents at sea, coastal waters, bays and rivers. The accidents ranged from the bumping together of moored vessels to two high-speed head-on collisions. One of the latter was the crash of the Esso Greensboro and the Esso Suez in the Gulf of Mexico in April of this year, resulting in the loss of 37 men on the

Greensboro and 2 on the Suez. In that collision both of the vessels were radar-equipped and had radar in operation. Both vessels were blamed for running at excessive speed in a dense fog.

The study, which was carried in the current issue of the Proceedings of American Merchant Marine Council, also listed excessive speed in a dense fog as the cause of the crash between the Mary Luckenbach and the Navy hospital ship Benevolence last year at the entrance to San Francisco Bay. Twenty-three persons were lost from the Benevolence. Both ships were radar-equipped, though only the Benevolence had its in operation.

ONE SIU SUNK

Of the SIU-contracted ships listed in the report, only one was sunk, the Sandcraft, which collided with the freighter Melrose in New York Harbor. In this case neither ship was radar-equipped and the cause of the accident was given as cross signals and action to avoid collision coming not in time.

In none of the SIU-contracted ship collisions was a single crew-member lost and in only one case did the other ship suffer any loss of life. This came when the Depauw Victory, South Atlantic, was in collision with a Korean fishing boat in January of this year. Three persons were reported lost from the fishing boat.

Not included in the study were cases where ships suffered damage from other than ship-ship collisions.

Summarizing the study, the group reported that of the 180 collisions, in 90 cases one or both vessels had radar, but in 140 cases radar was not a factor.

The continued use of radar and greater experience by crew-members will prove to cut the collision toll, the group observed, but complete reliance on radar to travel at high speed in poor visibility may cause accidents that otherwise would not occur.

Where Ship's Get Names

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

Abel Parker Upshur (South Atlantic): American jurist and statesman (1791-1844). Served as Secretary of the Navy and Secretary of State.

Alanson B. Houghton (Alcoa): Industrialist and diplomat (1863-1941). Was the son of the founder of Corning Glass Works and later president of the firm. Was US Representative 1918-1922. Served as US Ambassador to Germany and England.

Benjamin Silliman (Seas Shipping): American chemist and educator (1779-1864). Was professor at Yale University and was active in the founding of the Yale Medical School. Was the founder of the Journal of Science and Art, sometimes known as Silliman's Journal.

Bertram Goodhue (Mississippi): American architect (1869-1924). Partner in firm of Cramm, Goodhue and Ferguson. Drew plans for the US Military Academy at West Point, Academy of Science in Washington, St. Thomas and St. Bartholomew churches in New York.

Casimir Pulaski (Eastern): (1748-1779). Polish nobleman in American revolutionary army. Fled his country to Turkey and then France. Came to US in 1777. Served as a volunteer in the revolutionary army. Commissioned to organize a corps of cavalry. Was killed in the siege of Savannah.

Govt Inquiry Figure Taken From SS Yaka

The progress of Congressional hearings into the activities of a former Alcohol Tax Unit supervisor waited on the SIU-contracted SS Yaka this week.

The Waterman ship, running intercoastal from the east to California, carried Representative Cecil R. King, chairman of the inquiry committee, as a passenger. The ship was intercepted off the coast of Florida and the Congressman was removed from the ship by the Navy destroyer Fox. King then flew to New York.

'Rambling Ghosts' Of Robin Trent Outslug Crew Of African Dawn, 19-15, In Beira

In a loosely played baseball game featured by heavy slugging and sieve-like fielding on both sides, the "rambling ghosts" of the Robin Trent defeated the formerly unbeaten team from the SS African Dawn in the port of Beira, Portuguese East Africa. The final boxscore was:

SS Robin Trent, 19 runs, 21 hits, 5 errors; SS African Dawn, 15 runs, 9 hits, 7 errors.

The weather was chilly, and the cold was blamed for the many errors, three costly errors in succession being made by Charles 'Television' Muntz, the Trent's chubby shortstop.

Highlights of the game are as follows, as reported by an unidentified Robin Trent observer.

Chop Chop Koza, the only

My Pop's A Seafarer



Sheila Dacken, 6-year-old daughter of Seafarer George Dacken, smiles with her father during her tour of the SIU Hall. Sheila had told her father she wanted to see the Union Hall he spoke of so often, so he brought her down. George and his wife, Adele, live in Brooklyn and have another daughter, Joan, 4.

southpaw catcher in this section of the tall grass was knocked off his pins in the last inning when one of the opposing heavyweights slid into him at the plate, knocking all the wind out of him. It took a little first aid to bring him back to consciousness.

Luis "Slugger" Williams, the Barcelona Cowboy and also pinch-hitter deluxe pulled the perfect squeeze play. Being as fast as the well-known greyhound, he beat the throw to first, started to second, got the opposing infield so rattled that they threw the ball everywhere but the right place. Four runs scored. Now the slugger demands that we inform the Editor of the LOG to please notify all of Williams' friends in the SIU that he always clouts a homer when he pinch hits. He'll have to call the Hall and have a Patrolman settle that.

LOG READER

The following may not seem funny to you guys, but the players and spectators at the game really had a good laugh, so here goes: Roger La Pointe, the Fall River Express, came to bat in the fifth inning with the bases loaded and two out. Whereupon the Dawn's supporters and players started calling him "easy out." So with his Irish aroused, he dug in at the plate and on the first ball pitched tripped to deep centerfield, scoring a needed three runs. But immediately upon his ar-

rival at the hot-corner bag, he called for time, pulled a LOG out of his pocket, sat on the base and started reading out loud. Quite a few persons out of curiosity went out to the third base line to see what was happening, whereupon the "express" pulled more LOGs out of his other pocket and started passing them around to the people.

CALL HALL

Al Wargo, the six-foot first baseman of the Trent and the third baseman Scorskurouski Gretskey had a debate as to whom should have fielded a certain ball in the infield, whereupon Brother Wargo stated: "Hell, Ski, there's no use arguing about a little matter like this. Let's call the Hall and get a first and third baseman sent to the ship."

"Papa" O'Neill, the money handler of the Trent made the last out of the game on a scorching grass cutter. Papa said that it was easy, but later on when in a more mellow mood (Yes, the beer is nice over here, too) he stated that he actually caught that ball in self defense, and if he had not done so that he would need some new front teeth.

This is four out of five games won by the Trent. Some of these fellows on the team are beginning to think they are pretty good at the old game of America, and by golly, the writer is starting to agree with them.

End Of European Run



Beauregard crewmembers relax on deck while ship rests at Bush Terminal in Brooklyn following a run from New York to North European ports. The crewmembers are, left to right, Harry Armstrong, OS; Tony Zaleske, AB; Jack Bymaster, AB; Edward Ketschke, OS; John J. Flynn, AB. Picture was submitted by Flynn.

Digested Minutes Of SIU Ship Meetings

WILLIAM TYLER PAGE (Waterman), July 22—Chairman, Mac Donnell; Secretary, Robert M. Godwin. Delegates reported everything okay. Suggestion that everyone try to cooperate in keeping messrooms and pantry tidy at all times.

DEL MAR (Mississippi), August 5—Chairman, George H. McFall; Secretary, Woodrow Perkins. Delegates reported no beefs on disputed overtime. Suggestion that all the crew knives be sharpened in New Orleans as they are too dull to cut meat. This ship will payoff in New Orleans absolutely clean.

STONY CREEK (Amer-Tramp), July 7—Chairman, Oscar Payne; Secretary, George Corning. Delegates reported that they will have to see the company representative for subsistence for the men that left Boston to board the ship in Searsport, Maine. Letter from Headquarters was read explaining new permits and importance of crews living up to contracts.

June 15 — Chairman, Oscar Payne; Secretary, Tony Reardon. Delegates reported no beefs. Motion made and carried that the entire crew familiarize themselves with the latest issue of the SEAFARERS LOG so that items mentioned in the communication from Headquarters be discussed and voted on in the next meeting.

STEEL WORKER (Isthmian), July 26—Chairman, Jesse Gomes; Secretary, Tony Gasper. Delegates reported no beefs. Discussion on Welfare Plan. All hands voted to increase Union dues. Suggestion that all receipted bills of washing machine should be turned in to the Patrolman.

SEAPEARL (Colonial), August 1—Chairman, Clayton Conley; Secretary, M. Anderson. Delegates reported no beefs. Motion made and seconded that cablegram be sent to Headquarters requesting replacements meet ship at Curacao. Discussion pro and con on relieving watches.

SIU Newlywed



Seafarer David Blonstein with his bride, the former Ann Saliz. The couple were married in New York on June 24. Brother Blonstein was last on the Suzanne as Deck Maintenance.

SEAFARER SAM SAYS:



Every Seafarer making a payment to the Union for any purpose should get an official receipt bearing the amount of the contribution and the purpose for which it was made.

July 16—Chairman, M. Anderson; Secretary, F. Massey. Delegates reported on current logs. Motion made that any man that misses a watch in port will pay the man that stands his watch \$10 for each four hours.

BENJAMIN SILLIMAN (Robin), July 22—Chairman (none given); Secretary, Richard K. Sanvil. Delegates reported no serious beefs; everything taken care of. The three Navy boys aboard ship were treated as guests. They were invited to eat with the crew. The Carpenter was asked to make shelves for the books and magazines.

GENEVIEVE PETERKIN (Bloomfield), August 12—Chairman, V. L. Porter; Secretary, H. Krohn. Delegates reported no beefs. Motion made to take up collection for repairs on washing machine. Steward is to see that the messhall and the dishes are clean at all times.



ELIZABETH (Bull), August 19—Chairman, Ed. Abualy; Secretary, A. Campbell. Delegates reported everything in order. Motion made and carried that a letter be sent to Port Steward requesting innerspring mattresses. Motion made and carried that hospital benefits be increased to \$15.

INEZ (Bull), August 12—Chairman, H. Orlando; Secretary, E. Oppici. Delegates asked new men to contribute \$2 toward a new washing machine. One crewmember missed ship due to being in jail in New Jersey.

SEATIGER (Colonial), July 22—Chairman, E. Williams; Secretary, none given. Special meeting to discuss the \$50 fine voted at a previous meeting to be levied on future performers.

BRADFORD ISLAND (Cities Service), August 8—Chairman, F. L. Lamberti; Secretary, Wallace

Frank. Delegates reported smooth sailing. Suggestion made that all members of the crew wear shirts during meal hours. It was also suggested that the ship be fumigated during its stay in the shipyard.

PAOLI (Cities Service), July 31—Chairman, Mitchel Lemicux; Secretary, R. Sirois. Delegates reported some disputed overtime. Serious discussion held on present procedure used in firing personnel.

ANDREW JACKSON (Waterman), August 12—Chairman, Pete Gvozdoch; Secretary, L. I. Phil-

lips. Delegates reported no beefs. Motion made to have Patrolman see Chief Engineer about installing electric shop, as the Electrician has no place to work.

GATEWAY CITY (Waterman), August 1—Chairman, Ralph Seeger; Secretary, E. M. Watts. Delegates reported no beefs. Discussion on starting ship's fund by collecting \$.50 per man on each payoff. Ship's Delegate gave talk on taking care of ship's equipment, such as linen.

ALAWAI (Waterman), August 12—Chairman, M. Keeffer; Secretary, Vaughn. Delegates reported beef in black gang to be taken up by black gang delegate. Suggestion made that the performer be left to the membership to handle.

FAIRISLE (Waterman), August 10 — Chairman, J. W. Puckett; Secretary James Clinton. Discussion that fund be split up among crewmembers who contributed. Ice box or refrigerator to be replaced with new one before ship sails on new trip.

DEL AIRES (Delta Line), August 19—Chairman, F. L. Gordan; Secretary, C. A. Hancock. Delegates reported no beefs. \$75 reported in ship's treasury. Discussion on change of clean linen.

ALAMAR (Calmar), August 5—Chairman, Albert Hogge; Secretary, B. Wilson. Delegates reported no beefs. Motion made and carried that everyone donate \$2 a trip for the washing machine fund to keep up repairs.

WINTER HILL (Cities Service), August 14—Chairman, John Mitchell; Secretary, Joseph J. Mullin. Delegates reported no beefs. \$150 reported in ship's fund. Motion made and carried

to contact Patrolman and try to get innerspring mattresses for crew. Suggestion that some money be left in ship's fund to facilitate a reserve fund for any emergency that may occur.

AMBERSTAR (Triton), August 8 — Chairman, Martin J. Pyke; Secretary, Richard L. Huff. Delegates reported minor beefs. Chairman encouraged everyone to speak up about their beefs instead of pouting and talking about them in small groups. The deck Delegate claimed that there had been discrimination in the giving of overtime to members of that department.

AZALEA CITY (Waterman), August 11 — Chairman, A. J. Johns; Secretary, T. Bowers. Delegates reported no beefs. Motion made and carried to have all watertight doors on ship repaired before hurricane season starts. Deck Delegate asked the new men to keep the washing machine clean.

CAROLYN (Bull), August 12—Chairman, J. Holland; Secretary, G. Faircloth. Motion carried to turn over to boarding Patrolman report concerning performers in deck department. It was suggested that all hands be properly dressed when entering the messroom.



ALASKA CEDAR (Ocean Tow), August 9—Chairman, A. C. Mitchell; Secretary, John Levack. Delegates reported no beefs. There was a talk on cooperation among all hands.

AKTION (Actium), July 23—Chairman, P. G. Fox; Secretary, J. Wehe. Delegates reported one overtime beef to be settled. Suggestion to make another collection for washing machine. If the collection doesn't amount to much it will be turned over for some charitable purpose.

FAIRPORT (Waterman), August 9 — Chairman, F. Drozak; Secretary, B. Bishop. Suggestion made to have washing machine fixed in Charleston and to put handle on door. Motion made to have screens ordered in Frisco.

MANKATO VICTORY (Victory Carriers), August 5—Chairman, R. Barbot; Secretary, A. Boken. Delegates reported no disputed overtime; no beefs. Contaminated food in dry stores to be disposed of. It was suggested that the ice box be cleaned.

CITY OF ALMA (Waterman), August 7—Chairman, none given; Secretary, none given. Special meeting called in regards to a former crewmember being beached in port after his discharge from the hospital with no subsistence nor help from the agent. He needs further medical attention and is unable to work.

STEEL FABRICATOR (Isthmian), July 31—Chairman, M. C. McCranie; Secretary, W. Surka. Delegates reported everything okay. Motion made and seconded that Second Cook donate \$25 to the LOG for missing breakfast.

Directory Of SIU Halls

SIU, A&G District

- BALTIMORE.....14 North Gay St. Earl Sheppard, Agent Mulberry 4540
- BOSTON.....276 State St. James Sheehan, Agent Richmond 2-0140
- CALVESTON.....308 1/2-23rd St. Keith Alsop, Agent Phone 2-8448
- LAKE CHARLES, La.....1419 Ryan St. Keith Terpe, Agent Phone 6-5744
- MOBILE.....1 South Lawrence St. Cal Tanner, Agent Phone 2-1754
- NEW ORLEANS.....523 Bienville St. Lindsey Williams, Agent Magnolia 6112-6113
- NEW YORK.....51 Beaver St. HAnover 2-2784
- NORFOLK.....127-129 Bank St. Ben Rees, Agent Phone 4-1083
- PHILADELPHIA.....337 Market St. S. Cardullo, Agent Market 7-1635
- SAN FRANCISCO.....450 Harrison St. Lloyd Gardner, Agent Douglas 2-5475
- SAN JUAN, P.R.....252 Ponce de Leon St. Sal Colls, Agent
- SAVANNAH.....2 Abercorn St. E. B. Tilley, Agent Phone 3-1728
- SEATTLE.....2700 1st Ave. Jeff Morrison, Agent Seneca 4570
- TAMPA.....1809-1811 N. Franklin St. Ray White, Agent Phone 2-1323
- WILMINGTON, Calif.....440 Avalon Blvd. Sam Cohen, Agent Terminal 4-2874
- HEADQUARTERS.....51 Beaver St., N.Y.C. SECRETARY-TREASURER Paul Hall

HEADQUARTERS REPRESENTATIVES
Joe Algina Robert Matthews
Joseph Volplan

S U P

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

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

Great Lakes District

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

Canadian District

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

THE MEMBERSHIP SPEAKS



Bone Up On Booklets, Lake Tells SIU Members

To the Editor:

The education of our work permitmen is really the job of every bookman. But here is the confusing point. The average bookman is still in need of education himself. The Union has spent time and money printing booklets covering various subjects: our constitution, how meetings should be run, what constitutes a charge, how to conduct ourselves on our job, etc.

But, how many of our members bother to read them? Not enough.

Then there are a few who believe that a well-educated membership becomes a hard group to handle. That may be true for the individuals who are always purposely misinterpreting our policy, contract and Union principles to suit their own situations. These men are making a terrible mistake and their policy will prove detrimental.

EDUCATION FIRST

The foundation of any structure must be firm and strong if that structure is to last. The rank-and-filers are the backbone of our Union and from their ranks will come the leaders of tomorrow. To be good leaders they must be properly educated. The permitman is our potential member. He, too, must be properly educated.

There are many good Union men within our ranks today who are militant. They will go all out for what they believe right. These Brothers mean well and are devoted Union men. Herein lies their fault. Sometime during their learning the principles of unionism, they were impressed the wrong way: For example, how to settle a beef. They believe that the only way to fight a beef is by being radical. Being a radical has good points, but if one cannot be wise enough to realize the time to bargain, the time to compromise, then even our gains will be lost. All of us cannot be officials or delegates, but all of us can support our officials and delegates.

WHAT'S POLICY?

Being a good Union man is like being a good citizen. We must study our contracts; we must live up to the policy we made. A lot of Brothers will ask, "What is our policy?" Well, here it is, all written plain and simple, in these little booklets. Just pick one up and read it. You'll be surprised how much you didn't know before.

Allen Lake

French Creek Crew Thanked For Sympathy

To the Editor:

I am writing you this letter to let you know my appreciation to the crew of the SS French Creek. On Sunday, August 26, I received a radiogram informing me of my sister's death. The crew held a special meeting and took some money out of the ship's fund to send some flowers. I and my whole family thank them very much. I have never met a better bunch of fellows since I have been in the SIU.

Salvatore C. Alu

The Storyteller In Action



Winter Hill Chief Cook Mike Michalik, left, evokes chuckles from fellow crewmembers Andy Kennedy and Bill Utley with one of his fabulous stories. According to the note accompanying the photo, Mike says the SIU is the first Union he ever belonged to where he will not have to pay dues. He will take his vacation pay, which he never got before, and turn it in for dues.

Patient Raps Frisco Hosp. As Unclean

To the Editor:

Brothers, I am not a guy to complain but I would be proud if a few of you could drop by the US Public Health Service Hospital in San Francisco, 4th floor, and see what us poor "heroes in dungerees" with TB have to put with.

The walls haven't been washed in five or six years. The windows haven't been washed going on two years. Shower stalls haven't been cleaned in God knows when. Floors go for two or three days without sweeping, longer without mopping. If you are able to crawl, you get up and go to the toilet. They are out of kleenex now, have been for a week.

I wonder what becomes of the money they get to run this Coast Guard place with?

Name Withheld

Visitor At Hall



A recent visitor at the SIU Hall in New York was Dan Booz, former Seafarer active in Cities Service, now active in the Army's tank corps. Booz is in training at Fort Hood, Texas.

Department Head Isn't Delegate, Sullivan Warns

To the Editor:

Some guys just can't get it into their thick heads the reason for having a delegate aboard ship. Anytime some guys feel like beefing about something they just corner the department head and start singing the blues.

This is bad. The impression the department head will probably get is that we are all a bunch of small know-nothings about the proper Union procedure and this in turn reflects on the Union itself.

Delegates are properly elected by the Brothers themselves and, therefore, should be respected as such.

Take your troubles to your delegate and he in turn will thrash out all the beefs with the proper person in a legitimate and proper union method.

The sign of a good SIU ship is when there is cooperation from both sides with the delegates holding up their jobs as Union representatives for the men aboard.

John Sullivan
SS Frances

Memories Of 'Sea Pie' Leave Paddy Cold

To the Editor:

In a previous issue I tried to convey my experiences on foreign ships as compared to the working and living conditions on ours. I gave you an idea of the way you had to service yourself during chowtime. I forgot to inform you that you had to provide your own knife, plate, spoon and fork. When you completed your meals, you had no convenient place to retire them so you put them in under your straw pillow. On Sunday we didn't get chicken. Oh no, for breakfast we usually got tough steak or curry and rice, ham and eggs. Dinner was the good old sea pie, which consisted as a rule of tough steaks cut up, plus the leftovers of the kitchen, perhaps a taste of kidney here and there, but plenty of dough like putty to cover everything in the mysterious sea pie.

Now, fellows, when a foreign seaman refers to the crew's steak, the black gang calls them hand rags, which apply to the rags he uses on his hands with the slice bar in the fireroom while raising the coal in the fire box when getting up steam.

It was customary for the old-time Fireman, when about to ship out, to find an old piece of floor carpet, cut it into squares and slit it in the center in order that his hands could go through, similar to a mitten. No such things as gloves—they would be a luxury. When the black gang came off watch, each one carried his water bucket midship and got his quota of water to wash, that would be about two gallons.

The water pump being locked at all times made it necessary to locate one of the brass to dish it out, but you had to pump it yourself by hand from the peak. I might also add that you had to provide your own soap, wash towel, etc. When on a long trip and your soap supply ran out. What a mess!

In the fire room, under the ventilator hung an old two-gallon can full of tea at all times unstrained without milk, but headed off with plenty of coal dust. This you pushed aside and inbibed when thirsty. Well, I have shown lousy conditions that were and still are prevalent on some foreign ships. Of course, there has been some improvements since 1916. Yet not sufficient from the information I have recently received.

Does that make you think? Where would you be today if it were not for Unionism, and especially the SIU. Listen, Brothers, it does not seem feasible that the shipping companies would force you into such abject miserable conditions, yet it is true. Therefore, make it a point to do all in your power lest we are coerced into this

kind of slavery again. Be good Union men, attend your meetings and whether bookmen or



permitmen help each other along. Live up to your obligations and above all don't be vindictive to your Brother members, although you may not like his guts. Always remember that unity is strength and an injury to one is the concern of all.

Paddy Farrell

Skipper's Son Goes To Sea

To the Editor:

I never knew it before, but it is only after 44 years that I realize at last how my late father and mother felt when I first went to sea in 1907 and sailed out of Latvia in the bark Esmeralda.

I sailed away in a bark all white under sail and never came back to see my parents again. Too much has come and gone since then: four years before the mast in sail, two years as Chips in a bark, two years as the Second Mate in a fourmasted bark, two years as the Chief Mate in square-riggers, seven years as Master in a four-masted schooner and a barkentine, and then Master in steam to this day, and I missed no one.

It is only now that my wife and I miss our son who has gone to sea and shipped on a tanker today. It is only now that

I realize at last how my late father and mother felt when I first went to sea, never to return to see them again.

But our son Henry, standing five feet and eleven inches and weighing about 150 lbs. and about my age of 16 years and four months in 1907, will return to his home port of New York within 15 days. He shipped through the Seafarers International Union, and is protected by its rules and regulations. He will not take to the life of a rover as I did, when the only home I had was where I hung my hat. Henry has a happy home to which he can return whenever the voyage has ended, which is more than I had.

It is, therefore, that I hope that all young Seafarers return home happy after the voyage is done, to their home folks glad to receive them.

Capt. R. J. Peterson

Topside Cooperation Marks Trip To Italy

To the Editor:

This is no letter about bucko Mates, log-happy Skippers or hungry Stewards, for this voyage has been first rate. The Skipper and First Mate of this ship, the SS Joseph A. Brown, are both first class in anyone's book. Never a bad word to any of the crew. The whole topside gang believes that if we do our jobs as good seamen, we'll get the breaks. And that's the way it has been.

In addition to the pleasant relations with topside, not a single crewman or officer can deny that this ship is a first rate feeder. Our Steward, the master of the art, is Danny Piccerelli, who puts out such delicacies as veal scallopine, chicken cacciatore, lasagna and many other palate teasers.

EX-WALDORF

These dishes are concocted by the most able of hands to my estimation, being those of Eddie Lamb, who knows no peer. The concocter of French and Italian pastries is James P. Balderson, our Night Cook-Baker, an escapee from the Waldorf.

I believe that when this ship hits port there will be plenty of Seafarers hankering to come aboard to enjoy this set-up, but they're going to be disappointed—I don't think a single crewmember will budge from her.

Praise has been given topside and the stewards department, but for efficiency, cooperation and an unbeatable combination, our deck gang is hard to beat. The men are J. Auger, S. Bogucki, E. Colkos, J. Hetzell, W. Small, W. Zaleski, R. Bibben, E. Masakowski and W. Wrube. Last of all is the carpenter, Dick "You Kids" Cummings.

James Hanners
F. Pinkowski



Crewmembers from Bull Line's GAA Liberty Joseph Brown see the sights in Venice. Front row, left to right, J. Hetzell, Deck Delegate; D. Piccerelli, Steward, and J. Auger, AB. Back row, J. Schaffer, Deck Engineer; J. Hanners, Ship's Delegate; S. Bogucki, AB; F. Pinkowski, Bosun.

Where Are Men For Ships? Asks Seafarer In Service

To the Editor:

Just received the latest issue of the LOG and I read all about the great job our Union has been doing. It sure does the heart good to know that all of us seamen in the Army have a strong Union as the SIU to come back to after we get out.

It is good to get the LOG, for it keeps us close to shipping and also plenty of news of our old shipmates. There are plenty of seamen in this camp and I pass the LOG around for all to see. Some are from other unions and they really praise the LOG and also the SIU policy.

In the last issue it said that we are getting six more ships out of the boneyard. Who is

going to man them? The papers are full of the shortage of seamen, but what are they doing to relieve the shortage? Are the unions or the companies doing anything for the seamen in the Army. The old story I guess, let them serve until a war and then when the going gets tough we can let them out to sail the death traps.

PET BEEF

Our pet beef is that most of us were too young to go into the service in the last war so we went to sea and we risked our lives, but still that wasn't actually fighting. We continued to sail and in the new war proved ourselves again. And how do they treat us?

They pull us off the ships and tell us that we must serve our country. But what of the young punks that hang around the pool halls and the streets? Why don't they take them? Instead, they will have to open the Maritime Service schools at the cost of millions to our government and then have green men the next few years to come. The same thing happened the last time. You would think that they would profit by the former mistake.

Cpl. Casmier A. Kaust
U.S. 51105744
Co. I, 2nd Bn., TRTC
Ft. Eustis, Va.

Airport Builder Wants The LOG

To the Editor:

Greetings from North Africa! I have retired my book and am taking a stab at building airports over here. Ed Larkin, the Electrician, was here, too. There is plenty of overtime, pretty good chow. I would like to have the LOG sent here, because I want to keep up with all the latest news.

Plenty of SIU ships hitting here. Have hit a couple of them for a god cup of coffee. The stuff they give us in camp for coffee is really miserable. Larkin left many female companions here, so tell any of the boys hitting here to look them up. Send the LOG to this address:

Don Linder
c/o Atlan Const.
Case Postale 14
Casablanca, Fr. Morocco

Frank West
Engine Delegate

Skystar Dodges Lien, Ends In Commie Hotbed

To the Editor:

It all started three months ago when we sailed from Galveston with a load of grain for Trieste.

Everything was going along fine until one sunny afternoon along the coast of Sicily we came to a screaming halt: we discovered you can't go cross-country on a Liberty ship. We were aground.

The following day a tug boat arrived and tried to pull us off the rocks but could not move us. Stevedores were ordered from Syracuse and next day about a hundred and fifty came aboard and started discharging cargo into fishing boats. At this time the Italian Coast Guard and the stevedore agent came aboard and informed the Captain that the men were fishermen and were taking the cargo for their own use. The Coast Guard ran them off the ship and then fired a few rounds to keep them away.

The stevedores that had been ordered finally arrived and started discharging the cargo into small boats, but the sea got too rough for them to stay along side and they proceeded to dump the grain into the water.

After being stuck four days we finally got afloat and proceeded to Syracuse, minus one anchor and eight hundred tons of grain.

When we were ready to sail some officials came aboard with a lien on the ship. They forbid us to sail until the fifty-three stevedores had been paid approximately \$40,000 for the two days work they had done while we were on the rocks. After a couple of days the company and the stevedores couldn't come to an agreement, so one morning before daybreak we cut the lines and the "Ghost Ship" Skystar slipped quietly out the harbor while Syracuse slept, but to our sorrow we also left five crewmembers sleeping ashore.

DIDN'T FORGET

Thirty-four days after leaving Galveston we arrived at our destination and in nothing flat the ship was swarming with officials, including the mighty US Coast Guard. It seems that no one could forget about us leaving Syracuse after they had issued a court order stating we couldn't sail.

By this time the commies had made a big issue about us leaving without paying the Stevedores and played this up every way possible.

There were so many articles in the newspapers about the Skystar that it was like a continued story. They called it the "ghost ship" and said it was fantastic the way we left Syracuse without any one seeing us.

The workers in the shipyard where we were being repaired were strictly commies and had large commie flags painted in all the shops. Mysteriously one night one of the flags was painted over with black paint. No one was seen painting it, but the crew of the Skystar was strictly taboo from then on.

After being in port a couple of weeks we were informed we could purchase cigarettes at the Army post exchange if we secured the proper paper. I secured the paper and purchased the cigarettes for the crew. Once when I came through the gate the custom guard stopped me and took me and the cigarettes

to the custom house. Even though I showed papers that I had legally purchased the cigarettes, they still considered it smuggling. Customs informed the Captain that I had been fined \$137 and if the fine was not paid I would have to go to jail. The Captain gave me a letter to the agent telling him to pay the fine. I went to the custom house and they informed me that the agent had paid the fine but it had been raised to \$171.

OVER BARREL

Regardless of how much I protested it didn't do any good because the ship was ready to sail and they knew they had me over the barrel. I could see the ship circling in the harbor and after spending one month in Trieste I didn't want to miss the ship regardless of how much the fine was. Anyway they gave me the cigarettes and as soon as I got aboard we got under way. The next day the Captain received a wire stating the fine was \$200, and had been paid by the agent. In a few more days we will pay off in Baltimore and I hope they don't raise the fine again before we get there. Nevertheless, the cigarettes were for the crew and everyone helped pay the fine, so it wasn't so bad.

For skipper on here we have Edward Serafin and we rate him none other than the best. Even with all the strain he has been under there was never a time during the trip that he wasn't congenial and cooperative in every way.

Jimmy Slaven
Ship's Delegate

Del Mar Crew Lauds Welfare Benefit Rise

To the Editor:

We, the crew of the SS Del Mar, have just received the latest issue of the SEAFARERS LOG and wish at this time to express our sincere thanks and gratitude to the Seafarers International Union and its officials who have made it possible for the seamen to receive such an opportunity as to have a \$1,500 welfare fund. It is remarkable, and almost impossible to understand how our payment per person upon death has increased from \$500 to the present amount of \$1,500. We are sure that if the matter were in the hands of any other parties, this feat could not have been accomplished.

However, in all the explanations that were given in the LOG, many of us are still ignorant in some respects as to the provisions and procedure of the Welfare Plan. For instance, under the new set-up, can a member receive the benefit if he is no longer going to sea but continues to keep his book active? Also under the new Vacation Plan, can a member collect a vacation and still remain on a ship?

These are two outstanding questions in the minds of our crew. I would appreciate it very much if you could answer these questions for us in the SEAFARERS LOG.

G. H. McFall
Editor, MAR LOG

(Ed. Note: Question 1: A man is eligible for one year after last date of employment; Question 2: Yes.)

Seamonitor Yearns For Home



On the deck of an SIU-contracted ship for the first time in many a month, former Seafarer Floyd Vincent, second from right in front row, poses with crewmembers of the Seamonitor in Korea. Vincent is now in an Army transport company. With Vincent are, left to right, front row, Kuzzy Kaziukewicz, Gibby Gibbons, Stanley Modzeluski, Vincent and Frank West. Back row, Frank Kustura, George Davidson, Kenny Sips and Jack Seratt.

To the Editor:

After meandering around Korean and Japanese waters for some five months on the SS Seamonitor (Colonial) we arrived in Pusan on one of our trips. We had the pleasure of a visit from SIU Brother Floyd Vincent of the 8057th Transport Company U. S. Army. (See pic.)

A word of praise is in order here for Steward Frank Kustura and Chief Cook Kuzzy for a bang up job in keeping the boys

fat and sassy, and of course it's evident that Kuzzy does not slight himself.

We are hoping the Seamonitor heads Stateside shortly.

Next trip will be different. Delegates aboard are Kuzz Kaziukewicz, ship's Delegate; Jack Seratt, steward's department Delegate; (Pat) Robertson, deck Delegate, and Frank West, engine Delegate.

Frank West
Engine Delegate

Make Every 4th Voyage A CS Job: Tex's Slogan

To the Editor:

Well, here we are down in the land of strong coffee and good looking native girls of this fair inland port, Lake Charles, that is.

Sure can't see why some of the good bookmembers of our organization can't come on down here and help us out in this port.

Went down on a ship with the agent Keith Terpe, yesterday. A Cities Service job. Was surprised to find that the crew was made up entirely of permitmen. Now the Union spent a long time and lots of money to get this company, and all Seafarers should pitch in and take one of these. Make every fourth trip a Cities Service ship.

PRIZE CATCH

As you know, a rated bookmember is a prize premium in this port. Here they lock the door on you for fear you might have notions of going to some other port. Well, boys, I just came from downstairs and they shanghaied me before I could

Suggests System For Crew's Use Of Airmail Log

To the Editor:

Living in a fog without any news from the Union is kind of rough after being out on a long trip. We put into port in the Far East recently and received two LOGs that had been mailed to our ship. They were as welcome as money from home.

PASS AROUND

Only one beef, though. The envelope is addressed to the ship's Delegate and he thinks it is his property and should not be passed around. I agree that it can easily be torn and lost, but the delegates should tell the crew the LOG is aboard and set up a list so each guy can sign out for the LOG and keep it a little while.

Irving Balfour

go back down. So any of you boys who want to get out very quick come on down here and let's go.

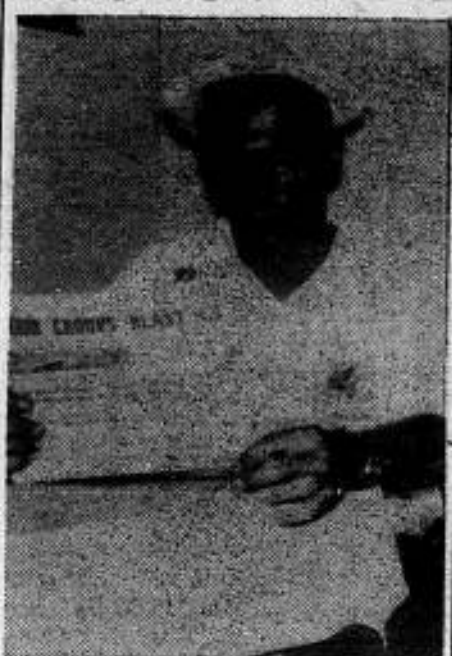
LOOK FOR YOU

So here we go a Cities Service scow and hope it is a pleasant trip. I will be looking for some of you good men to come to Lake Charles and give us a hand with the Cities Service ships. They can sure use a lot of good bookmen to give these men the scoop on how our organization runs.

Well, so long, I hope to be seeing some of you if you can get off that romance run down to South America on the Del Sud; in case you can't, tell all the girls in Santos goodbye for us.

A. G. (Tex) Alexander
C. Silcox

Keeping Abreast



Getting the latest on the doings of the Union is Edwin Lieber, who is deep in the pages of the SEAFARERS LOG while waiting for a ship at the Lake Charles, La., hall. Lieber had just paid off the Lafayette prior to the picture.

Praises SIU Gains, Looks To Day He'll Doff Khaki

To the Editor:

I'd like to send my thanks to the Union Negotiating Committee for its latest victory: the Vacation Plan. I sure wish I could be back sailing again, but that will have to wait until this war is over here in the Far East.

We have about five former seamen here at the hospital I'm stationed at and I sure was proud to show them that the SIU has come through with another first in maritime.

I would like to ask what I should do about my papers as I would like to obtain the validated papers. Will I be able to get them when I get out of the service, or should I send for them now?

I was scheduled to be discharged this October, but an extra year has been added to my enlistment. When I will get out is a mystery.

I would like to have sent me a copy of the "Seafarers In World War II" as I missed a lot of the copies of the LOG when they appeared. I would also like an extra copy for the hospital library.

Keep up the good work and

here's a hello to all my old shipmates.

Cpl. Ross Stratton
172nd Station Hosp.
APO 547, c/o PM
San Francisco, Calif.

(Ed. Note: Send the application we are forwarding to you to Washington and denote a port where you want your papers sent. After you get out of service, check at that port with the Coast Guard.)

Ship's Officers Rate High With Crew Of SS Bienville

To the Editor:

Another good skipper and mate have been found aboard the SS Bienville (Waterman). The crew have only the highest praises for Captain Hamilton Powell and Chief Mate James W. Case. Captain Powell is a good fellow who rates tops with everyone aboard our ship.

A reasonable man, Powell is a big-hearted oldtimer. The Captain has been going to sea for over forty years. He came up the hard way—from the foc'sle. Being on the same ship with him makes things pleasant, as we are like one big happy family.

Some of the sailors and "black gang" men aboard the Bienville have been going to sea for over 25 years themselves, and they well remember the hardships that used to exist for seamen. When you run into good men like the skipper, the mates, and engineers on this ship, it surly makes life happy.

Also we have a number of newcomers who are just starting to sea, and all of them have only the highest praise for our Union and our conditions aboard SIU ships, and especially this vessel. From the way things look aboard the Bienville, we are going to

ATTENTION!

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

SS Del Mar Stuck On Rocks, Gives Tugs A Tough Battle

To the Editor:

Well, here we are again, the jinxed Del Mar. On the night of August 26th as we were swinging to enter the breakwater of the Recife harbor, we felt the undeniable grinding of stone meeting steel and knew immediately that we had run aground. Emergency stations were sounded and upon hitting the deck we saw that we were much more than just aground, we were on the rocks of the breakwater.

About 10 feet of our bow had penetrated the stony structure. The red beacon on the breakwater was flashing brightly in our faces. The Del Mar took a heavy port list and immediately began blowing danger signals on our ship's whistle. Passengers were routed out of their slumber and fled on deck. There was no panic or confusion, for it was plain to see that we were high and dry and anyone could easily have reached the stone breakwater and walked to the beach if necessary.

Two medium-size tugs were dispatched to our assistance but they were of no avail.

In the meantime a call was put in to the Brazilian Navy Base at Natal in the north. In reply to our call for help, a large Navy tug was dispatched to Recife to help us. It arrived some thirty hours later, by which time regular shipboard life had resumed.

The Navy tug and one of the smaller tugs put lines aboard

us and heaved and pulled for two days without success. All rescue operations were suspended on August 30th.

As usual, there are hundreds of rumors as to our fate and future, but nothing official as yet. I believe that the damage to the Del Mar will be greater than the damage suffered when she rammed the SS Moormacstar in the harbor of Santos, Brazil, in the early part of this year. The ship is continually grinding for and aft and port to starboard on the rocks, and it is a good bet that she is taking a terrific beating. But, we are all safe and sound and taking the situation as it arises.

G. H. McFall

Thar's Gold In Them Hills, Trio Claims

To the Editor:

I just can't keep the news back any longer. Chuck Allen, Ray Queen and his sidekick, Hoss, have bought a mine. They think they're going to find gold. The diggings are in California. The prospectors are now in Seattle aboard the SS Simmons Victory, but they have their picks ready to take to the hills soon. Haw!

Might as well pass along all the other local West Coast news:

Bruce Hanpel had five girls down to see him off when the ship left Seattle. Peggy wasn't there, I hear.

Johnny Thompson is going to marry that cute little Japanese girl, according to rumor hereabouts.

Johnny Grimes is now sporting that new black make-up that is so popular with those in the know. Johnny's wearing it about both eyes. By the time the ship gets back from Yokohama Johnny will have given up the fad, unless he forgets to duck again.

That's all for now.

Chuck Hosteller

A Night On The Town



Irenewar. Seafarers all set for a night on the town while in Trieste recently. Left to right, Gene Hall, AB; Manuel, Saloon Messman; Bill Lowe, Chief Cook, and Greek Mozutsky, BR.

Seafarers And A Lady Friend



Unidentified except to say they are two SIU stalwarts and a lady. Picture was submitted to LOG by Sir Charles, ship's Delegate aboard the new Seatrain Georgia, which has just completed its maiden voyage.

Here's What I Think

QUESTION: When you are on the beach, what place do you call home?



TONY PISANO, Pantryman:

New Orleans is where I hang my hat for a good part of the year and is the place where I vote, so I guess I'm a Louisianian. When the sun gets a bit warm up north I usually head up for New York, particularly Brooklyn. I was born and raised in Staten Island and my relatives are there, but no place really had a hold on me. I'm single and fancy free and I follow the sun. When the cool winds start hitting New York, I'm back in the Crescent City with all the boys on Bourbon Street. That's where I'm headed for soon.



ERNESTO V. ERAZO, AB:

Brooklyn is where I live and have lived for some time. I was born and raised in Puerto Rico, but consider the Big Town my home. My wife and sister are here and I do my shipping out of the New York Hall. I've been in several other US cities and only found one that compared or surpassed New York. That city is San Francisco. I got off a ship there once and liked the place. When I got back to New York, I thought I'd move out there but I had no money. If I get a bundle I'll travel around a bit and settle down out there. The climate is nice, not cold like New York in the winter.



JERRY LOPEZ, MM:

Tampa, Florida, is my home and has been all my life. I was born and raised there and will probably continue to live there. I was in the SIU when it was founded, and sailed out of Tampa in the early days on the Cuba. I retired for awhile and am now back sailing again. Ten months ago I took a ship to Europe and ended up in New York, the first time I have registered in any other than the Tampa Hall. I'm now waiting for a ship to Korea, so it will still be a long time before I get back to the old hometown—maybe as long as two years, as those Korean runs have a habit of going on and on.



HENRY BONITTO, MM:

I've lived in New York City all of my life, though I wasn't born here. This is my home port, my home town and where I intend to live the rest of my life. No, I've never tried to live anywhere else, the call of the Big City is too much to resist. One time long ago I registered in Baltimore, but I didn't wait around for a ship. I high-tailed it for New York. I've been a member of the SIU since it was founded and I guess I'll spend my remaining days in the SIU sailing out of New York and spending my time on the beach in this city with my wife. After all, what other city has what New York has?



J. BERNARD, Bosun:

Home to me is New York City. I was raised here and have all of my friends here. In my neighborhood, I buddy around with other SIU men when they are on the beach. We bought a home in the suburbs recently and will move there shortly, but I'll still be in close contact with New York City. I've been in the other port cities and found none to compare with New York. On top of that, I'm a Dodger fan. What Dodger fan would consider moving away from commuting distance of Ebbetts Field? Small towns are supposed to have benefits, but I like the bright lights.

If It's A Job You Want, Head Straight For Lake Charles

By KEITH TERPE

LAKE CHARLES, Sept. 14 — Who was it that said "Go West, young man. Go West"? Horace Greeley, I believe, but anyway he certainly had a wild hair in his compass. It should have been "Go Southwest, young man. Go Southwest" — to Lake Charles, Louisiana, to be exact, especially if the "young man" happens to be a rated SIU member.

Ships have poured through this port during the last two weeks, and the calls for rated men have become legend here. Once again New Orleans was called to come to the rescue in several cases, and in other instances jobs were filled by men from the Galveston Branch.

And while the ships rolled in, the rainy season gave out with a very convincing preview of what to expect here in another month. I have heard of it raining cats and dogs, but this is the first time that I have seen it rain jobs.

SHIPS BOOM

The ships that caused this Lake Charles boom were: the Bents Fort, Winter Hill, Chawawa, Government Camp, Paoli, Abiqua, Bradford Island, Lone Jack, all Cities Service coastwise tankers; Carrabelle and Catahoula (Cuba Distilling); Bull Run (Petrol Tankers); Wanda (Epiphany); Petrolite (Tanker Sag Harbor); Andrew Jackson (Waterman), and the Portland Trader, Oscar Shappell, and Mission San Gabriel, all SUP vessels.

A total of 68 men were ship-

ped to these vessels from this port and additional jobs were filled from Galveston, New Orleans and the SUP to the tune of approximately 33.

Although you can always talk about ships and shipping, I don't think that enough could be said about the Andrew Jackson to fully cover the fine job that has been done here by that crew. This is one of the cleanest, smoothest-running ships that I have ever boarded, and the crew certainly deserves a bouquet for the work they are doing on her.

GALLEY SPOTLESS

All departments fitted into this category, but Steward Tiny Phillips and his entire department are outstanding. Those sections of the vessel that are in their care were nearly spotlessly clean, neat and had that "kept-up" look so often lacking aboard a ship in-transit through numerous coastwise ports.

This ship with its highly cooperative crew would rate high in my book any day, and it is the tangible proof that "An SIU ship is a clean ship."

L. L. "Tiny" Phillips, Steward on the Andrew Jackson, has been in the SIU on a full book since 1942, and aboard the Andrew J since last October. His clean ship and long stay on her are no accident. According to Tiny, there is only one way to do a job—right—and he feels that, in view of the terrific gains made both recently as well as in the past by the SIU, any other policy would be a disgrace to the fine Union that he is a member of.

When I asked Old Tiny what



TINY PHILLIPS

he thought were our greatest gains over the years he replied immediately, "The Welfare Plan and the Vacation Plan won this year by the Union. These are mighty hard to beat, and I have never heard of any of the plans set up by the other unions, both ashore as well as in the marine field, coming even half-way close to ours."

Tiny went on to say that there are so many tremendous gains already listed to the credit of the SIU, that almost an endless list could be made of them and each one seems bigger and better than the others.

"For instance, this new stewards training program is going to be a good thing for the entire membership through the better and more uniform operations of all SIU stewards departments. And the men in

the stewards departments will be able to do their jobs with greater dignity, and with the respect of the entire membership."

Probably Tiny is right about this but on one ship, at any rate, the stewards department is tops with the rest of the crew—the ship? The Andrew Jackson, of course!

DAMYANKEE

Shades of the Confederacy (spoken with a reverent whisper)! Who should show up here recently aboard an SIU ship (the Lone Jack) but one of them d a m y a n k e e carpetbaggers straight out of some fantastic place called "Sout' Greenpernt." And this smooth-talking character did his best to cash in good Jeff Davis money, a \$50 Confederate bill to be exact, on the strength of being a rebel "hissself."

Apparently either the bartender at Jesse's Men's Club is up on his geography and knows "Sout' Greenpernt" is North of the Mason-Dixon line, or else he is a traitor to Dixie—he was quite firm about preferring something green with Abe Lincoln on it.

Pat Catelli is the carpetbagger concerned, and it is interesting to note that he is a refugee from the Sand Chief, the luxury liner that plies from Sandy Hook and Coney Island into Jersey a couple of times a day.

Neither a Branch meeting here nor the Central Trades meeting of all AFL unions in this area could be held due to a lack of a quorum in both cases.

On the labor front, all is currently quiet right now here in Lake Charles, the big discussion down Louisiana way being the coming gubernatorial race.

Local opinion is pretty much divided. The magic of the Long name is still very much felt in this section and, of course, the French section is rooting for their champion, Unc Dudley Le Blanc, otherwise more famous as the Hadacol Kid.

Well, no predictions yet, but let's hope our friends win and our enemies lose.

Gets Ticket



M. M. Cross, who has just received his Mate's license, dropped into the Wilmington Hall to say hello. An SIU member since 1944, Brother Cross is mighty proud of his book in what he considers the leading Union in maritime.

Digested Minutes Of SIU Ship Meetings

BIENVILLE (Waterman), July 30—Chairman, Aubrey H. Smith; Secretary, Herb Dunlevie. It was unanimously decided that the ship's Delegate would nominate a committee to formulate a set of rules of conduct for the crew. It was suggested that the Steward be requested to obtain a varied assortment of ice cream instead of just one kind.

§ § §
BULL RUN (Mathiasen), July 30—Chairman, Vincent Maffulla; Secretary, C. R. Baunfield. Delegates reported some disputed overtime. Motion made to send radiogram to Patrolman to board vessel upon arrival. A repair list is to be made up by ship's Delegate.

§ § §
TRINITY (Carras), July 29—Chairman, Hullmun; Secretary, H. A. Manchester. Delegates reported no beefs. Ship's fund is reported to have \$55.52 which is to be turned over to a crewmember at the payoff. Discussion on the bad condition of the mattresses aboard the ship.

§ § §
MILTON H. SMITH (Isthmian), July 22—Chairman, Julio Bernard; Secretary, Frank J. Perez. Delegates urged crew to cooperate with topside officers as there is a good bunch on board ship. The ship's Delegate reported complaints of improper cooking of food and poor menus.

§ § §
STONY CREEK (Mar-Trade), July 29—Chairman, Charles Sweat; Secretary, George Corning. Delegates reported on permitmen have been cleared by the Hall. All beefs and overtime have been taken care of. It was suggested that movie with poor sound track should be replaced or money refunded.

§ § §
ROBIN GOODFELLOW (Seas Shipping), July 1—Chairman, W. Welcome; Secretary, P. Allgeler. Delegates reported no beefs. There was a discussion on the care of the washing machine and the laundry. It was decided that all the watch sit at first table so Messman may feed them first.

§ § §
BULL RUN (Mathiasen), July 12—Chairman, Howard E. Rode; Secretary, C. R. Brumfield. Delegates reported no beefs, no disputed overtime. Ship's Treasury is reported to have \$93.71. The ship's Delegate and Steward are to look into the cot situation aboard ship.



§ § §
HARRY T. (Palmer), July 15—Chairman, Wallace; Secretary, J. Rielly. Delegates reported that there is \$86 in the washing machine fund. Steward asked that care be taken in the use of cots and linen on deck.

§ § §
August 12—Chairman, Wallace; Secretary, D. Dewsome. The crew was told to be sober at payoff. Motion made and seconded for the galley range to be repaired.

§ § §
ANNISTON CITY (Isthmian), August 4—Chairman, Michael Rossi; Secretary, William J. Dillmen. Delegates reported no beefs from any departments. Every-

A&G Shipping From Aug. 29 To Sept. 12

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	29	27	8	64	28	24	16	68
New York.....	222	173	144	539	138	145	100	383
Philadelphia.....	54	37	37	128	55	40	40	135
Baltimore.....	157	117	83	357	127	102	93	322
Norfolk.....	142	112	106	360	120	107	93	320
Savannah.....	19	22	16	57	20	22	22	64
Tampa.....				NO FIGURES RECEIVED				
Mobile.....	35	26	31	92	52	42	52	146
New Orleans.....	90	59	73	222	103	89	60	232
Galveston.....	39	40	24	103	35	46	23	104
West Coast.....	59	39	46	144	77	45	52	174
GRAND TOTAL.....	846	652	568	2,066	755	642	551	1,948

thing is running smooth. Motion made and seconded that the ship be fumigated when it arrives in port.

§ § §
ST. LAWRENCE VICTORY (Mississippi), July 18—Chairman, J. Carolan; Secretary, C. Aubert. Delegates reported no beefs. Discussion on Purser for his actions against crew. Ship's Delegate is to see Captain about Purser.

§ § §
STEEL APPRENTICE (Isthmian), July 22—Chairman, C. A. Hitchcock; Secretary, T. G. Scruggs. Delegates reported no major beefs. Everyone is urged to speak up at meetings and accept office if nominated. Bulletin read concerning Vacation Plan, customs regulations applying to seamen.



§ § §
ALCOA CLIPPER (Alcoa), August 18—Chairman, E. J. Revier; Secretary, L. V. Hartesheimer. Delegates reported no beefs, all in order. Motion made and carried to see Patrolman to see Captain and Chief Steward in regard to beer being resold on board.

§ § §
ALCOA PATRIOT (Alcoa), July 1—Chairman, W. Davies; Secretary, S. Ruzyski. Delegates reported everything in good shape. Motion made and carried to have new ventilation system put in engine room. It was suggested that sixteen fans be installed in messroom.

§ § §
WILLIAM JAMES (Bull), July 22—Chairman, C. Saunders; Secretary, E. A. Newman. Delegates reported everything okay. Motion made and carried that all crewmembers cooperate in all ship's business. There was a lengthy discussion on overtime to be paid to the Steward Utility for serving five meals in the saloon while in port.

§ § §
August 19—Chairman, C. Saunders; Secretary, C. A. Newman. Delegates reported no beefs, no disputed overtime. It was suggested that a Patrolman contact the Coast Guard in regard to men without validated papers staying on board.

§ § §
SIMMONS VICTORY (Bull), August 15—Chairman, Ray White; Secretary, Joseph Duffey. Delegates reported everything running smoothly. Due to an accident in the crew's washroom, it was agreed that the delegates get together with the Chief Mate to see if some different type of faucet could be installed so it

would automatically turn water off when not in use.

§ § §
EVELYN (Bull), August 23—Chairman, N. D. Henson; Secretary, E. C. Dacey. Delegates reported no beefs. A motion was made that all crewmembers donate \$5 for a new washing machine.

§ § §
JOSEPH A. BROWN (Bull), July 29—Chairman, J. Hanners; Secretary, J. Hetzell. Delegates reported no beefs. Discussion of system of paying for washing machine purchased by crew.

§ § §
PUERTO RICO (Bull), August 26—Chairman, Ted Lawson; Secretary, Jim Murphy. Delegates asked all hands to give proper notice when quitting and not to quit on sailing day. An Educational meeting was held on August 24. Charges and Beefs were the topics of the meeting.

§ § §
August 12—Chairman, Eddie Mooney; Secretary, Jim Murphy. Delegates reported that the trip wasn't bad at all. An educational meeting was held and educational literature was distributed to the crew.

§ § §
FRANCES (Bull), no date given—Chairman Israel Ramos; Secretary, J. D. Hernandez. Delegates reported no beefs. A note from the library was read in regard to a collection for books and magazines.

§ § §
PAOLI (Cities Service), August 12—Chairman, Robert E. Kiedinger; Secretary, James Tarver. Decided to have ship fumigated at Bridgeport. Majority voted to see what could be done about Steward.

§ § §
EVELYN (Bull), September 2

—Chairman, H. D. Henson; Secretary, E. C. Dacey. Delegates reported everything in tip-top condition; no beefs. A motion was made for all new crewmembers to donate \$1 for the ship's fund. A general suggestion was made to bring cups back to the pantry from back aft.

§ § §
WINTER HILL (Cities Service), August 25—Chairman, M. J. Ochmanowicz; Secretary, A. L. McIntyre. Delegates reported no beefs. Motion made and carried to inform crew that according to Union rules they are to be on board one hour before sailing time. \$150 in ship's treasury at present.

§ § §
LOGANS FORT (Cities Service), August 7—Chairman, John B. Schilling; Secretary, Joseph E. Dunne. Delegates reported no beefs. The captain requested if any safety measures for the ship are thought of by crewmembers they are to refer them to the Delegate. Twenty minutes of educational reading on Union Hiring Hall.



§ § §
FORT HOSKINS (Cities Service), August 26—Chairman, John Kennedy; Secretary, E. Carr. Delegates reported no beefs. \$39.86 reported in ship's fund. Education bulletin No. 101 "What is MTD" read and accepted.

§ § §
BRADFORD ISLAND (Cities Service), July 29—Chairman, F. L. Lambert; Secretary, Elijah

Guillory. Delegates reported no beefs. Ship's Delegate spoke in behalf of literature which was dispatched from Union Headquarters concerning Cities Service's new contract. Discussion on SIU education bulletin concerning custom regulations applying to seamen.

§ § §
PAOLI (Cities Service), August 19—Chairman, Ed Chant; Secretary, Herb Hoodfried. Motion made to consult Patrolman about deck department going into pumproom while on overtime and also to write to the LOG to get the matter clarified. \$47.50 reported in ship's fund.

§ § §
FRENCH CREEK (Cities Service), September 1—Chairman, George Smart; Secretary, W. A. Wenaland. Delegates reported some disputed overtime. A word of thanks to our stewards department for the fine job they are doing. Discussion about having awnings on boat deck and screens in messroom.

§ § §
NIKOKLIS (Dolphin), August 26—Chairman, Fred R. Hicks; Secretary, R. J. Norris, Sr. Delegates reported no beefs except a few hours overtime. Motion made and passed that steward's department Delegate see the Captain about painting the decks.



§ § §
STEEL ARCHITECT (Isthmian), July 4—Chairman, L. Laronde; Secretary, Martin. Delegates reported all well. Crew action was taken on the five current issues. The stewards department was asked to keep quiet in the morning. Discussion on the electric chipping hammer.

§ § §
STEEL MAKER (Isthmian), September 2—Chairman, Julius Bank; Secretary, John Annal. Delegates reported \$55 in the ship's fund. Discussion on method to be used to keep washroom clean.

§ § §
STEEL FLYER (Isthmian), August 19—Chairman, Mack Chapman, Jr.; Secretary, D. C. Bollins. Delegates reported no beefs. Motion made to have air vents outside crew messroom relocated in order to eliminate odor. Request by Steward that all cots and linen to be turned in before payoff.

§ § §
LAS VEGAS VICTORY (Isthmian), August 19—Chairman, Maloney; Secretary, Cullison. Delegates reported no beefs. Educational discussions on benefits of lending a hand and helping new members with their ship-board duties.

§ § §
STEEL AGE (Isthmian), August 9—Chairman, J. Hamilton; Secretary, C. Barletta. Delegates reported no beefs. Discussion on food and the Steward was asked why there was no variation on the menu.

§ § §
PONCE DELEON (Waterman), August 12—Chairman, Dan Cherry; Secretary, A. J. Kuberski. Delegates reported some disputed overtime. Motion made that negotiating committee be informed to consider a transportation clause in our agreement for the West Coast.

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!

ROUND UP OF MARITIME NEWS

Here are how seven American oceangoing steamship companies made out the first six months of this year, compared with their income during the corresponding period in 1950, according to their own reports. The New York & Cuba Mail SS Company: a net profit of \$350,630 as against a \$2,383 loss last year. United States Lines: a net profit of \$2,540,000 (\$1.67 per share of common stock) as against \$958,803 (64 cents per share). American-Hawaiian SS Company: a net profit of \$279,600 as against \$262,273. American Export Lines: \$866,660 as against \$537,036. Standard Fruit & SS Company: \$1,538,915 as against \$898,710. Matson Navigation Company: \$1,251,403 as against \$2,201,349. (However, last year Matson realized a tax credit of almost a million dollars, due to losses from the 1949 long-shore strike in Hawaii.) Seatrain Lines: \$728,956 as against \$1,073,103. All figures, it should be repeated, are for January to June of 1950 and 1951.

A House-passed Supplemental Appropriations Bill now before the Senate would add \$60 million, in addition to the \$350 already voted, for the construction of Mariner-class ships. . . . The Long Range Shipping Bill, passed by the Senate, is before the House Committee on Merchant Marine and Fisheries. . . . The Pan-Hellenic Maritime Federation (affiliated with the International Transportworkers Federation) recently won a 28-day strike against the Greek shipowners, who were attempting to form a trust and lay up seven ships. With 450 jobs in the balance, the union called a general strike of all ships in coastal service which was 100 percent effective. In addition to foiling this move, the union also won a 30 percent wage increase and full pay and subsistence allowance for the period of the strike.

The National Shipping Authority has come to an agreement with a committee representing the shipowners operating NSA ships as general agents on the fees they are to get for handling the ships for the government. Although agreed to by the operators' committee, each company reserves the right to reject the fee schedule and return the ships they are operating to the government. The agreement provides for: a daily fee of \$75 per ship, plus 1¼ percent of freight revenues for bulk cargoes loaded or discharged in US ports; an additional fee of \$25 per ship per day when the NSA ships are carrying cargo for the Military Sea Transportation Service, on which there is no freight revenue; the companies to absorb domestic subagents' costs for communications, customs brokerage and postal and petty expenses. Companies handling NSA ships total 45 and operate 281 vessels—18 Victories and 263 Liberties. Allocations range from three to ten for each company, with Bull and Waterman the only ones having the top number.

On May 24, a Navy launch sank with the loss of 18 men. A Navy Court of Inquiry found three men responsible: the commanding officer of the destroyer Bailey, a Commander, the duty officer, a Lieutenant, and the Bosun's Mate. The court found, among other things, that the Commander had failed to exercise good judgment in not heeding warnings of rough seas, had not ascertained the number of men in the launch, did not tell the Coxswain to have the men put on life jackets, did not ascertain the Coxswain's competency, and failed to provide a boat officer. The Lieutenant was found to be neglectful of duty by not paying proper attention to small craft warnings and other messages. Further, he had not assured himself that the launch was properly manned, did not place a boat officer in the launch, and did not instruct the Coxswain as to the maximum number to be carried. The court found that the Bosun's Mate "shirked his duty in failing to assume the duty assigned him and without proper authority permitted an unqualified man to assume his

duties." The Court's decision: The two officers were given letters of reprimand (a notation in their service records). The Bosun's Mate will appear before a special courtmartial.

The possibilities of an SIU-crewed atomic-powered merchant ship some day in the not-too-distant future came to light this week when a spokesman for the Navy said tests would be made toward applying atomic propulsion to surface ships. The spokesman, Rear Admiral H. Wallin, the Chief of the Navy's Bureau of Ships, disclosed that the Navy would experiment with Naval surface vessels, and apply it if it were found of practical use. He also stated that the set-up would be applied to the merchant marine, "if it pays its way." The Admiral said the value of atomic power is not so much speed as it is indefinite endurance. Defense authorities are still in the "infancy" of developing atomic power, he said, and ways must be found for reducing the costs involved, the weight-factor, and other handicaps that now are restraining experimentation. The Navy spokesman also pointed out that if atomic power were applied to merchant ships, all the space ordinarily devoted to fuel could be used for payloads which, in itself, would be revolutionary.

The Federal Mediation and Conciliation Service has been asked to try to settle the deadlocked negotiations between the International Longshoremen's Association and its contracted operators, whose contract expires on September 30. The ILA has asked for a 12½ percent increase in wages (from \$2 an hour to \$2.25 for day work and \$3.37½ for night work), a guaranteed eight-hour day (one shape a day, instead of two, with a full day's pay once a man is accepted), and increased vacation and welfare

benefits. . . . Two other AFL maritime unions, the Radio Operators and the Masters, Mates and Pilots, are also engaged in negotiations, and deadlocked. . . . 87 ships—of more than 1,000 gross tons each—are being built in American shipyards. Four are scheduled for delivery this year, 61 for 1952 and 22 for 1953. Among them are 37 cargo ships, 27 tankers, 17 ore carriers, three passenger-railway ferries and one passenger ship.

Under the auspices of the Vigilance Committee of the International Transport Workers Federation, sub-committees to actively fight communist sabotage were set up in three distinct regions—Scandinavian and Baltic, North Sea and Atlantic Coast, and Mediterranean. In each the anti-communist drive was organized according to local circumstances and situations. After two years of activity, all three Regional Committees were able to report to the Central Vigilance Committee in London that the communist threat which at certain times and at certain points had been very acute, had been halted and that the free and democratic trade unions now had the situation under control. However, information laid before the Committee indicated that the communists, though repulsed, had not given up their intentions. It is known that they are planning to stage a comeback sometime during the autumn. The Central Vigilance Committee gave consideration to these communist plans and to ways and means of countering them. One thing is sure, the free and democratic trade unions of the dockers and seafarers of Western Europe will again stand together solidly in repulsing any fresh outbreak of communist disturbances in the maritime and waterfront industries.

Steamship Conferences

(Continued From Page 16)

practical effect may not prove of much benefit to him.

Matthew S. Crinkley, vice-president of the Isbrandtsen lines, declared during these hearings that "if we quoted the same rates as the conferences on some items we would feel like embezzlers." This particular conference, the North Atlantic continental, signed up 3,000 shippers to preferential contracts.

CONFERENCE HAS RENEGADES

The conferences sometimes have trouble keeping their own members in line. For six weeks, not long ago, there was a freight war on in the India-Pakistan-North of Europe trade when two Dutch lines cut their rates in half to get a cargo advantage. All hands finally got together, however, and minimum, conference-set rates again prevail in this trade.

Conference agreements have often been used by one combination of flag steamers against those of another nationality. Some years ago the British operators in the West Indies trade offered rebates on all shipments to Europe, if the shippers used only British ships in sending cargoes from the West Indies to the United States.

This made it almost impossible for some American lines to pick up cargo in certain West Indies ports. A similar situation prevailed for a time in the America-bound trade for the east coast of Africa.

The Admiral Line was the victim of a somewhat similar action by Nippon Yusen Kaisha some years ago, and lost 29,000 tons of cargo when representatives of NYK told their shippers that space would be denied them if they continued patronizing Admiral ships. While this involved only two lines, it is similar to tactics

often employed by conferences against non-conference ships.

Conferences in the Pacific area have had plenty of trouble over the years keeping their Jap members in line and have, from time to time, accused the Japs of using various subterfuges to evade the conference rules.

They would quote secret rates to shippers, give big presents to those who sent freight on their ships rather than other vessels of the conference, and engage in various and sundry skulduggery.

Another trick employed by rebel lines in conferences has been to let the shipper make out his own bill of lading. By this device, the shipper can wink at the rules and credit himself with less weight on the bill of lading than he is actually shipping.

With the help of the steamship line he can thus save himself quite a bit of freight money, and attain the same advantage as though the line was giving him a rebate.

Participation by US companies in steamship conferences was authorized by the Merchant Marine Act of 1916, before the enactment of which Congressmen had made a thorough study of ocean rates and steamship combines.

Congress decided that conferences were advisable to stabilize shipping, but prohibited the giving of deferred rebates and any practices which would be unfair to shippers or steamship competitors.

Just how the Shipping Board and its successor agencies were to police these provisions in a practical way was a matter which the law didn't provide.

More than 100 freight and passenger conferences have their agreements, rates and other data on file with the Federal Maritime Board in Washington, DC.

Steamship Conferences Cover The World

By JOHN BUNKER

In all the articles, books and speeches issued every year about the American merchant marine, the subject of steamship conferences is seldom mentioned.

Conferences are an important phase of the shipping business but they are something which the industry doesn't talk too much about, just like a family that never mentions Cousin Willy, who ran away from home and didn't do so good by the old family name.

These conferences have been branded monopolistic combines, as high-handed cartels exerting a do-or-die control over shippers of freight, and with the power of life or death over new steamship ventures.

They have been just as vigorously defended in the courts as being the difference between order and chaos in the maritime industry, as the greatest system devised to benefit the shipper of goods and insure him fair rates and quick dispatch of his merchandise.

As usual, the truth of the matter lies somewhere between these varying arguments.

It is strange that so very little has been written in the literature of the sea about the conference system. But the operations of these steamship combines are guarded with reticence by the companies involved, and details of their operation are available in the main only from several government investigations made of them in this country and in England.

Conferences are agreements among steamship lines to regulate freight rates and passenger fares; to set the number of sailings scheduled by each line, and to distribute the available traffic among the participating lines.

They cover almost all areas of the world and all ship routes and services. Most scheduled operators belong to them out of choice or necessity.

They maintain offices in the big ports of the world, and have general managers and sizeable staffs of clerks to handle the many details of their operations.

NORTH ATLANTIC CONFERENCE

There are scores of these organizations.

Typical of them is the North Atlantic and Baltic Freight Conference, which covers "Atlantic and St. Lawrence ports of loading of Canada and North Atlantic ports of the United States between Hampton Roads and Portland to ports of Denmark, Estonia, Finland, Iceland, Latvia, Lithuania, Norway, Poland, and Sweden and continental and Russian ports served by the Baltic."

This conference has its headquarters at 80 Broad Street, New York, under the management of C. R. Andrews, and includes 18 steamship lines. Among them are the Finland SS Company, Moore-McCormack's American Scantic Line, the Swedish Thorden Line, Belgian Line, the Norwegian Wilhelmsen Lines, Waterman SS Company, the Swedish Chicago Line and Cunard.

Conferences know no national flags or ownerships. They operate as a kind of "United Nations" of the shipping business.

Steamship conference agreements date back about 50 years, being the outgrowth of intense competition among steamship companies in various trades, and their desire to get rid of rate-cutting practices, which saw bitter cargo wars between rival lines.

The logical development of such agreements is illustrated in the history of the Bull Line which is now a member of the United States Atlantic and Gulf-Puerto Rico Conference.

When the A. H. Bull interests started trading to the Caribbean with sailing ships in 1873, they were the object of a bitter rate war by the J. M. Ceballos Line. Both outfits lost so much money trying to carry cargo for nothing, and force the other out of business, that they combined to form the New York and Porto Rico Steamship Com-

pany, which discouraged competition by various means and had the field pretty much to itself.

Mr. Bull sold out his share in 1900, and agreed not to enter the Porto Rico trade for ten years. By 1911, this agreement had expired and he went back into the Porto Rico trade, precipitating a rate war with the New York and Porto Rico outfit.

The latter had Bull pretty well throttled—so well that he couldn't find a ship to charter for the Porto Rican trade anywhere at any price. New York and Porto Rico cut their rates up to 70 percent and Bull met them. But the two firms finally ended their costly battle in 1912 and started what later developed into a conference for this trade.

Such steamship battles were common in those years. Rate wars cost so much that many firms were forced out of business. So the logical answer was for the survivors to get together, stabilize rates, and divide the trade.

SEVEN SEAS DIVIDED UP

This development occurred in one area of the world after another, and led to the point where virtually the entire seven seas and all ports are now divided up among the regularly scheduled operators to avoid such costly situations.

Another interesting incident which led to the first conference for the African trade occurred in the 1890s, when lines serving the African coast from American ports had a series of rate wars lasting about eight years.

Object of the war was to grab the American outbound business, and the result was that American exporters benefitted to the great disadvantage of British manufacturers who were also trying to open up the South African markets.

American shippers were offered rates to South Africa from one-half to one-third per ton lower than British shippers sending freight to the same place. This war enabled many American firms to gain an early foothold in the African trade, but was very costly to the steamship lines involved.

Over the years, the conferences have operated to accomplish the following objectives:

1. To set minimum rates for cargo and passengers.
2. To limit the number of ships employed in a certain trade so that all ships could sail with reasonably profitable loads.
3. To divide up the freight and passenger business among the conference lines.
4. To discourage cut-rate and non-conference competition.

While a glance at these objectives may give the impression that the end result is monopoly, shipping men claim that conferences have resulted in regular, dependable service which would be impossible if ships did not have a guarantee of available cargo.

They also assert that conferences prevent discrimination against various shippers, and do not favor the shipper of large lots against the man who has only small consignments to offer.

CALLED 'ABSOLUTELY NECESSARY'

Freight agreements on the North Atlantic especially have been described as "absolutely necessary," to avoid cut-throat competition in a trade which in normal times has generally been oversupplied with tonnage, and which has been traditionally hazardous for new shipping enterprises due to the difficulty of obtaining profitable cargoes both ways.

One steamship company executive some years ago declared that the conference system "rescued the North Atlantic business from utter demoralization" through rate cutting.

It has been customary in years past, though it is difficult to ascertain whether the practice still persists, for the North Atlantic passenger lines to allot traffic to the various conference mem-

bers, according to ship capacity and the volume of traffic at their respective ports of call.

When one company exceeds its allotment by a certain percentage, it throws its profit from the surplus traffic into a common pool, which is shared by those lines which did not attract their quota of passengers.

As a means of attaining their objectives in some trades, conferences employ rebates, which are more delicately described as a "discount" or "reward" for the faithful shipper who sends his goods only on conference lines.

The steamship lines periodically compute the amount of freight that their shippers have sent, and give them checks for a certain percentage of the money they have spent to ship freight during the period, usually six months or a year.

In order to be eligible for this rebate or "reward," a shipper must agree to patronize only conference ships. If he errs in his promise and sends cargo by a non-conference ship, he is almost sure to be detected and will not only forfeit his rebate but, as has been charged by independent, non-conference operators, will be subject to disciplinary action by the conference.

This may amount to penalizing him on the amount of space he will be permitted to use on conference ships, a matter which can prove very embarrassing and costly to the exporter or importer who handles large consignments and needs quick dispatch.

If there are enough shippers willing to patronize non-conference vessels, the conference may employ what are called "fighting ships."

Sharing the cost among themselves, members of the conference will charter a vessel or assign one of the member ships to a schedule timed to compete exactly with that of a non-conference ship. They are willing to take a stiff financial loss on such an operation, in order to grab cargo from the non-conference vessel and force its operator out of the run. This trick usually works.

SQUEEZE PLAY CUT OUTSIDER

One graphic instance of the rebate (exclusive contract) system at work occurred in 1912, when the Pan American Mail Line tried to open an American flag service out of New Orleans to South America, a very important trade route which was later broken into successfully by the Mississippi Shipping Company.

The Pan American Mail ships obtained full cargoes from New Orleans south, but not one ton of freight, thanks to the tight hold of the conference on South American shippers, could they get for the voyage back. The line folded up after a few months.

Lloyd Brasileiro had the same experience when it started. In the first two years of operation it lost \$2,000,000 bucking the conferences, but finally succeeded because the Brazilian government came to its aid with financial help.

Hans Isbrandtsen, rugged individualist who owns the Isbrandtsen Shipping Company, is the latest independent operator to tangle with the conference system on the seas and in the courts.

He complained to the old Maritime Commission that the North Atlantic continental freight conference and the North Atlantic westbound freight conference offered reduced rates to shippers who used their vessels exclusively, and that several big exporters had written to his company saying they would like to patronize Isbrandtsen ships but were prevented by their contracts with these conferences from doing so.

He obtained a federal injunction against the two conferences to keep them from employing the exclusive patronage system. Since the maritime laws of this country now permit conference operations as they effect American ports, lines and shippers, the Maritime Commission theoretically has jurisdiction over conference operations. Isbrandtsen won a legal point but the

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