

SEAFARERS LOG



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

VOL. XII

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No. 25

EXTEND WAR RISK BONUS



SIU seamen sailing the five designated areas off the China coast will be covered by the present war risk bonuses and insurance until March 31, 1951, it was announced by Headquarters.

Originally scheduled to expire on December 31 of this year, the supplementary agreement was extended by SIU-contracted operators on December 21.

In addition to the wages and allowances covered by the general agreements, crewmembers in these covered areas will receive 100 percent of their basic wages for each day spent in these waters, a \$100 attack bonus and be covered by a \$10,000 insurance policy.

REOPENING CLAUSE

Under the extended agreement each party reserves the right during the effective period to negotiate for an increase or decrease of the areas or amounts payable.

The text of the Memorandum of Agreement follows:

"This is to confirm Agreement reached this date, December 21, 1950, between representatives of companies signatory to a supplementary area and war risk benefits agreement with your Union dated October 9, 1950, due to expire December 31, 1950, viz:

"1. The present supplementary agreement, dated October 9, 1950 is hereby extended for a period of 90 days to March 31, 1950.

"2. Each party reserves the right during effective period of this extension agreement to request further negotiations upon the subject of increase or reduction of the areas and or amounts payable."

Old Ellis Island Hospital Slated To Go March 1

The US Marine Hospital at Ellis Island, New York, will be closed on March 1, 1951 in accordance with the recommendation of a special survey board to the Surgeon General of the Public Health Service, Federal Security Administrator Oscar R. Ewing announced today.

WILL BE TRANSFERRED

Admissions will stop on January 1, and current patients will be transferred as rapidly as possible to the US Marine Hospitals on Staten Island and at Manhattan Beach, Brooklyn.

"Closing of the hospital," Mr. Ewing said, "is in the interest of efficiency and economy."

"This year the daily patient load has averaged slightly more than 200 since July 1. It is difficult and expensive to give adequate medical care in a situation of this sort."

Studies of the Survey Board, composed of Public Health Service officials and a representative of the US Immigration and Naturalization Service, disclosed that much of the plant equipment of the hospital is either too old or too obsolete to give efficient service.

Attention, All SIU Crews

It has been brought to the Union's attention that, in at least one instance within the past few months, there was a small beef aboard an SIU-contracted ship about the number of crewmembers who were to turn to in unloading cargo in a foreign port. Such unloading was made necessary due to an emergency. Due to the graveness of the present international situation, and the necessity of getting food and material not only to the democratic nations all over the world, but to our Armed Forces as well, SIU crews are advised to turn to at once in any numbers the Skipper or the Mate in charge may require in such operations in foreign ports.

The SIU contract makes provisions for this type of cargo work, and every SIU crewmember should be aware of the fact that refusal by any crewmember or crew to do such work is not only in violation of the Union contract but of our SIU constitution as well.

This message should be read and acted on, in the next regular ship's meeting held on your vessel. Let your regular ship's minutes show such action as taken by the crew.

A&G Tally Begins January 4

Balloting in the current elections for Atlantic and Gulf District officials to serve in 1951 will end on December 31, and the vote count will get under way on January 4.

All Branches will elect Tallying Committees at the regular membership meetings of January 3. Six men will be elected to the committees, two men representing each department—Stewards, Engine and Deck.

Upon completion of tallying in each port, the ballots will be forwarded to Headquarters, where the Tallying Committee

to be elected at the New York Branch meeting will tabulate the final results.

Voting began on November for a 60-day period, as called for in the Union constitution.

The results will decide contests for 29 elective Union offices for which 38 candidates are competing.

The posts listed on the ballot embrace only those of Headquarters and the Union's installations on the Atlantic and Gulf Coast. West Coast offices are operating in a temporary status and consequently do not appear on the ballot.

SIU To Attend Capitol Parley On US Shipping

Representatives of the Seafarers International Union will attend a meeting in Washington on January 4, called by the Maritime Administration to get the viewpoint of seafaring labor unions in readying the American merchant marine for emergency activity.

Invitations to the parley were sent out by Vice-Admiral E. L. Cochrane, head of the Maritime Administration. He said that labor's opinions would be sought on problems arising from the creation of a National Shipping Authority.

SIU DELEGATES

Representing the SIU will be Harry Lundberg, Paul Hall, Morris Weisberger and Earl Sheppard.

Following the meeting of the seafaring groups, a subsequent session on the same subject will be arranged for shoreside maritime labor organizations, Admiral Cochrane said.

A "task force" has been at work in Washington perfecting plans for the proposed shipping authority since December 4.

SIU Stewards

Stewards Department personnel, particularly Chief Stewards, are requested to read the article on page 12, "Guide for SIU Stewards Department," by Frenchy Michelet.

Brother Michelet, who has held many elective and appointive posts in the A&G District, is an oldtime, experienced Steward, and has combined his own experience with those of other SIU Stewards to draw up a pattern for Stewards Department shipboard routine that should be of inestimable value to all men in that department.

SEAFARERS LOG

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Doing Our Part

From time to time complaints come into the Union from shipowners, saying that some men aboard their vessels are fouling up. All of these complaints are investigated to check their validity.

In some instances it is found that the companies are merely trying to chisel. The SIU loses no time in straightening them out, and advising them that empty complaints, or attempts to pin blame on Union men for company shortcomings, will not be tolerated.

Investigation of some of the squawks raised by the operators have shown that here and there the foul-up was caused by a performer. Although the policy laid down by the membership several years ago to take firm disciplinary action against performers has reduced the problem almost to nothing, a character of this type will crop up here and there.

On both of these matters—chiselling by the operators and chiselling by irresponsible performers—the Union position is clear, and the membership which took that position has shown time and again that it will not waver from it one tiny step.

Chiselling, regardless of whether the operator or a performer is the offender, has the same net result—which is to weaken the welfare of the membership and damage their chances of increasing their wages and improving their working conditions.

We'll make no bones about it. The Union will fight tooth and nail, if any operator thinks he can whittle away anything that contractually belongs to any Seafarer. In fact, keeping operators in line is almost a full-time job in itself. Naturally, therefore, we cannot have performing within our own ranks that will—whether calculated or not—divert the Union energies from the big job of protecting the membership and carrying out its policies.

The SIU contract is now the best in the maritime industry. Consequently, Seafarers enjoy the best wages and conditions of any group of marine workers in the world. We fully intend to continue in this position by improving our contracts, wherever and whenever it is humanly possible.

To be in a position to better our agreements, however, we cannot have our bargaining points weakened by foul-ups or performers whose activities are constantly seized upon by the employers to knock the props from under us.

A contract binds two parties. Just as we will continue to make the operator live up to the letter of the agreement, so must we continue to carry out our own contractual obligations.

Therefore, we reaffirm our vow to keep up the fight against the chiselling operator and the irresponsible performer within our own ranks, whenever they show their hands.

Neither of these types of characters are friends of the membership. Both would destroy the hard-won gains so highly valued by the conscientious, hardworking Seafarers.

Meanwhile, let us all remember that the best way to a better contract is by fulfilling the terms of the one presently in force.

"Measuring Up..."



Men in the Marine Hospital

NEW ORLEANS

JOHN BARRON
B. P. BURKE
WILSON O. CARA
ROGELIO CRUZ
GLEN M. CURL
JAMES DAND
W. J. DAVIS
G. W. DUNCAN
WILLIAM A. FAHM
E. J. HARDEMAN
GEORGE HARDING
L. A. HOLMES
D. D. KELLY
G. KRETZER
HUGH F. LAGAN
LEO H. LANG
ESTEL O. MASSEY
JOHN D. McLEMORE
K. RAANA
CLAUDE RAY
EDWIN E. RITCHIE
I. C. ROBLE
CHARLES R. SANDERSON
WILLIAM E. SWILLEY
ROBERT W. THOMPSON
LONNIE TICKLE
V. TUBO
S. G. ZAMMITH

BOSTON

EVERARD GARDNER
R. LUFLIN

SEATTLE

JOSEPH McNULTY
JOHN WARD

SAVANNAH

LOUIS ROA

SAN FRANCISCO

W. WATSON
JAMES HODO
J. H. BRANDON
ROBERT H. PITZER
EDWARD L. PRITCHARD
JAMES R. LEWIS

BALTIMORE

WILLIAM A. BREWER
PETER SALVO
JOSEPH PILUTIS
VINCENT GENC
MAHLON D. WATT
VIRGIL L. COASH
SAMUEL P. DRURY

WILBUR J. BROOKS
FRANK NERING
HAROLD W. SHERWIN
JACK C. HOWARD
WILLIAM J. CAREY
JOHN CHIORA
PAWAL MATAN
WILLIAM J. WOLFE
TIMOTHY SULLIVAN

STATEN ISLAND

FELICE P. RAILLA
J. BERMUDEZ
ROBERT L. GRESHAM
JAMES WALKER
ANTONIO MARTIN
A. VASQUEZ
EARL L. McLIN
PHILLIP PRON
JOSE CIURO
P. MANGUAL
ANGELO MONTEMARANO
S. C. CUNNINGTON
L. P. HOGAN
JOHN SLAMAN
FRANK B. STRELITZ
FRED QESTMAN
P. F. KLAUBER
M. AWALL
E. R. DIXON
EUGENE E. MILANESI
LEO KODURAND
GEORGE W. RIDECK
B. MURPHY
WILLIAM VIDAL
FRANK KUBEK

ELLIS ISLAND

CHARLES T. MORRISON
B. T. KNEW
GUY GAGE
BERT TOMLIN
WILLIAM BARGONE

MANHATTAN BEACH

MATTHEW BRUNO
A. LOMAS
R. BLAKE
WILLIAM A. PADGETT
VICTOR CHESNER
JOHN PADZIK
JOHN J. DRISCOLL
VIC MILAZZO
J. H. ASHURST
JOHN T. EDWARDS
E. FERRER
PETER R. VORKE

JOSEPH LIGHTFOOT
JOSE DE JESUS
H. S. TUTTLE
E. LOPEZ

Bill Padgett, SIU delegate at Manhattan Beach Hospital, can be contacted from 3-4:30 PM every day on the second deck, West Side, Ward L.

FORT STANTON

A. W. McGUIGAN
D. W. McDONALD
GIDLOW WOODS
S. WALKER
H. THURMAN
W. MEEHAN

MEMPHIS

R. A. RATCLIFF
J. W. KEENAN
C. V. SHIVELY
J. B. HEGARTY

Men in Hospitals

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

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

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

Del Norte's Poop-Deck Party Big Success



A recent poop-deck party, hailed as "the biggest get-together ever held on any ship," spotlighted the harmony for which the SS Del Norte is known. Jointly sponsored by the three departments, the affair was written off as a "huge success," attributed by reporter Dick Martinez to spirit of unity prevailing among Seafarers aboard the Delta passenger ship.

On hand for the function was the ship's photographer, Ralph Boyd, whose results were forwarded to the LOG and are shown on this page.

Some of the revelers as they offered a toast. Kneeling at right is Blackie Bankston, Ship's Delegate, who, with Brothers Lewis, Reyes and Mauffrey, was among those making arrangements for the successful event. Members of the Deck Department set up the tables, chairs and lights, and all hands joined in decorating the overhead.



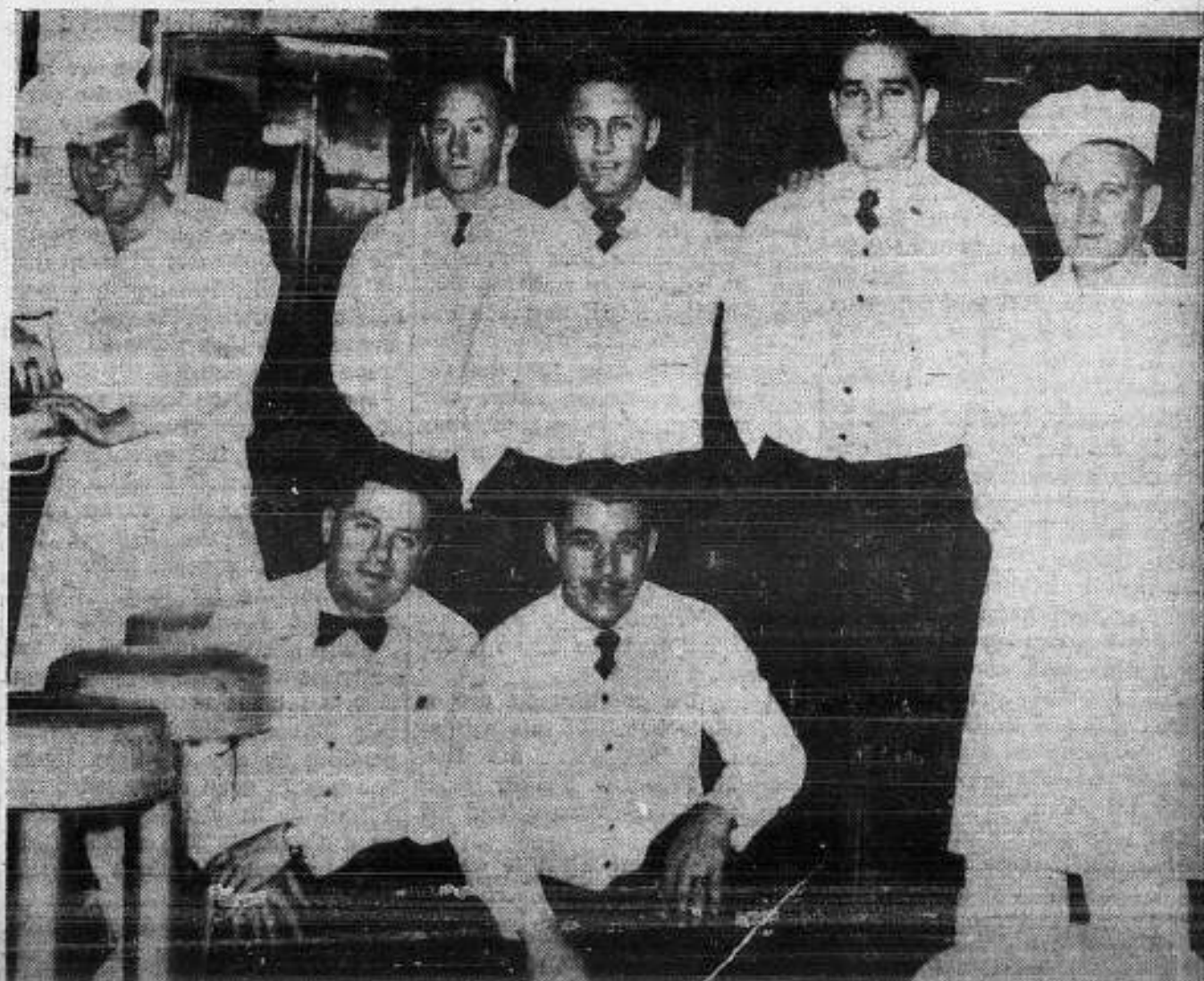
Deck Steward Dick Martinez (white coat) grips hand of shipmate as they are joined by Brothers in pledging bigger and better days for Seafarers. Martinez says that spirit prevailing at the party was outgrowth of shipboard educational meetings that are a regular feature of the Del Norte's voyages.



ABOVE—Photographer Boyd grouped this quintet of Del Norte men off to the side for this friendly photo. No identification accompanied the picture. In view of the hectic surroundings, Boyd had enough to do just to get the photos.

LEFT—One of the entertainment high spots was the offering of Richard Carillo, shown here as he wriggled a hula hula to his own singing of a traditional Hawaiian tune.

BELOW—This photo, taken before the festivities, shows some of the Del Norte's able Stewards Department men who attended, and helped make arrangements for the party on the poop-deck. If the lads are still talking about it, the reason should be obvious.



While crewmen in background dig into the well-stocked refreshment table, Brothers in foreground follow finger of Delegate Bankston (left). We don't know what yarn he was spinning but whatever it was he certainly looks as though he means it.

Payoff Beef Demonstrates Need For Medic On Long-Trip Vessel

By JOE ALGINA

NEW YORK—The past three weeks have been satisfactory for a holiday season—with 35 payoffs and 10 sign-ons—with almost all of the payoffs coming off in neat style.

The beefs that arose at the payoffs were primarily about war bonus and related items, though one ship, the Longview Victory, brought us a hospital slip beef that is worth commenting on.

When the ship was in a foreign port, three men asked for hospital slips and were refused by the Mate. The men went to a doctor anyway, but when they returned to the ship they were logged.

When we took up the beef at the payoff, the Mate stated that he didn't believe the men were sick, and were only looking for an excuse to avoid work. The medical slips showed, however, that the men had been given treatment. The log was erased.

This situation has arisen too many times in the past. Men have died at sea, because medical attention was denied to them. It's true that occasionally men are faking, but these birds usually tip their hands and the crew takes care of them. Yet it is still safer to send a man to a doctor and be sure, than to take a chance on a serious illness arising.

Incidents like this are good arguments for all ships going out for a period of time to carry a Purser-Pharmacist Mate, so sick men can be given immediate treatment.

SICK AT SEA

Last year there were approximately 20,000 sicknesses at sea and 28,000 injuries. Many of these injuries were made worse because proper medical care was not given the men. The few dollars the shipowners saved by not carrying Purser-Pharmacist Mates are small compared to the life of a man.

On war-zone beefs: While the Binghamton Victory was in the 100 percent bonus area, the Purser was under the impression that the \$2.50 per day was not payable. The matter was squared away and the crew is entitled to 19 days at \$2.50 per day.

The attack bonus for the crews of ships in Inchon on October 15 is being taken up with the operators and will be squared away shortly.

Five men missed the Choctaw in Japan, while the ship was at anchor, through no fault of their own. If these men will get in touch with me, I'll take this beef up with the company, through Cal Tanner in Mobile, and get it squared away.

BOOSTING WORK-WEEK

With all the talk of total mobilization filling the air, Washington is talking about boosting the work-week to 44 hours without overtime.

In some defense plants this probably will happen, following a bit of flag waving and speeches about the good of the country, but if the bureaucrats in Washington and the shipowners think we are going to surrender our 40-hour week in port, they're sadly mistaken.

Our men will be playing a big part in the defense of the country by taking the ships to the war areas, but there is absolutely no need for a crew to work an extra four hours.

They are not manufacturing anything; their job is the same. It makes no sense to work four more hours in Saturday slopping paint on a ship that may well be blown up or torpedoed.

The labor movement wants to play its part for the good of the country, but there are certain rights that need not be surrendered.

BIG BILL POPS OFF

Speaking of labor being for the good of the country, there is, unfortunately, one labor leader who isn't. He's William Hutchinson of the Carpenters Union.

"Big Bill," as he is called, recently sent a message to the convention of the American Medical Association, and blasted the national health insurance program. Bill is all for the "voluntary way," that is being expounded by the AMA.

In other words, every person has the right to be without needed medical care. The twist to the whole business is that Bill was sick at the time and couldn't deliver his address in person. Bill, of course, is well able to handle any big hospital bills, but how about the millions of working guys who miss work every year and can't meet the bills?

I'd like to thank the membership for the splendid cooperation given to the officials in all of our endeavors this year, and in closing, extend best wishes for a Happy New Year.

Permits Enjoy Boom In Mobile During Holidays

By CAL TANNER

MOBILE — Shipping for the past two weeks, and especially in the past few days, has been fine. In fact, quite a few of the available jobs went to permitmen, who almost had to be shanghaied.

There are plenty of bookmen registered, but apparently they wanted to stay ashore for the holidays. For the next two weeks shipping will probably slow up. Only two offshore and four coastwise vessels are scheduled for payoffs and replacements.

RUMOR

As a result of the international situation, however, we might get a few extra jobs for relief men, as it has been rumored that several ships might be taken out of the lay-up fleet.

No definite date for the reactivation of these ships, nor the companies to which they will be assigned has been established.

During the past week we crewed up a new tanker, the SS Republic, owned and operated by the Trafalgar Steamship Corporation. Formerly, this ship was owned and operated by an NMU-contracted outfit.

A number of oldtimers are on the Mobile beach at this holiday season. Among them are Brothers S. Piner, D. Parker, S. P. Morris, C. E. Turner and M. Morrison.

Before signing off this week's report, we'd like to extend the season's greetings to each and every Seafarer, from all hands here at the Mobile Branch.



FORE'N AFT

by Johnny Arabasz

Seatrains Lines are having two new Seatrain Lines built at the Sun shipyards in Chester, Pennsylvania. They will be 483 feet long, make seventeen knots, and carry one hundred freight cars. Sounds familiar? It should, because they will be of the same class as the other four built in that shipyard. . . . "Dangerous Dan" Morin quit the Puerto Rico after a short stay aboard—only seventeen months. . . . Keith Terpe, the Union's representative in Lake Charles, has let us know that, since we informed the membership that there are tanker jobs available in that port, more men are registering and shipping there and with no trouble. . . . Speaking about tankers, the members are urged to go up for their Machinist's and Pumpman's endorsements, pronto. It will improve the rate at which you can ship, give you greater earning capacity, and help your Union fill its contractual obligations more easily.

Did you know that the two bids submitted to the Army Engineers to raise the Sandcraft from New York harbor were over \$320,000? . . . An anonymous friend writes in that he has joined the Reserves. Does he mean Calvert's and Schenley's? . . . The British Ministry of Transport announced a couple of months ago that of the 22,978 certified engineer jobs in the merchant navy, only 7,188 had certificates. That hasn't stopped any ships from sailing.

Short story: Roger "Fearless Fosdick" Carr hired on the Royal Oak on December 4, fired on the 17. . . . The Norwegian Minister of Labor pointed out that a great percentage of the seamen on Norwegian ships are foreigners, because a large number of the Norwegian merchant marine runs EXCLUSIVELY between foreign ports. That's not news, Mister. . . . We, along with many other people, are wondering how Smiling Joe Falasca maintains that smile while burning out a certain Engineer. Or are those teeth smiling?

Sid Bernstein looking over my shoulder just to make sure his name gets into print—

Baltimore Hard Pressed To Get Holiday Crews

By WM. (Curly) RENTZ

BALTIMORE — Shipping has been very good here in the port of Baltimore. As a matter of fact, we were kind of hard put to get enough men for a while, but we finally made it.

We still have a lot of guys on the beach, but most of them are waiting until after the Christmas holidays before they will take anything, as they all want to be home for Christmas.

We can't blame them, as many of them have wives and children, but in the meantime we had to ship a lot of white cards, and there is going to be some wailing after the first of the year, when they will have to do some waiting for those jobs to come up.

Sixteen ships paid off in the past few weeks, all in good shape with all beefs settled on board ship. There is absolutely nothing pending on any of them. Every one was in good shape, with not a foul-up in sight—which is a good thing, as the membership will not tolerate them in this port.

Signing on were fifteen ships, just to give you an idea of the number of jobs that went out.

There were very few ships in transit. We hit them all, and found them in good shape, with the few minor beefs easily straightened out.

There is nothing much else to say, except that we all of us

here in the port of Baltimore wish a very Merry Christmas and a very Happy New Year to all of our Brothers everywhere. The Brothers in the hospital say the same, and give their thanks for their Christmas gift.

Portrait Of A Seafarer

The following description of a good SIU man makes sense to us. It is taken from the "Southern Cross," ship paper of the SS Del Sud, which is edited by Edmund G. Sepulveda.

A firm belief in the justness of his Union.

A thorough knowledge of his working rules.

The satisfaction of knowing that he is doing a good job in whatever may be his position on board the ship.

Attendance at all meetings ashore or aboard ship, whenever possible.

No acts, however small, that will bring discredit to his Union.

Self improvement on his knowledge of the constitution and by-laws of his Union.

Adherence to the shipping rules.

Serving in any committee that he may be nominated for.

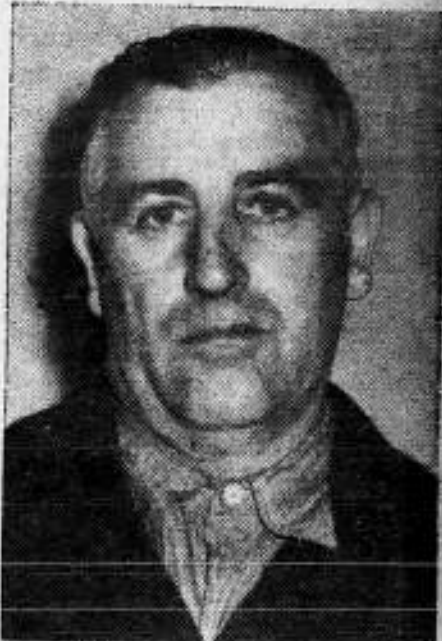
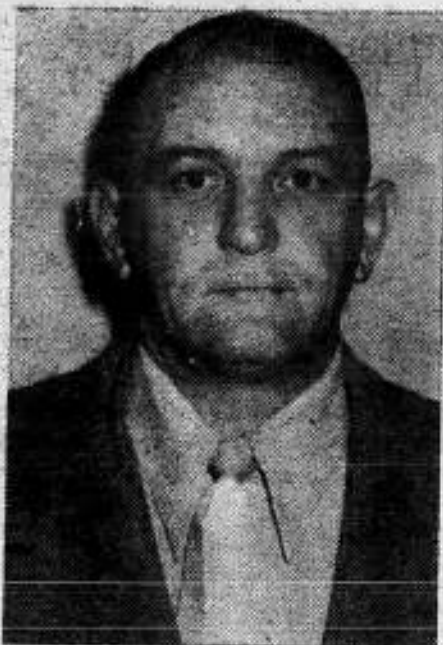
Never allowing anyone to voice detrimental remarks about his Union.

Helping Brother members as much as possible.

HERE'S WHAT I THINK...



QUESTION: What are some of the facilities you would like to see available in the new Headquarters-Port of New York building?



JOHN HOLOBOSKI, Oiler:

DAVID PASCHKOFF, OS:

GEORGE BINNEMANS, FOW:

JIMMIE BARBACCIA, AB:

E. STEELE, AB:

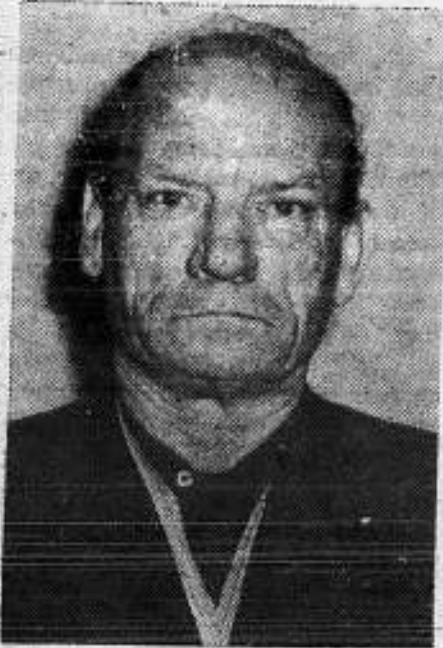
I want to see facilities that would make a guy feel as though he's in a home-like atmosphere. I think we should have a place where a man can take a shower, shave and change his clothes. Like today, for example, I'm hanging around the Hall waiting for a job. By the end of the day I'm sweated up. If I had a place where I could clean up and get my clothes pressed, I'd be all set to go out for the evening when I leave the Hall. It would certainly be a good thing for me and most of the other men if we could be able to attend to these things in the Hall.

A little recreation gear goes a long way in helping the men pass the time pleasantly, while they're waiting for a ship. Maybe a couple of pooltables could be put into the building. A library is almost a must, if the guys are to have a quiet place to read newspapers, books and magazines and to write letters. One of the most important things we should get is a good, inexpensive restaurant. Guys on the beach today have to pay higher and higher prices for their meals. With the Union running a moderate-priced eatery, it would be a big help, especially when a guy's dough starts to get low.

When a guy gets off a ship and reports to the Hall to check his gear and register, he generally has no place that is convenient to go to get cleaned up. So a barber shop and a place to shower would be very convenient things to have in the new Hall. If necessary, I think a moderate charge could be made for these services to help maintain them and other building facilities. If there was no need for these funds, they could be used to help cover the costs of publishing the LOG. Another thing we could use would be a restaurant on the premises. It should be run by the Union.

I'd like to see a set-up where a man could rent a locker—one of those automatic ones where you get a key by dropping a dime into the coin slot—so that he could keep the gear handy that he uses every day. Like his toilet articles, for instance. It seems to me that if dances could be held about once a week or so for the members and their wives and girl friends we'd have something special to look forward to while we're in port. Space for showers should be made available so a member can keep neat and clean all the time. All these things under one roof would be swell.

First of all, I want to see a bar and grill in that new building. Then I'd like to see space set aside for a quiet place where a guy could read and write and just relax if he wants to. I'd like to have a place where I could have my clothes cleaned and pressed. For entertainment, I'd like to see movies shown regularly—maybe the auditorium could be used for that purpose. There are loads of things that I'd like to see, but if we could get the ones mentioned we'd be making a good start. These are things I think most necessary and which aren't too expensive to install.



AL OROMANER, Bosun:

JOHN FERREIRA, Messman:

PATRICK NASH, Messman:

WILLIAM J. GEARY, FOW:

A. ADOMAITIS, AB:

From my experiences during 20 years of sailing, I'd say we should have a little loft set up where a man could learn rigging, splicing and other ship-board duties during his spare time ashore. Having such a loft available would encourage newer men to take refreshers before they ship out. Instructors would be no problem, because there are always enough Bosuns around who would be willing to help teach. Also, it has been my feeling for years that a Union-operated bar, grill and possibly a hotel would be a wonderful deal for seamen.

I think we should have up-grading classes so that members who wish to do so can get help in getting a rating or advance to the next higher one. Social events should be held, like weekly dances. And enough private telephone booths should be installed so that a guy doesn't have to wait on line too long before he can make that call. A stand should be set in a convenient spot where postage stamps, newspapers, magazines, cigarettes and other items of that nature could be purchased. All of these things would be a great convenience and help to the membership.

I'd like to see a number of things that would help to make a guy's stay on the beach between ships as pleasant as possible. As far as I'm concerned I think regular showings of moving pictures—say three times a week on Tuesdays, Thursdays and Saturdays—would be a good thing. Then we could have dances once or twice a week and men who wanted to could bring their wives or girl friends. A little fee could be charged for these forms of entertainment to take care of whatever extra expenses might be involved doing them right. I think most men would like them, too.

One floor of the building should be set aside to provide sleeping accommodations for men who are short of funds and cannot pay for a hotel room or roominghouse quarters. Then when a guy goes brcke while waiting for a ship, he'd have nothing to worry about. There should be a lot of recreational facilities, too. Things like pooltables, pingpong tables and similar type games are a good way to pass the time. Dances once a month or so would be fine with me. I think they are a good way to spend an evening and they would bring the men closer together.

The best way I can put it is to say that the new building should provide all the accommodations we have aboard ship. That is, to whatever extent this could be possible in our new quarters. So I'd like to see a Union-run restaurant where we could get good, substantial food at reasonable prices. I'd like to be able to have a place where I could get my clothes laundered and dry-cleaned when I needed these services. And a Union-run bar. If I could have these things in the Union Hall, I'd know that we wouldn't be at the mercy of any phonies.



SHIPS' MINUTES AND NEWS

SIU Ships Play Key Role In Korea, Experiences Of Two Seafarers Show

Movement of SIU ships in support of United Nations forces in Korea today are, of course, cloaked by security regulations, but stories of SIU participation in two amphibious invasions and support to the armies sweeping north have come to the LOG from Seafarers recently returned from the war zone.



JOHN BEDNAR

Two Seafarers to tell of their experiences are John Bednar, AB, aboard the SS Lawrence Victory, Mississippi SS Company, and Luis Gil Miranda, AB, of the SS Robin Trent, Seas Shipping Co.

Miranda's ship got away with its load of war cargo from New York on July 27 and after a stopoff on the West Coast steamed straight to Pusan. After emptying, she dropped anchor in Yokohama for a wait of several weeks. There she was joined by dozens of other ships making up what appeared to Miranda and his fellow Seafarers as a big invasion fleet.

About this time Bednar's ship, the Lawrence Victory, arrived from the States, having signed on in Galveston the latter part of August, and joined the group.

When the convoy finally steamed out across the Sea of Japan around toward Inchon in the convoy, besides Bednar's and Miranda's ships, were the Robin Kirk, Southwind, Frederic Collin and an unidentified Victory Carriers ship—all SIU-contracted.

LOADED WITH AMMO

The Kirk was loaded with ammunition and kept a respectable distance from the rest of the ships. The convoy was made up of 33 vessels, according to Bednar, of which four were transports, plus several destroyers.

The convoy nosed its way into the invasion center and went into action. Miranda describes the scene:

"While entering Inchon we didn't see much of the real excitement, but many ships were moving around and landing craft filled with GI's and gear were moving in toward the land. There were lights blinking from all ships and the noise of big guns filled the air."

While the ships hovered in Inchon harbor, Red Korean planes staged an air raid, striking a British cruiser lying 150 feet from the Lawrence Victory. The attackers lost one of their planes to the fire of anti-aircraft batteries set up on the shore.



LUIS GIL MIRANDA

Both the Lawrence Victory and the Robin Trent pulled out of Inchon after 11 days, during which time no one got ashore. Both ships shuttled back to Yokohama and back to Inchon once more and then were moved into another convoy which headed up the eastern coast of Korea and landed an invasion force in Wonsan. The action had been planned when the North Koreans held the port, but by the time the ships got into the port the UN forces were far to the north.

The Trent, however, didn't stay with the convoy when it turned into Wonsan, but continued 65 miles further north to Iwon.

All the excitement wasn't on the beach, however. While the ship was being unloaded into small craft an Army officer attempted to warm up the motor of a Duck in No. 4 hatch and somehow started a fire. The officer escaped with minor burns, and in a short time the crew had the fire under control. It was a minor incident, but it sent shivers down the crew's spines when, while clearing up the fire damage, they found the vehicle was loaded with hand grenades.

While the Trent was busy in Northern waters the Lawrence Victory got a rest and lay at the

Celebration For The Slugger



The Brooklyn Dodgers' crack catcher, Roy Campanella (seated at left), celebrated his birthday aboard the SS Puerto Rico during a recent voyage to the Island. At the table with him are his wife and the Ship's Purser. Standing, left to right, are Tom Gordon, Chief Steward; Dick Grant, Second Steward, and Johnny Velasco, Head Waiter. Photo by Norm Paschkoff, Ship's Photographer.

Delays Gave Mowbray Men 'Swell Time'

A series of setbacks, capped by a breakdown at sea on November 24, didn't gripe the Robin Mowbray crew at all. In fact, the untoward incidents turned out quite pleasantly for all hands by providing an extended stay in Durban, South Africa, a favorite port of call.

According to crewmembers Steve Wartelsky, Night Cook and Baker, and John McGonnell, OS, the breakdown was caused by a burned-out main bearing, as the ship was bound for the U.S. A tug hauled the Robin Line vessel 16 miles into port, where she remained for five days while repairs were made. The Mowbray then resumed her voyage.

CHUTE SHOT

Prior to the engine trouble, an ore chute broke down. It took six days to get the gear in working order again.

Then the vessel was detained another three days until a cargo of manganese ore, which the Mowbray was to carry back to the States, arrived in Durban for loading.

As a result of the delays, the Robin Mowbray spent 28 days in Durban, instead of the scheduled 17.

Nobody but nobody seemed to mind the extra stretch in port, Brothers Wartelsky and McGonnell said.

"The crew had a swell time," they added. "The only rub was that we ran out of dough."

Tini Drydocked In France For Bottom Repairs

Seafarers aboard the Carras Liberty, SS Tini, which was towed to Cherbourg for repairs after running aground in the English Channel, "haven't the least idea" how long it will be until they're able to return to the States, Ship's Delegate T. E. Frazier has reported to the LOG.

On the rocks for 40 hours, the Tini was refloated by five tugs, which ran her onto a sandbank to keep her secure overnight. Later she was towed to Cherbourg, where she entered a drydock for repairs.

The Tini's Skipper commended the crew for the fine manner in which they turned to during the emergency, Brother Frazier reported.

In view of the indefiniteness of their stay in Cherbourg, the Tini crew is anxious to keep abreast of late maritime developments and has requested Headquarters to forward all pertinent information.

This Time The Pants Were Made Too Small

Washing and cleaning of clothing had the spotlight at a recent meeting of the SS Del Valle crew.

Chairman Fred Shaia reported that on the credit side of the ledger a purchaser had been found in Buenos Aires for the crew's old washing machine and the new machine was working in tip-top order.

Then Brother Shaia asked if anyone had a youngster at home who could use a couple of pairs of junior size slacks. The Viking Laundry & Cleaners in Buenos Aires had done a thorough job on his trousers, returning them to him a good four sizes too small.

Serves As 'Pin Cushion' For Medical Research

Seafarer Pete Salvo is taking a kindlier view of animals used in medical experiments after serving as a volunteer "guinea pig" in a research project conducted at the Baltimore Marine Hospital.

Sporting a pale blue complexion, which he said would be temporary, Pete described his 10 days as a human pin cushion during a visit to the LOG office the other day.

When the Baltimore Marine Hospital called the SIU Hall for a volunteer, Pete readily responded. From November 11 to 21 he was subjected to a rigidly supervised schedule. He was given injection after injection while a 24-hour check was made

of his diet, weight, sleep, blood pressure and general condition.

The experiment on Salvo was part of an effort to develop a substitute for blood plasma, so necessary in the treatment of shock conditions.

Originally the injections were used successfully on animals and the Baltimore staff is now studying its reaction on individuals. Salvo was told that his tests "were the best so far."

A little weak, Salvo said this was a natural after-effect of the experiments and that he is gradually returning to normal.

One thing he came out of the project with is a high respect for the staff of the Baltimore institution. "It's the only hospital I know of where a seaman gets real first-class treatment," he said. "Why it's almost a pleasure to be a patient there. Everyone goes out of his way to make a guy comfortable."

Digested Minutes Of SIU Ship Meetings

SOUTHSTAR, Nov. 10—Chairman, Joseph Malazinsky; Secretary, DeFarmol. Delegates reported complaints about food. Chief Mate told crew he did not know OT rate for Deck Maintenance. Delegates reported number of books and permits in their departments. Motion carried that all men be aboard sober at the payoff. Steward asked that all Delegates be present when stores are put aboard in San Francisco so there will be no beefs later at sea.

BEATRICE, Sept. 10—Chairman, G. Ortiz; Secretary, Claude Fisher. Stewards Delegate reported that the Jr. 3rd Mate, now acting Chief Mate, is making it his duty to give the Stewards Department a hard time. Charges read against one crewmember. Motion carried to have the Chief Mate open the side port while in San Juan.

LONE JACK, Dec. 2—Chairman, Roy Lundquist; Secretary, Price Willoughby. Delegates' reports accepted. New Delegates elected for all departments. Wash water tanks to be cleaned at end of next trip. Crew was told that all the fo'les of the unlicensed personnel are to be painted and repaired.

LILICA, Nov. 12—Chairman, Al Bernstein; Secretary, Pat Ryan. Delegates reported all in good order. Delegate pointed out that men performing and disturbing shipmates will be brought up on charges. Crew asked to cooperate with the Messmen in keeping the messroom clean. Washing machine committee given a vote of thanks.

GOLDEN CITY, Nov. 26—Chairman, Walter Butterson; Secretary, Otto Hoepner. Treasurer reported ship's fund as standing at \$14. New York Port Captain rejected buzzer system for wheelhouse. Ship's Delegate to see Captain about having crew receive an itemized pay voucher. Request made for more fresh vegetables.

AKTIUM, Nov. 26—Chairman, S. Aveni; Secretary, R. Aguiar. Delegates reported no beefs. Motion carried that Ship's Delegate see the Captain about receiving a better deal in the hospital set-up. Suggestion made that the three Delegates check rooms to see what repairs are needed.

W. E. DOWLING, Nov. 26—Chairman, W. Ganty; Secretary, G. Moore. Delegates reported no beefs. Ship's Delegate to see Captain about turning guncrew mess into a library and recreation room. Ship's Delegate to also see about the new wage increase. Discussion on failure of Messman to perform his assigned work. Vote of thank given crew by Steward for cooperation given him during the trip.

CORAL SEA, Nov. 12—Chairman, John Doyle; Secretary, George Dunn. Ship's Delegate reported that all requested additions were put aboard the ship in Wilmington. Delegates reported "everything serene." Discussion on why crew's newly purchased washing machine broke down within a week. Suggestion made that Steward add hard boiled eggs to night lunch. Ex-

SEAFARER SAM Says:

WITH 1950 ALMOST ENDED, IT IS A GOOD IDEA TO CHECK YOUR BOOK TO SEE IF YOUR DUES AND ASSESSMENTS HAVE BEEN PAID . . .



planation made of how, in case of fire, men are to break into co room and shut off valve.

EDITH, Dec. 9—Chairman, Rogusky; Secretary, L. Rizzo. Delegates reported on number of books and permits in their departments. Suggestion made that crew continue ship's fund to handle various ship expenses.

SAND MATE, Dec. 14—Chairman, Walter Gardner; Secretary, John Cole. Delegates reported that crew should improve condition of fo'les and messroom through extra care of utensils and gear. Suggestion made that a phone be installed in the shack on the dock so all can obtain better information on the ship's whereabouts.

ROBIN KIRK, Nov. 23—Chairman, Fred Pettigill; Secretary, D. Moon. Master irked over crew's behavior in port. Stewards' Delegate reported three logs; other Delegates reported all in order. Ship's Delegate reported that Captain has said there would be no more logs; instead, performers would be referred to the Patrolman at the payoff.

CAMAS MEADOWS, Dec. 1—Chairman, Sullivan; Secretary, W. Wallace. Delegates reported number of books and permits in their departments. Department Delegates to draw up a repair list. Chief Engineer criticized for giving Steward a hard time about food, which the crew found to be very good.

FRANCES, Dec. 10—Chairman, J. Figueroa; Secretary, H. Ricci. Delegates reported no beefs. Motion carried that messroom be repainted.

ROYAL OAK, Dec. 2—Chairman, Albert Clouse; Secretary, Frank Robertson. Delegates reported number of books and permits in their departments. Ship's Delegate suggested that a new ship's fund be begun. Crewmembers asked not to get too chummy with the officers. Suggestion made to contact 1st Assistant

and arrange to share his motion picture projector. Several members talked of the poor quality of the coffee.

STEEL DIRECTOR, Nov. 11—Chairman, S. Miller; Secretary, J. Hisobrook. Ship's Delegate reported that a letter had been written to Headquarters concerning a member who missed the ship. Delegate also reported that the ship had left New York unsecured. Written report of incident to be prepared for Patrolman. Steward reported that the 6 bottles of steak sauce have

been exhausted, and trip has been under way only a short time. Flour full of weevils, Steward reported.

BENTS FORT, Dec. 10—Chairman, E. Pauton; Secretary, A. Case. Delegates reported all running smoothly. Treasurer reported \$41.44 in ship's fund. Complaint registered on quality of baking and suggestion made that a member of the Stewards Department assist the Baker. New selection of books to be picked up at next port. Question raised on whereabouts of old washing machine, taken ashore a year ago for repairs and has never been returned. Crewmember reported that a Patrolman is now investigating the disappearance of the machine.

LOGANS FORT, Dec. 7—Chairman, John Schilling; Secretary, Richard Henry. Delegates reported no beefs. Patrolman to be seen about vapor gauge, as men are now entering tanks with gas masks. Patrolman to see Captain about sailing board. Treasurer reported \$26 in ship's fund.

STEEL VOYAGER, Dec. 6—Chairman, Joseph Cantin; Secretary, A. Goldfarb. Ship's Delegate reported \$45 collected toward washing machine and \$49.01 for various ship expenses. Delegates reported everything okay. Complete repair list to be given Ship's Delegate for action. Electrician explained proper use of washing machine to crew.

ALCOA PEGASUS, Dec. 12—Chairman, H. Connell; Secretary, V. Harding. Delegates reported all okay. Motion carried that each Department Delegate take up repair list for his department and refer it to Ship's Delegate.

Vote of thanks given Steward and Cooks for fine food and pleasant voyage. Agreement made that all personal beefs would be kept from Patrolman until after payoff. Vote of thanks given to Captain Henry Morgan for making past trip a pleasant one.

BRADFORD ISLAND, Dec. 13—Chairman, H. Benson; Secretary, H. Swann. Delegates reported on books and permits in their departments. Motion carried to refer repair list to Chief Engineer.

WINTER HILL, Dec. 9—Chairman, R. Aueritt; Secretary, Lee Arnold. Delegates reported no beefs. Treasurer reported \$16.44 in ship's fund. Motion carried to reimburse crewmember \$5 for washing machine pulley he purchased. Request made that rails on catwalk be painted white for safety. Request flashlights handy in brackets on deck for use at night.

ROSARIO, Dec. 7—Chairman, David Albright; Secretary, Al Whitmar. Motion carried that a substitute meat be found for mutton, which the crew dislikes. Stewards Department given vote of thanks for superior Thanksgiving Day meal.

JOHN B. WATERMAN, Dec. 16—Chairman, W. Weddell; Secretary, H. Wirtz. Delegates reports accepted. Motion carried for Ship's Delegate to call Agent in New York, concerning crewmember who jumped ship with clothing belonging to shipmates. Steward asked that galley scupper plates be repaired on West Coast. Ship's Delegate requested each man to donate \$1 to ship's fund.

Personals



ROBERT COWDREY
Please get in touch with Frank Bose, 5th floor, 51 Beaver St., New York City. Important.

THOMAS F. DALY
Please write your mother at once. Anyone knowing his whereabouts are urged to notify his mother, 52 Mason Street, Salem, Massachusetts.

LEO J. E. Le BLANC
Contact Mrs. Edith W. Lynn, 1234 North Mansfield, Hollywood 38, California.

M. K. CHURCH
Get in touch with Eichman & Seiden, 30 Journal Square, Jersey Journal Building, Jersey City 6, New Jersey.

LEROY WILSON
Your mother now lives at 6 North Cedar Street, Mobile, Alabama. Write her.

ERNIE HANNAH
Send your address to the LOG, so we can forward the LOG you asked for.

DOUGLAS BERRY
Get in touch with Doris Linfitt, 1928 Hope Street, Baltimore, Maryland. "Important."

JOHN KENNETH GLASS
Get in touch at once with your sister, Dorothy Glass Langham, 71 W. 89th Street, Apt. 1B, New York City. Phone TR 7-2673.

THERIOT AGOFF
This Brother is now in the army and asks his friends to write him: Theriot Agoff, US No. 5400021, 112 Inf. Reg. 2 Div., Camp Atterbury, Indiana.

ALBERT EIKENBERRY
Your father, Herbert, asks that you write him at 507 East Vermillion Street, Lafayette, Louisiana.

VINCENT CHAVEZ
Please write to A. Deheza, SS Robin Mowbray, Mitchell Cotts Company, PO Box 31, Capetown, South Africa.

ALAN M. DAGG
Please contact your mother; she is worried about you: Mrs. Vera D. Lyon, PO Box 317M, Pasadena 17, California.

JACK FROST
Pvt. Francis T. Alkofer, AF 14335031, Hq & Hq Sq. 10th Air Force, Selfridge AFB, Michigan, wants to hear from you—and other friends.

SYLVESTER MONARDO
Get in touch with your draft board at once.

G. D. BRADY
Write or call Jerry Pierone, 36 First Avenue, Brooklyn, New York. Phone: ULster 5-0824.

AFTON J. BUSH
Eddie asks that you contact Evelyn at 44 86 Street, Brooklyn, New York.

Notices

"All seamen who know Paula from Baltimore get in touch with Mrs. Mary Yeager at the Alba Hotel in Galveston. She has checks from her husband, who is at sea waiting to hear from her; Brother Phifer."

Holders of the following A&G receipts, who paid off the Longview Victory on December 11, should contact Headquarters for credit: D83277, D83281, D83284, D83286.

THE MEMBERSHIP SPEAKS



Black Gang Averts Disaster As Ship's Plant Goes Out

To the Editor:

I take this means of informing the Union Brothers and readers of the LOG of the whereabouts and welfare of the SS Olympic Games.

We have been shuttling around South America for the past few months, delivering oil to keep the wheels of commerce rolling down here among the sister republics. We have been finding the señoritas charming and the beer cold.

This ship was a new addition to the American tanker fleet when this SIU crew came aboard in Baltimore August 21 last, when she was changed from Honduran to American registry. She was a fine-looking job when she came out of the shipyard, freshly painted with a shining white hull and green decks. Of course, you can bank on this SIU crew keeping her that way.

NO BEEFS

We have been getting good cooperation from all of the officers and beefs are practically nil in all departments. As a member of the Deck department, I cannot think of anything that constitutes a good beef.

To mention a few of the crew, among the oldtimers we have Brothers Joseph (Pineapple) Wing, Tony De Costa, and Bill Luth. We also have Jimmy Rose, a fugitive from the Marymar and Marion Beeching, whom we call "Deepsea" on account of his dislike of getting out of sight of the coast.

Brother Al De Forrest, Steward, has been right on the job getting us fresh stores in all ports. There are several permitmen and couple of new members from the Cities Service fleet. In all, we have a fine group of fellows, a good Union crew that believes in living up to its contract.

We had a little excitement one forenoon in the inland passage of Chile. We were close to a place appropriately called Coffin Point, when the plant went out on us. We were in 250 fathoms of water and a lively cur-

rent with 500 feet of cliffs of rock on each side of us.

FAST WORKERS

Prompt and efficient action on the part of the Engine crew in getting the plant back in operation saved us from disaster.

The one big gripe on here is that we can't get American money for draws. The exchange on the ship is always less than it is ashore. For instance, when we were in Brazil, we got 18.5 cruzeiros per dollar shipboard and 31 ashore. And in Argentina 14.4 pesos per dollar shipboard and 20 ashore. If all of these ships on foreign runs could carry American money it would be a big help.

If you are still mailing copies of the LOG to foreign ports and do not have the Texas bar in Recife on the mailing list, it would be a good place to send some, as all American seamen stop there.

We do not know how much longer we will be out of the States but should know soon. One of the Brothers wrote a letter to the Seven Seas Bar in Baltimore to find out and he should be getting an answer any day now.

Lionel G. De Hansen
SS Olympic Games

Hospitalized Seafarer Thanks Crew For Gifts

To the Editor:

Just a line to let my Union Brothers know that I have been laid up with arthritis in the New Orleans Marine Hospital for the past five weeks. I expect to be discharged in another week, when I will go back to my home in Tampa.

I want to express my thanks to Pat Murphy, M. Franggos and the crew of the SS Antinous for the cigarettes and money sent to me.

I am forever grateful for belonging to the SIU — a great Brotherhood that shows concern for its members.

Edward J. Albinski

At Ease On The Logan's Fort



Sam Setliff, DM, snapped this relaxed group on deck of the Logan's Fort, Cities Service tanker, during trip that paid off in Boston two weeks ago. Left to right, standing: Coggins, DM; Gaskell, AB; Carlsen, AB, and man identified as "Fireman." Sitting: Sam, OS, and Joe Windsor, DM. That's Brother Setliff in photo at left.

As Usual, Sailor Delaney Was Walking Down The Street, Minding His Own Biz . . .

To the Editor:

Walking down Baltimore Street headed for Beulah's Bar, I happened to meet an old shipmate of mine, George O'Rourke.

He is glad to see me. He says "Stick around, I got some inside dope of a good ship coming up," and my brain not working properly, I took his advice, as we had shipped together on the SS Marore.

We got our bags and while riding in a cab to see where she was berthed, we heard a commotion which sounded like a Korean war, which we distinguished as chipping hammers at work.

So O'Rourke says, "Pull up, driver, that's our ship."

And we not being drinking men and our nerves in good condition, we bravely walked up the gangway singing "Goodnight, Irene."

On deck we meet the Chief Mate who says, "You men have made a mistake. You must have been looking at our antenna. This is not a broadcasting station. We don't hire actors, we hire sailors."

Union Has Done A Lot, Says SIU Well-Wisher

To the Editor:

I have been in the SIU, the best Union in the industry, for eight years, and I know that the Seafarers has done a lot of good things for all our members in the past years.

I hope that in the coming years our Union will be able to continue its work and we can all enjoy even better conditions.

I wish to congratulate all of our officials and all of our members and wish all of them a Merry Christmas and a Happy New Year with lots of luck.

Juan Reyes
SS Rosario

Says Delaney, "We are not sailors. We are seamen and eager for work."

So the Chief Mate says, "You're just the men I'm looking for. You can turn to right way. I'll have the OS put your gear away. I know that will make you happy."

About that time along comes "Gismo" Corcoran, the Bosun, with two air guns. "All right, Delaney, sign here," he says.

"We don't want to lose these. We furnish the guns, the air, the rust and the rest is up to you," he added.

"Believe me you, Brother, I was up to my knees in it in eight hours. We just grinned and went to work in typical SIU style. We dug a hole so deep, Delaney says if John L. Lewis

hears about this he will make us take out a card in the mine workers union.

"Don't worry, Jack," says O'Rourke, "maybe the stevedores will think it's No. 2 hatch and fill it up with cargo before the Chief Mate sees it."

If work makes me happy, I am sure being tickled to death, because we are getting plenty of it. We were eager for work when we joined this ship. But when we get in Baltimore, I'll have the Patrolman call the Hall and have some of our shipmates donate some quarts of blood.

We're so weak, we won't be able to carry our bags ashore. Pity the three Day Men.

Jack (Sailor) Delaney
SS Bethore

Keep Salesmen Off Ships Unless Okayed, Crew Says

To the Editor:

We, the crewmembers of the SS Catahoula, write to you in regard to the Half Moon Valet Service of 921 Washington Ave., Brooklyn.

A representative of this service came aboard our vessel yesterday when we docked in Newark, N. J., asking if we had any dry cleaning. He asserted that he would have the cleaning back today. We finally had to call and get him out here in Stapleton Anchorage two hours before sailing time.

When he finally showed up aboard the launch, almost every piece of cleaning he had was spotted with grease from dragging and rubbing against the launch.

He also failed to return a crewmember's coat, costing \$30, back to the ship. This was at 4 PM and we were scheduled to

sail at 5 PM. He stated that he would return ashore and bring the jacket back before we sailed. He assured us he could do it. To show his good faith we asked him to leave a cash deposit with one of the Mates until he returned. This he flatly refused to do.

We became suspicious, so we asked him if he had a letter from the company or the Union certifying him to come aboard our ships. He stated that he had verbal permission from the Atlantic Refinery Docks in Newark to come aboard.

In view of the fact that this same thing has occurred over a period of time not only with this valet service but with others as well, we feel it would only be right to refuse permission to any of these services unless they were certified by the Union or the company to board the ships.

Signed by 12 crewmembers

Newly-Married Couple



Seafarer Jack R. Granger and his bride, the former Pearly McClelland, who were married last month in Crowley, La., where they are making their home. Brother Granger recently paid off the SS War Hawk, Waterman, and will shortly enter the Army.

Red Says The Frances' Speed Even Beat Rabbits To Punch

To the Editor:

With the year drawing to a close, coupled with the magnetic pull of the Yuletide Season, I hesitantly take my leave from the good ship Frances. And I do so with a tear in my eye—visually speaking, of course. The Frances was a fast ship. One time we left New York with 2 rabbits and when we hit San Juan we still had only 2 rabbits. As a feeder, she is unsurpassed. We throw better food over the side than what Waterman puts on the table.

As for ports of call, San Juan, Ponce, Mayaguez, and the ports of Santo Domingo supply any Seafarer with his few worldly requests. In Ponce I became a more experienced seaman by making my initial appearance on the "Rock Pile." However satisfied, I humbly concede defeat to the ever present mosquito hordes. As for Mayaguez, anyone would appreciate the low rates for "rum and bread."

But most memorable of all to me are San Juan and the Bayview. Most of the SIU crews do their imbibing here. Waterman sailors come ashore to eat. The Bayview provides all the peace and tranquility of a steel mill. The boss, a swell guy, guarantees to repair all broken hearing aids and punctured ear-drums. It's here I noticed that many of our Brothers have joined the "reserves"—Calvert.

One guy I know drank so much Canadian Club he's having his citizenship revoked. They had to take him away to the hospital one night for a serious operation—they're going to remove the brass rail from his foot.

Too many seamen on this run are affected with chronic colds—probably been drinking out of damp glasses. Being a strict abstainer, my nights were spent in various forms of self-defense with a terrific opponent, Petra Garcia. Before returning to the Islands, I appeal to the makers of Coca Cola to place their product in paper containers.

Now, don't get me wrong—I'm not saying the Bayview is a beachhead with music; even though every night at 12 o'clock there is intermission—when they carry out the wounded.

On Sunday morning the place is closed—gives them time to pump the blood out of the cellar. Any smart beachcomber with an eye for a buck could hire himself out as a piece-work stretcher bearer.

Speaking of beachcombers, one poor guy is getting so skinny that the other day when he walked into a poolroom a guy grabbed him and started chalking his head.

He has tried to make his way as a bookie, but things are so tough he had to lay off two cops. One of the cops has been in so many shake-ups they call him "Malted."

At present I'm lying low for a few days—the slats in my bed fell through. With the 25th drawing near I've just about completed my Christmas shopping list. For Paddy McCann I'm getting a set of kilts—kilts, that's Scotch pants with one leg.

I've got a nice package for the Waterman office—when they get it I hope they pull the right string.

For Senator Taft I've got a watch and pen—his head should knock like the watch and his nose should run like the pen.

I don't know if this is true or not but a certain Waterman Port Captain's wife has been hinting about looking as some furs—so on Saturday he took her to the zoo.

During the past year I have written a book—very popular—sold 5,000 copies. Anyone interested in acquiring a copy get in touch with me—I have 5,000. The title is, "Learn Shop-Lifting At Home."

After careful study you can save up to \$500 a year on sales taxes alone. In closing may I remind you to do your shopping early—but not too early—wait till the store opens.

Red Campbell

SIU Electrician



Brother Jim Hand stopped by the New York Hall recently to say hello to some of his former shipmates. Hand was en route to his home in Florida, after leaving hospital in Montreal, where he underwent a minor operation.

Out-Of-Way Ports Need Low Priced Recreation Spots

To the Editor:

I for one believe that the United Seamen's Service clubs are a wonderful project. But it is a matter for discussion, as to how much this organization, as a non-profit concern, should take in of an evening, in its club in Yokohama for instance.

Certainly they are not to be denied profits. Rather, I would suggest that as a chain it be permitted to prosper, as no seaman is forced to go there. I would limit this by saying that the clubs that prosper should spread their profits by raising the standards and lowering the prices of these clubs that operate in out-of-the-way places like the Persian Gulf ports.

I propose this for a good reason. In places like Yokohama there are plenty of places to go and things to do besides the facilities of the USS clubs. This is not the case in the Persian Gulf where there is a need for retreats where seamen can go to refresh themselves and meet old shipmates over a cool drink and buy merchandise at reasonable prices.

C. L. (Bud) Cousins

Twice-Torpedoed Seafarer Recalls War's Rough Deal

To the Editor:

I have a message for the young men in our organization, especially those of draft age.

First, I'd like them to know that their Union has never sanctioned, condoned or sympathized in any way with communism. It may be that a few did slip in among us from time to time, but on discovery they were sent packing. Our policy has been America, first and always.

War clouds are gathering fast. It looks as if we will again be called upon to man our ships at great risk of life. While we do not want war, the Seafarers will never slacken in their determination to win, regardless of the odds. But you who did meet the enemy in the last war should bear this in mind.

HEROES

If you remember, skilled merchant seamen were hard to get in the years 1941 to 1945. We were called the "heroes in dungarees." Many of our Brothers, are among the more than 6,000 seamen who lie in unmarked, watery graves. We were loaded time and again with high explosives and sent to ports unknown.

When we arrived at the other side—just a bit back of the front (the front, by the way, started for us when we passed the sea buoy)—we became the target for every MP and were chased out of places marked for "Allied Personnel Only," because we were not armed forces. Likewise, we were arrested if we visited places tabbed, "Off Limits to Allied Personnel." In plain words, we were unwanted. After being banged around by the high brass, you sailed your ship back to the States, via the front.

You've been away two months, so you do what comes naturally, wine, women and song. You have four or five days to catch up on everything, so you spend your money freely, as you can't take it with you. You're criticized by

Out Of Drydock, Brother Opens Eatery In N.O.

To the Editor:

Just a note to mention my appreciation for the efforts of the nurses and doctors in the New Orleans Marine Hospital.

I was hospitalized from September 21 to December 8 and the treatment I got was wonderful. Any Brother who gets sick in New Orleans is assured that he will get the best of care.

I want to thank Dr. Stuart Williams for all he did in getting me on my feet again.

Also, I want to thank the crew of the SS Del Sud who contributed five dollars to all of the SIU patients here in the New Orleans Hospital. Thanks Brothers, that "fin" was sure appreciated.

I've opened a lunch room at 704 Camp Street in New Orleans, so if any of you people hit town and are looking for a good meal, please give us a try. I'm sure you'll come back.

I want to wish all of the officials and the Brothers in the SIU a very Merry Christmas and a Happy and Wonderful New Year.

M. Newman

everyone. Look at that crazy seaman, they say.

You'll want to go home and see Mom for a few days but you can't get a priority to travel. You see men discharged from the army because they are seamen and the need for seamen is greater than it is for foot soldiers. You might even get so disgusted you'll go to the draft board and say, "Here I am, take me." But you're told, "Oh no. You're more valuable where you are now."

TESTIMONIALS

The war is over and we have won. Eisenhower, Marshall, Truman, Nimitz say we couldn't have won without the merchant marine. Everybody in Washington is busy on a GI bill of rights, college education, homes, jobs, you can even go in business with a government loan.

Now where do you fit in? You don't. You were paid too much already, you threw it away, so back to sea you go. The American Legion says you don't deserve it and that is all there is to it. It makes no difference that the thousands of Pentagon commanders, gold-bricks and fair-haired boys all have benefits coming. They deserve it. You don't. You're a labor man.

So, if I were you, I'd say to the draft board: "Here I am, a labor man. Take me, let me be recognized."

TRIED IT OFTEN

Some of you readers might ask why I didn't do what I'm advising here. I did repeatedly during the last war but was turned down each time.

And I'd go to the board now, except that I am too old, and as a result of two torpedoes on two different occasions, I am neither physically or mentally capable of passing the requirements. Sore head? No. I'll gladly go to sea again. I am a Seafarer and can take it on the chin.

So give this deep thought, boys. Think of your future and America's. To hell with the commies and to hell with Russia. Long live America, long live Democracy.

C. C. Cornett

Suamico Crewmen Ask For Airmail Copies Of Log

To the Editor:

We are on the USNT Suamico, running between the Persian Gulf and Japan, and from all reports it looks as though we will be out here awhile.

This is an SUP-contracted ship, although the crew is 95 percent SIU. Naturally we are all interested in the Union, its membership and the current events.

So could you please send us the overseas edition of the SEAFARERS LOG, as we have been unable to get any copies over here.

We send our best wishes for a Merry Christmas and a Happy New Year to all officials and members of the SIU. Meanwhile, we're hoping to receive our copy of the LOG soon.

William H. Herrell
Ship's Delegate

Seafarers Together In Army



Two Seafarers who had been shipmates in the Alcoa Cavalier and another who had sailed on Delta ships, are taking basic training at the Army's Camp Aiterbury, Ind., where above photo was taken. From left to right the hep soldiers are Hugh West and Ernest Copper and Theriot Agoff. West and Agoff were Cavalier galley men.

Boston Beauty



Charming is the word for lovely young colleen Eileen McCarthy, daughter of Seafarer and Mrs. Tim McCarthy, whose home is in South Boston, Mass. Eileen will be five years old in March.

LaFitte In Japan Drydock Until March, So Crewmen Are Breaking Out Chopsticks

To the Editor:

Here we are aboard the SS Jean LaFitte, a Waterman wagon, laying in Yokohama drydock for bottom repairs due to running aground off the coast of Japan.

According to hearsay, we expect to be here until March, or as the contracts read, 82 days if the material we need holds out. The repair list amounts to one propeller to be shipped over on one of the Waterman ships. Also there are 192 bottom plates and inner-floor plates that must be replaced. The keel was damaged, sections to be repaired, and the rudder's lower section needs work.

REPORT COMING

Outside of the above, everything is as expected with Captain Andrew Anderson. We are making a full report of all that has happened from the time we left New York and shall have it ready for mailing before we leave for the States.

There was no report before this writing due to misleading stories of what was to be done to the ship. There was talk of the crew being paid off in Japan and other talk that we were to make only necessary repairs and take the ship back to Mobile for the job.

Now that we know for sure what's going to be done, you have our letter, not that it carries too much information, but it is our way of asking that you send us the LOG while we are here.

NO DOUGH

While this wagon was on the regular run there was talk as to how the crewmembers could make a weekend in any of the ports of call. Now they claim there are too many weekends and not enough money. But for all the complaining I believe they are enjoying every minute of this short stayover, and all are digging in for the winter in real SIU style. The talk around the mess table is about buying homes and furnishings. When a man walks down the street with a bed on his back, the people remark that there goes a crew-

Season's Greetings

The holiday season brought a batch of messages from Seafarers and their friends throughout the world extending greetings to SIU members.

As the LOG went to press, greetings were still coming in. Messages already received included those sent by the following:

Matt Fields, Earl F. Spear, Luis Ramirez, Ed Larkin, Don Hall, H. A. Orlando, Russell Smith, Mr. and Mrs. Eddie Mooney, Harry Gordon, Mr. and Mrs. Bob High, "Sir" Charles Oppenheimer, Otto Hoepner, Crew of the SS Golden City, Otto Preussler, and M. Newman.

In behalf of all Seafarers the LOG thanks all of the well-wishers and extends to each and everyone its very best wishes for a Happy 1951.

man from the Jean LaFitte, looking for a house.

It's quite a thing to see two members of this ship on the street bowing and swapping chopsticks and telling each other how they cook their rice and fish heads. It wouldn't be much of a surprise to see some of these boys back in New York trying to ship out as rickshaw boys. I wonder what ratings my friend Paul would classify them in, maybe Group Six.

All kidding aside, we have a fine crew aboard this wagon and when we hit the rock, they acted as men and good sailors and brought her safely to port, despite the severe damage we sustained.

When you see tarps and hatch boards flying in the wind, you

can believe the weather is a bit rough. I would also like to say that Old Man might give every one a hard time once in awhile but when the ship was in the position the LaFitte was—and by that I mean that no lifeboat could have lasted more than five minutes in the heavy seas, as it would have been smashed on the rocks and the men lost—he sure did a fine job.

I believe the Old Man rocked this ship off by sheer nerve and good calm seamanship. If the Old Man was to retire after this voyage I would say the sea was losing a good sailor.

In closing, I want to wish all a Merry Christmas and a Happy New Year.

John J. Winn
Ship's Delegate

Fit As A Fiddle, Korolia Praises SI Hospital Staff

To the Editor:

Hiya, Brothers. Here I am in the Staten Island Marine Hospital, where I have been a patient for the past three-and-a-half months, and I must say that I'm feeling like a champion.

I came into the hospital for treatment of my eye and after going through the routine, this is what they found was wrong with me: Sight gone from my right eye, a severe case of sinus, hemorrhoids. After suffering a lot of gas pains, while confined to bed, they found that the lining to my stomach was pretty well shot.

Well, I was treated for the eye condition for three months,



SPIDER KOROLIA

and I'm sorry to say that nothing could be done. The doctors tried everything but there is no hope. I also had my nose operated on and it was a success, as was the operation for another condition.

As for my stomach, I am on a medicine, milk and cream diet. No ulcer, just a shot lining in the bread basket.

Now, about the doctors and nurses here. They are tops, and cannot be beat. Each and every one of them gives you service to the best of his ability. And the food here is great. Just can't be beat for a Marine Hospital.

I can recall several years ago that this hospital was regarded as pretty tough. But it seems that some changes have been made. Yes, Brothers, after spending several months in here I fit as a fiddle. In fact, I could

pass an exam to join the Marines.

So again, I say to all Seafarers: Hats off to the doctors and nurses at the Staten Island hospital.

By the time this letter is published in the LOG, I should be in New Orleans for the holidays. Before closing, I want to say hello to all of the boys at the old Spotlight on Bourbon Street. Also to all at Joe Ferrara's Playhouse on Dauphine Street.

Steady as she goes!

Spider Korolia

(Ed. Note: As Brother Korolia was preparing to leave for his holiday at home, he received a wire from his mother that his brother, an Army man for the past 15 years, had been killed in action in Korea. The Seafarers extends its deepest sympathies to the Korolia family.)

Fields Hails The Cooperation Of Crewmen Aboard Aktion

To the Editor:

After having been on the beach, sick, for more than seven months, I finally got out on the SS Aktion, carrying general cargo to North Atlantic ports.

After more than three months, I paid off in Baltimore and I'd like to take this opportunity of thanking all my shipmates for

ED PRENDERGAST DIES SUDDENLY; JOINED SIU IN '45

To the Editor:

It was with deep regret that I learned of the recent death of Brother Edward A. Prendergast, who had been sailing on SIU-contracted ships since 1945.

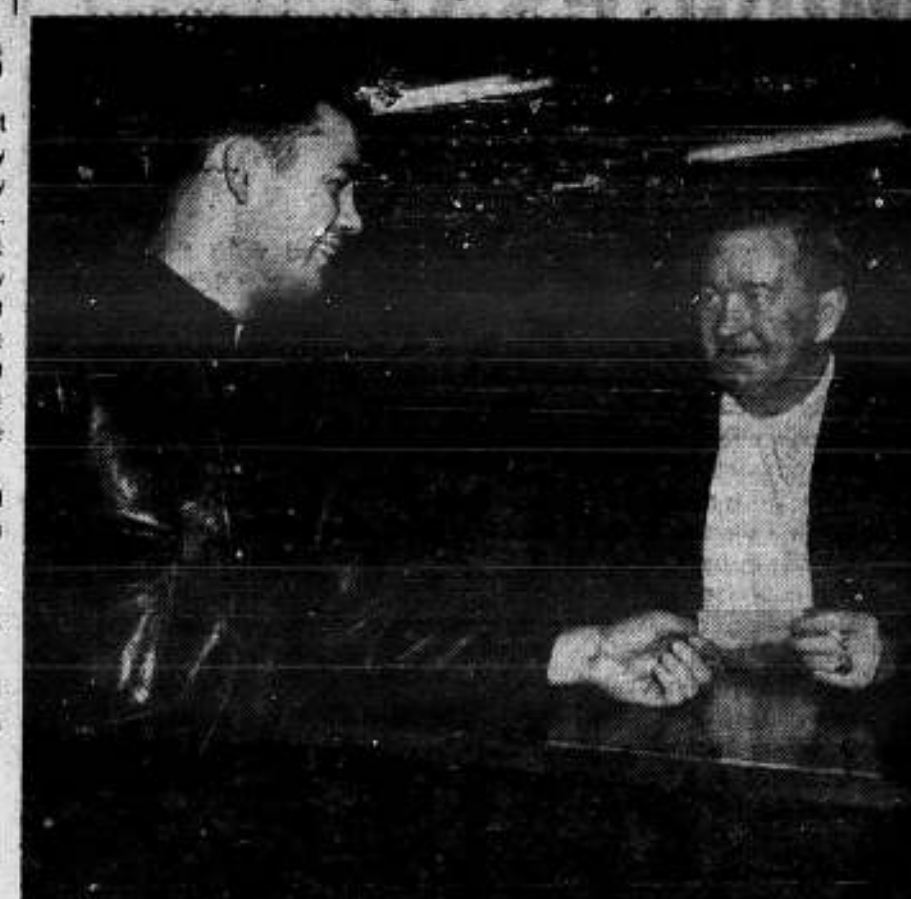
Prendergast died suddenly on Thanksgiving Day at his home in Hingham, Mass. He was 56 years old.

The late Brother held Book No. 47264 and sailed as Plumber-Machinist.

Surviving are his wife, Christine, and a son, Edward Jr.

I am sure many of Brother Prendergast's old shipmates will be saddened by the news of his passing and join me in extending condolences to his family.

E. B. Tilley



Winding Up His Affairs

Bill Brady (left) gets his retirement card from Patrolman Tom Clark at New York Hall as he prepares to enter the Army. Sudia, who was a motorcycle courier in the 1946 General Strike, paid off the SS Aktion on December 4 and reported to the Army nine days later.

Member Pays High Tribute To The Late Bill Brady

To the Editor:

In my opinion, a seaman should represent the finest type of trade unionist. The nature of his calling allows him to escape the exacting and monotonous requirements that are typical of shoreside pursuits.

His union contract protects and safeguards him from the ever-zealous employer in a manner that excites envy among other workers.

Accordingly, he should be proud of his vocation, competent in the fulfillment of his duties and resolute in his adherence to

labor's ideals. Further, he should courageously defend his own convictions but when overruled by the majority he should exert the same militant enthusiasm toward carrying out these policies.

He should strive to improve himself, both by self-education and by acquiring a deeper insight into his own Union, to the end that an enlightened membership is the most vigilant and resourceful trustee of its responsibility.

He should appraise the other man's problems with sympathy and tolerance and be prepared to battle tyranny in every form.

As a result, he should command the respect and loyalty of his Union Brothers, as well of his other fellow humans, taking his place among the best of decent mankind.

How many of us meet these specifications?

Seafarer W. J. Brady, who passed away recently, met them all.

Myles Stern

(Ed. Note: The writer of the above tribute had been a shipmate of the late Bill Brady on several voyages in the past several years and had known him since 1941, when both became members of the SIU. Brady died on December 3 at the age of 47.)

one of the most enjoyable trips I've ever made.

During all this time there was never a cross word among the crewmembers, and never a beef. Everyone, from oldtime bookmembers to the newest permitman, cooperated fully.

The Skipper, the Mates and the Engineers were everything that a seaman hopes for when he makes a ship. It was a real pleasure to have been on her, working with good joes like them, and I hope to do it again in the future.

Matt Fields

Vendor Holiday Chow Fit For King

To the Editor:

I am enclosing a menu of the Thanksgiving Day dinner that was served aboard the SS Steel Vendor, Isthmian, to show that J. P. Shuler, in addition to knowing his stuff as a Union official, knows his way around on the Chief Steward's job aboard ship.

He is ably assisted by Fred Bucayon, Chief Cook, and U. R. Mejudio, Second Cook, whose baking rates along with that of "Baltimore" Potts, Isidro Avellio, Third Cook, is also on the ball.

We are out of New York, bound for the Far East via Frisco. It looks as though it will be a good trip as we have an all-around good crew.

T. W. (Slim) King

(Ed. Note: Lack of space prevents publication of the menu forwarded by Brother King, but we will say it had everything, from the canapes and lobster cocktail right on down through the roast turkey and baked ham to the plum pudding and chocolate eclairs.)

Minutes Of A&G Branch Meetings In Brief

SAVANNAH — Chairman, E. Bryant, 25806; Recording Secretary, E. Siankovich, 25472; Reading Clerk, W. Morris, 21636.

Minutes of Branches read and accepted. Quarterly Financial Committee's report read and accepted. Agent reported on shipping and invited Seafarers to bring their wives and girl friends to a Christmas Party being held in the Hall. Motion carried to elect Balloting Committee. Motion carried that all members do all they can to support the Retail Clerks' picketline before a local store. Under Good and Welfare, several members spoke on the importance of helping the Retail Clerks in their beef.

BOSTON — Chairman, Ben Lawson, 894; Recording Secretary, R. Murphy, 39427; Reading Clerk, J. Higgins, 40576.

Headquarters report read and concurred in. Motion carried to accept Secretary-Treasurer's financial report as read. Minutes of Branches read and approved. Dispatcher reported on shipping figures for the past period. Motion carried to accept resolution from New York, dated December 12, as read. Meeting adjourned at 7:30 PM, with 75 members present.

BALTIMORE — Chairman, Leon Johnson, 108; Recording Secretary, Edward V. Smith, 48961; Reading Clerk, Al Stansbury, 4893.

Earl L. Morris, Book No. 50938, took the Union Oath of Obligation. Motion carried to accept charges as read. New York resolution dated December 12

A&G Shipping From Nov. 29 To Dec. 20

PORT	REG. DECK	REG. ENG.	REG. STWDS.	TOTAL REG.	SHIPPED DECK	SHIPPED ENG.	SHIPPED STWDS.	TOTAL SHIPPED
Boston.....	44	16	9	69	44	16	9	69
New York.....	201	187	207	575	115	79	97	291
Philadelphia.....			(No Figures Received)				(No Figures Received)	
Baltimore.....	186	91	88	365	108	120	69	297
Norfolk.....	8	10	5	23	9	2	1	12
Savannah.....	13	9	7	29	13	5	—	18
Tampa.....	14	11	8	33	9	9	8	26
Mobile.....	59	48	53	160	60	43	40	143
New Orleans.....	78	74	121	273	76	79	117	272
Galveston.....	40	36	27	103	36	37	26	99
West Coast.....	65	52	61	178	114	81	75	270
GRAND TOTAL.....	708	514	586	1,808	584	472	442	1,498

adopted by vote of 288 to 1. Motions carried to concur in Headquarters report and Secretary-Treasurer's financial report. Minutes of other Branches approved, except for motion to non-concur with New Orleans' New Business calling for extensions on shipping cards in that port. Motion carried authorizing Agent to purchase new clock for the Hall. Excuses Committee recommended that two Brothers be excused. Under Good and Welfare several issues were discussed. Consensus of opinion was that money collected for Christmas dinner be divided among men on the beach. Balloting Committee was elected and members wishing to do so cast their votes.

NORFOLK — A quorum not being present, special meeting was held to check shipping cards. Motion carried to refer all excuses to the Dispatcher.

SAN FRANCISCO — Chairman, L. A. Gardner, 3697; Recording Secretary, W. C. Davis, 38366; Reading Clerk, Ray Queen, 34594. Motion carried to concur in

Secretary-Treasurer's financial report. Resolution, dated December 12, from New York read and adopted. Minutes of other Branches read and approved, except for motion to non-concur with New Orleans' New Business calling for extensions on shipping cards in that port. Motion carried authorizing Agent to purchase new clock for the Hall. Excuses Committee recommended that two Brothers be excused. Under Good and Welfare several issues were discussed. Consensus of opinion was that money collected for Christmas dinner be divided among men on the beach. Balloting Committee was elected and members wishing to do so cast their votes.

TAMPA — Insufficient number of members present to constitute a quorum. Port Agent reported that ship-

ping remains slow, with nothing but coastwise ships touching the port. He announced that the P&O line had signed the Welfare Plan.

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

Reading of Secretary-Treasurer's financial report and Headquarters report. Motions carried to concur. Minutes of previous meetings in other Branches read and approved. Agent reported that several ships are scheduled to come out of layup in the next few weeks, although there is still nothing definite on the number or time, or what companies will get them. Shipping should be fairly slow in the coming two weeks, as only two offshore ships are scheduled for payoff. He pointed out that shipping on the West Coast is at a high

Anyone able to finance way to West Coast can be certain of job when he gets there, he said. Agent also reported that SIU acquired new tanker, SS Republic, owned by Trafalgar Steamship. Communication from New York read and accepted. Resolution dated December 12 adopted after reading.

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

Motions carried to accept Secretary-Treasurer's financial report and Headquarters report to the membership. Port Agent said that shipping had been fair in the past three weeks, with approximately 35 ships paid off and 10 signed on. He said that the attack bonus for the ships that were in Inchon on October 15 is being taken up, and will be squared away shortly. He added that five men, through no fault of their own, had missed the Choctaw in Japan while the ship was at anchor, and asked that these men get in touch with him so that matter can be squared away. Branches minutes of previous meetings read and approved. Motion carried to accept charges as read and refer them to elected Trial Committee. Motion carried to concur in resolution. Oath of Obligation administered to 12 men. Under Good and Welfare, Frenchy Michelet reported on progress of work on new building. Meeting adjourned at 8:15 PM with 1,103 members present.

Guide For SIU Stewards Department

(Continued from Page 12)

enjoy rich soups, fine gravies, sauces, and even consommés, which can be served at night several times a week. These, if properly made, frequently form a whole meal in themselves. Of course, I don't mean to advocate serving soup as the sole dish at a meal. I merely want to point out that, if the potential nourishment from these rich and nutritious bones are utilized properly, the crew will be better fed and the cost will be considerably reduced.

It is the little things that go to make for a good feeding ship. Paradoxical as it may seem, it has been my experience that those ships that feed in the lower brackets are in many cases the better feeding ships. This is simply because the Steward and Cooks are on the ball to see that the crew gets the full benefit of food placed on the ship.

When a Cook is butchering his pork chops, ask him to remove the tenderloins and put them below. When enough has been accumulated you find yourself with a real tasty meal of pork tenderloins on hand, which would have been lost in the shuffle had they been treated otherwise.

Pay attention to the vegetables. Treat them well, and they'll treat you well. If you see the cauliflower is going to yellow up on you, and you are going to lose it, bring it all topside, trim it and parboil it. Return it to the freeze box,

have been wasted. The same thing applies to a number of other leaf vegetables.

Pay attention to the galley operations. Don't permit careless handling of the food. Don't permit the Cook to lean over the food on the stove with a cigarette drooping from his mouth. Ashes may fall into the food and make the crew ill. Check on things like potatoes, which are frequently allowed to remain in their cooking liquid for an hour after they have been cooked. Don't permit the Cooks to prepare the mashed potatoes an hour ahead of time; they won't be fit to be eaten at mealtime. Be sure the food is tastefully arranged on the plate. Even Shuler's cooking can be rendered edible if it is properly arranged.

Check your messroom before each meal. Don't let the Messman put out a whole pound of butter on each plate. Let him cube it. The crew can have all the butter they want, but there is no sense in feeding it to the fish. Watch the milk. Don't let the Messman put too many cartons of milk on the tables. The same thing applies. There is no desire to skimp the crew; just remember we can't expect the operators to keep the sharks on a sour milk diet. Check the bread, too. It's important. You don't need a whole loaf on each plate; it spoils. Watch your leftovers. They're important. Potpies and hashes are real good eating, if properly prepared.

The Steward should check his confirmation orders the moment he gets aboard a ship. He can then see if there are some items he would rather not have, and take others as substitutions. For instance, I always try to persuade the port steward to give me hog jowls rather than sow belly. It's got the latter beat all to hell when it comes to flavoring a pot of beans or a mess of greens.

To sum it all up, a Steward, in order to be a successful one, must make it plain to everyone on board ship that he is going to run his own



department. He doesn't have to be nasty about it, just make it plain to everybody that he is the man responsible to see that everybody is fed aboard ship. If he knows his business he shouldn't have any trouble persuading the crew to let him go about running his job.

A Steward must pay personal attention to everything that his department does aboard ship. This calls for checking every meal, so that he can see for himself first, if there is any wastage of food; second, if the crew enjoys the menus he has put together (always try to substitute for dishes that are not popular); and third, that the service is clean and satisfactory.

Make it a point to be around the galley at breakfast time. See that the bacon and eggs don't come out as though Greasy Joe is in the galley.

In short, pay attention to your job. You are the Steward and you have a hard job. There's no use trying to make it any harder. You have to be a combination of a lot of things to be a successful Steward aboard an SIU ship. But it is not an impossible combination, because we have many an SIU ship afloat today that meets the Union's, the crew's and the operator's expectations. Let's try to make the whole fleet that way.

If the Steward runs into any trouble trying to run his department in an efficient SIU manner, he should contact the nearest shoreside SIU official.



wrapped in meal portions, and you have saved yourself a good many fresh meals that would



GUIDE for SIU STEWARDS DEPT.

By FRENCHY MICHELET

For the past several years it has been our boast that the SIU has had the best conditions in the maritime industry; that in the years of militant struggle against the shipowners we have not only bettered our own conditions immeasurably, but helped all seamen, whose unions followed our lead and got some of the drippings from the gravy bowl.

But we aren't the only ones who think so. The shipowners do, too. The operators are grumbling about the cost of feeding aboard their ships, contending that feeding costs aboard NMU ships are anywhere from 10 to 30 cents lower per man per day than on SIU ships. And this is so, they claim, because the NMU-contracted companies choose their own Chief Stewards (men in many cases not even members of the NMU) and that these men are personally interested in keeping costs down.

The SIU can't quarrel with these statements. We know we eat better than the crews of other



companies. And we intend to keep on eating better, and maintaining all our other superior conditions.

And all our Chief Stewards are shipped off the shipping board, with the exceptions of two companies. (And even one of these is beginning to see the light, and frequently calls the Union for Stewards, who are shipped from the board.)

And our Stewards are Union men, not company stooges. They know that their Brothers like to eat well, and eat wholesome food, and they see that they get it.

Because of these things some shipowners have for years, been trying to take the Chief Stewards out of the Union. They won't get any place. However, this situation poses a problem. Even though we won't surrender any of the conditions we fought so hard to get—and we are out to raise them still higher—we are also interested in our contracted companies staying in business. In the days when the gravy runs thin, every additional cost may prevent our operators from competing with other, lower-cost companies, and lead to their laying up ships or going out of business—and losing jobs for the membership.

We don't want to lose these jobs, and we won't lower our conditions. This makes it tough, but there are some things that can be done.

In the first place, a good part of the higher cost can be thrown right into the companies' laps, because it occurs before the food ever gets on board ship. We all know that there are many instances of chiselling by port stewards and purchasing agents, who supply inferior food and short-weight merchandise to ships, while the company pays for prime cuts and full weights, saddling the poor sailor with the blame for high costs while he eats sub-standard chow. We all know of these and the other rackets these babies run. Eliminate them, and the companies will go far in cutting the costs.

Again many operators supply books of instruction to Stewards and Stewards Departments that are full of platitudes and generalizations, and sound as if they were written by the same goofball who laid out the galley on the Liberty ships.

When an operator prints a book of instructions to Stewards he should have it written by a prac-

tical Cook or Steward, who is familiar with all the problems peculiar to shipside cooking.

But so much for the operator. Those are his problems, and he must handle them himself. Let's see what we can do about this situation and still maintain our standards. The following observations are not abstract, theoretical recommendations. They are based on personal experience and the experiences of other longtime Stewards in the SIU.

Inasmuch as the Chief Steward is the head of the department and is directly responsible for the efficiency of his department, I would like to treat on his duties and, indirectly, those of his department crewmembers. After a Chief Steward takes a job from the board in a Union Hall, he should go for an interview with the company port steward, armed with all of his qualifications, in order to show the company that he has the background, and is thoroughly grounded in his business.

When he gets aboard ship, he should immediately get together with his predecessor and check the inventory. Having satisfied himself that all the meats, crockery, linen, etc., that are listed as being on hand are actually aboard, he should then change every lock on every storeroom and meat box.

(Some vessels boast more keys to the ice box and linen locker than shackles in the gear locker.)

The Steward should call a meeting of his entire department. He must make it plain to the men that he intends to run the department; that he is the man responsible to the Union, the crew and the operator for the performance of the entire Stewards Department; and that he must have the complete cooperation of his gang to properly discharge his obligation.

He must point out that the food and gear aboard is for the subsistence of the entire crew for the voyage; and if any one person takes any part of it ashore to feed or clothe a haybag, he is actually stealing from his shipmates, because there is just that much less to be divided among the crew during the course of the voyage.

The Steward is in a peculiar position aboard a ship. The crew wants good, wholesome food, and plenty of it, and to hell with the cost. The operator thinks the Steward is letting the crew eat him out of business, and the Union insists the Steward give both the crew and the operator a fair shake. All of which calls for a little tact, to say the least.

The Steward should be firm, yet patient and sympathetic to the other guy's problems. He should run his department with a firm hand. But on the other hand he shouldn't confuse himself with Jesus, because he'll find the Shipping Dispatcher neglected to ship him any Apostles.

A Steward should work out his menus with his Cooks and Baker. He should learn the Chef's



specialties, find out what he can do best, and plan accordingly. He shouldn't try to build his Cook around his menus, but rather his menus around his Cook. After all, two months is a short time to teach a guy the business. But remember, the Steward is responsible in the final analysis.

If the Cooks insist on making their own menus, it is time to draw the line; that is the Steward's responsibility. If the Cook wants to plan all the menus, let him go back to the Hall and ship as

Steward, where planning menus will be part of his routine duties.

Remember, if you let the Cook run pork chops three times a week, and with the voyage half over find yourself out of pork loin, you'll find the delegate will come knocking—not at the Cook's door—but at yours, Brother. So much for generalities. Now for a few specific hints.

One of the principal factors in the cost of feeding anywhere is wastage. If the Steward is attending to his duties, he will find that one of his principal duties is to avoid waste. Half of the cost of feeding aboard ships is meat. Obviously, if you are going to avoid waste, you must pay particular attention to this item. When the Cook breaks out a box of meat and puts it into the thaw room, don't let him take only what he needs for the next day and return the rest to the icebox. This is a sure way to waste food.

The greater the quantity of meat butchered, the more economically it can be fabricated. In addition, you do not risk spoilage by throwing the meat in and out of hot and cold three or four times. Specifically, let's take a box of rounds. Ask the Cook when he butchers his rounds to butcher at least two boxes. Let him put those parts of the meat that he proposes to use for roasts, swiss steaks, beef ala mode, etc., aside. Then let him take all the trimmings, cut them up for stews, fricassee, and ground meat. You then find yourself with a sufficient quantity to make a number of stews, etc. By wrapping these in meal sizes and labeling them as such, you have your butchering for several weeks ahead for that particular meat; you have saved a great deal of money that normally would have been wasted had the meat been butchered in small quantities, and you have made it easier for the Cook.

Another source of waste on ships is fat. I don't think it is an exaggeration to say that 95 percent of the fat is thrown over the side. If the Steward will ask the Cooks to remove all fat and put it in a receptacle until accumulated sufficiently to



justify rendering, and then bring it topside and run it through the grinder and render it, he will find that not only has he reduced his lard bill by two-thirds for the voyage, but he has given the crew the benefit of foods cooked in this fat, which is a highly palatable substance.

This same principle applies to all meats and fowl. If the Cook would set aside certain days for butchering, and work a half-a dozen boxes of fowl at a time, he will find that he has not only facilitated his work, but he has enough livers, gizzards and hearts available to make several tasty dishes.

Another thing we cannot overemphasize, is the importance of stock. If your Cook thinks he can make stock in the morning for soup he proposes to serve at noon, he is in the wrong business—he should be cobbling shoes. It takes, at a minimum, 12 hours to extract the juices from bones. Then, if these same bones which have stewed for 12 hours, should be removed from the pot and reimmersed in fresh water and stewed for another 12 hours, then even more juice can be extracted than from the first stewing.

All beef and veal bones are potential sources of nourishment. If all the beef and veal bones aboard ship are utilized properly, the crew will

(Continued on Page 11)